

MEASURABLE AND ORGANIZATIONAL PERFORMANCE INDICATORS (OPI)

The information in this section summarizes goals to be met 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 pavement, bridge and maintenance operation measures have an acceptable level that managers and career professional employees are expected to achieve and sustain.

The highway network ODOT is responsible for is divided into three categories: priority system (interstate and four-lane divided highways), urban system (state highways within municipalities), and general system (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 systems pavements are deficient when the PCR is less than 55 points.

ODOT also conducts annual bridge inspections evaluating four categories:

- **General appraisal** ratings measure the overall condition of a bridge – 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 underside of a bridge – bridges are deemed to be deficient when the floor rating is a 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** 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 future goals for these activi-

ties. Central Office and district work units are expected to achieve these conditions and sustain them in the future.

- **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.
- **Pavement Deficiency** – deficiencies are recorded for the deterioration (ruts and potholes), obstruction, and bleeding of pavement and excessive crack sealing that is dangerous to motorists.
- **Pavement Drop-Off** – deficiencies are recorded for drop-offs exceeding two inches deep and six feet long between the pavement and shoulder.
- **Vegetation Obstruction** – deficiencies are recorded for vegetation obscuring signage, sight distance and guardrail.
- **Litter** – deficiencies are recorded for any tenth mile segment where litter exceeds 10 items.
- **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 spillage onto the pavement.
- **Sign** – deficiencies are recorded for deteriorated signs that 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.
- **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.



STATEWIDE PAVEMENT

ODOT STATEWIDE PAVEMENT SUMMARY

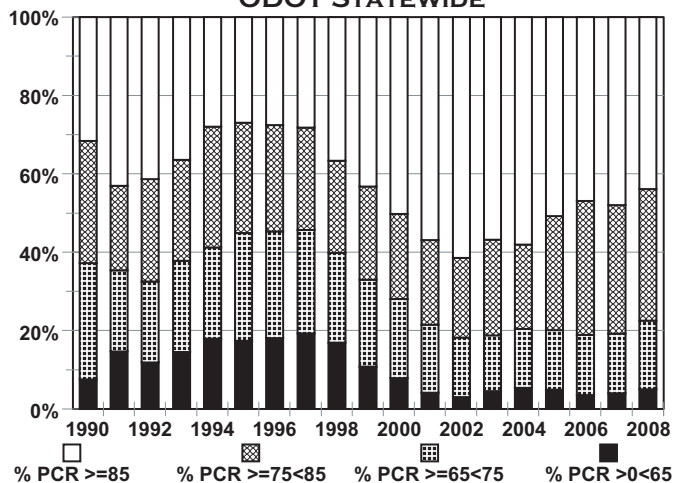
The statewide goals for pavement conditions are to achieve 90 percent acceptable pavements in 2008. This goal is the same for the priority, urban and general systems. Currently, the department is meeting these goals. The priority system has 96 percent acceptable pavements with a condition rating above 65 PCR. The urban system currently has 96 percent acceptable pavements with a condition rating above 55 PCR. The general system currently has 98 percent acceptable pavement.

Historically, pavement conditions have fluctuated year to year, district by district, as funding levels and pavement preservation projects varied. The department goal is to achieve a "Steady State" condition level which is both acceptable and manageable.

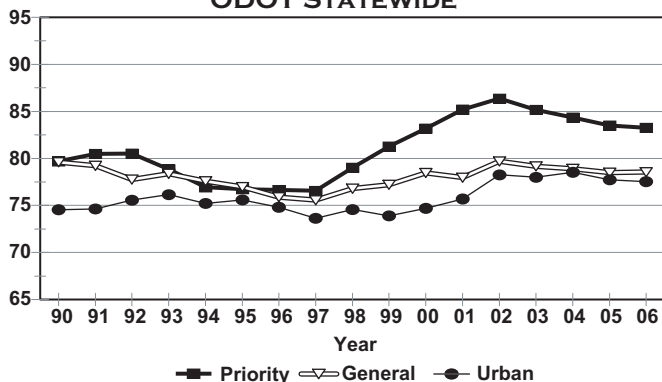
From 1990 to 1997, pavement condition levels for the most heavily used priority system were not in Steady State. The priority system is made up of only 25 percent of the state highway lane miles but handles 56 percent of the total vehicle traffic and more than 70 percent of the truck traffic. The pavement condition levels dropped from 92 percent acceptable to a low of 81 percent acceptable.

Over the past 5 years, much has been done to reverse this trend. The recent efforts to focus on this system, including reconstructing parts of the original interstate highway system has brought the acceptable pavement condition to an all-time high of 97 percent.

**PRIORITY PAVEMENT CONDITIONS
ODOT STATEWIDE**



**WEIGHTED AVERAGE PCR
ODOT STATEWIDE**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$493.18 M
New Construction - Lane Miles	127.46
Major Rehabilitation - Lane Miles	805.34
Minor Rehabilitation - Lane Miles	10,415.14
Preventive Maintenance - Lane Miles	17,397.45

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	91%	90.5%	90%
General > 55 PCR	93%	91.5%	90%
Urban > 55 PCR	93%	92%	90%

SYSTEM	LANE MILES
Priority	12,287
General	30,297
Urban	5,969
Total	48,552
Truck VMT	24,807,467
Total VMT	185,377,721

OVERALL RATING:



VERY GOOD



STATEWIDE BRIDGES

ODOT STATEWIDE BRIDGE SUMMARY

The 2008 goals for bridge conditions are to keep bridge deficiency levels at below 4 percent for bridge general appraisal ratings, below 5 percent for bridge floor condition rating deficiencies, below 4 percent for bridge wearing surface deficiencies and below 11 percent for bridge paint deficiencies.

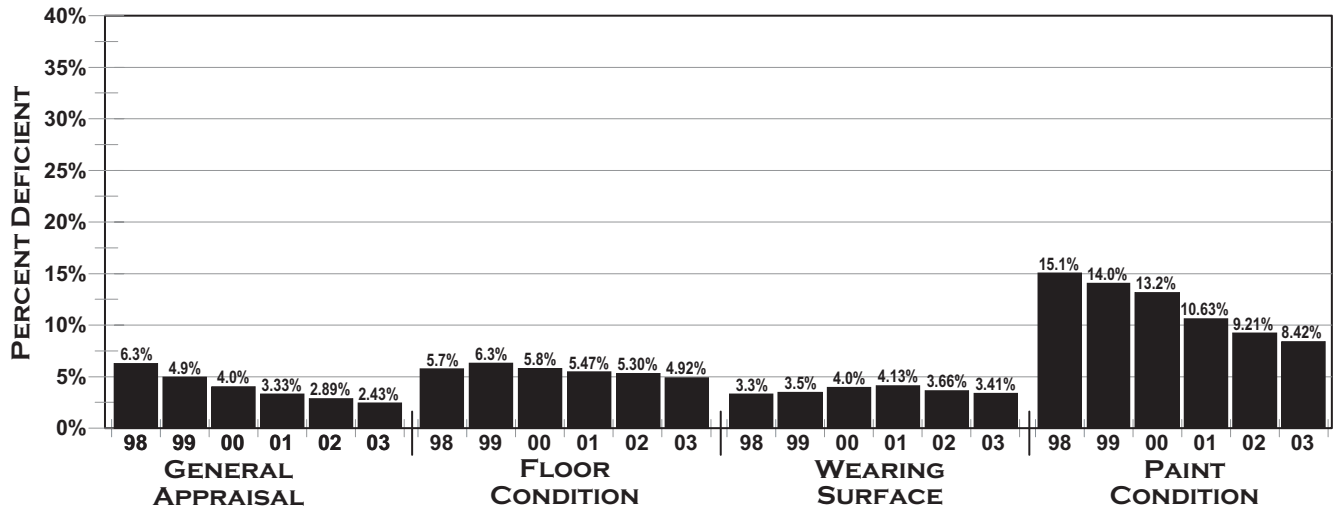
Currently, the statewide bridge conditions are meeting each of these goals. For bridge general appraisal ratings, 2.4 percent of the statewide square footage of bridges is considered deficient. Bridge floor ratings indicate 4.9 percent of the bridges are deficient. Bridge wearing surface rating are at 3.4 percent deficient and bridge paint ratings are at 8.42 percent deficient.

ODOT owns 15,048 bridges, or about one-third of Ohio's

45,000 bridges. The department maintains nearly all of Ohio's large bridges, with ODOT's bridge inventory comprising about two-thirds of all deck area, or size, of Ohio's bridges. The department's structures also carry 86 percent of all traffic which crosses bridges in Ohio and 95 percent of all truck freight which uses Ohio's bridges.

Bridge conditions have steadily improved over the last five years as bridge deficiency levels have stabilized. These overall conditions are expected to be sustainable and continue at below 4 percent deficient for general appraisal ratings, below 5 percent deficiencies for floor condition ratings, below 4 percent wearing surface deficiencies and below 11 percent paint deficiencies through 2015.

BRIDGE DEFICIENCIES ODOT STATEWIDE



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

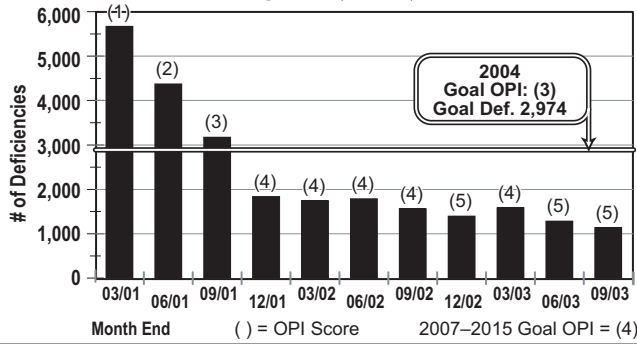
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	5%	4.5%	4%
Floor Condition	6%	5.5%	5%
Wearing Surface	3%	3.5%	4%
Paint Condition	12%	12%	11%

FY 2003 BRIDGE STATISTICS	
Number of Bridges	15,048
Total Bridge Deck Area (sq. ft.)	105,375,019
Number of Bridges Carrying Interstate	2,510
Interstate Bridge Deck Area (sq. ft.)	26,296,743
Longest Bridge (ft.)	7,440
Maximum Deck Area (sq. ft.)	590,739

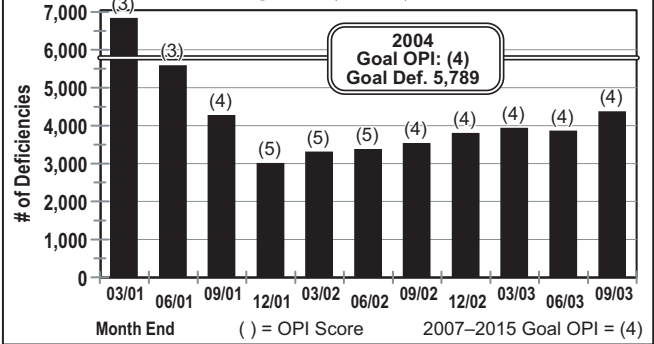


STATEWIDE OPI

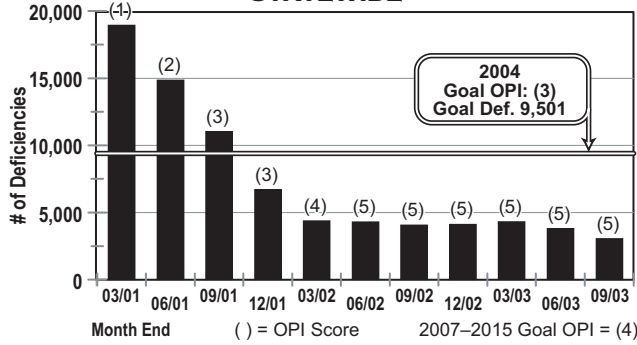
GUARDRAIL PRIORITY STATEWIDE



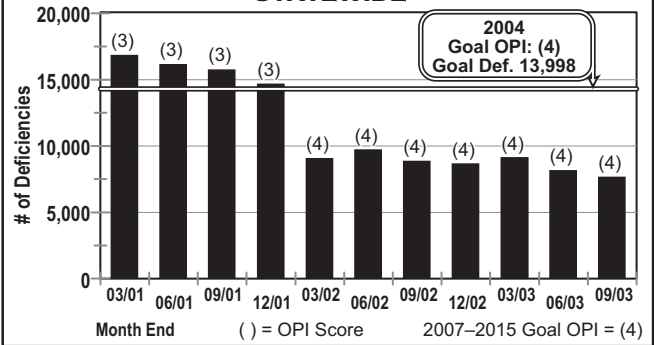
GUARDRAIL GENERAL STATEWIDE



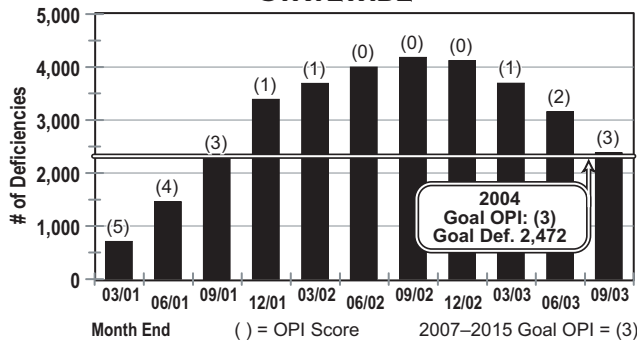
PAVEMENT DEFICIENCY PRIORITY STATEWIDE



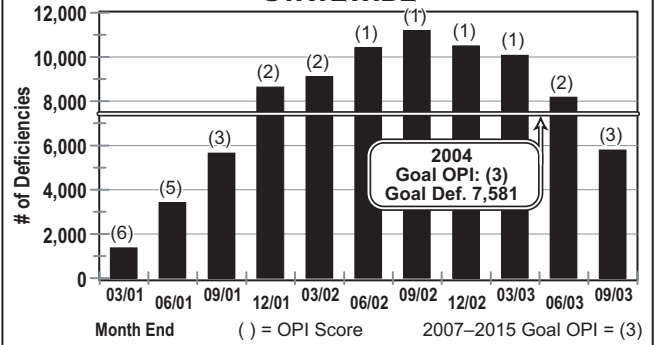
PAVEMENT DEFICIENCY GENERAL STATEWIDE



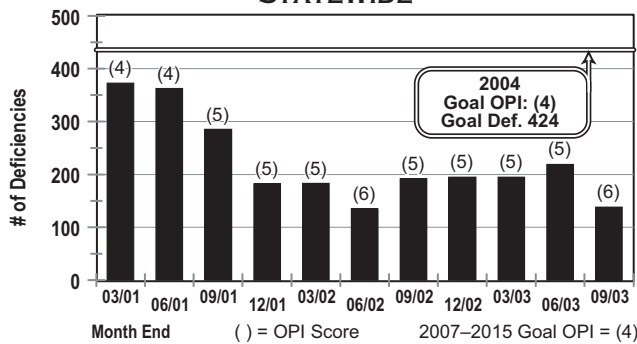
PAVEMENT DROP-OFF PRIORITY STATEWIDE



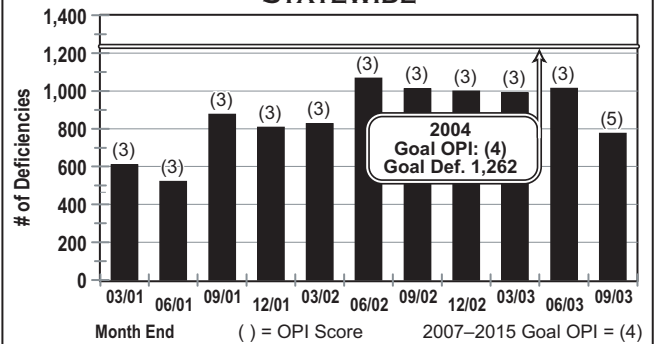
PAVEMENT DROP-OFF GENERAL STATEWIDE



VEGETATION OBSTRUCTION PRIORITY STATEWIDE

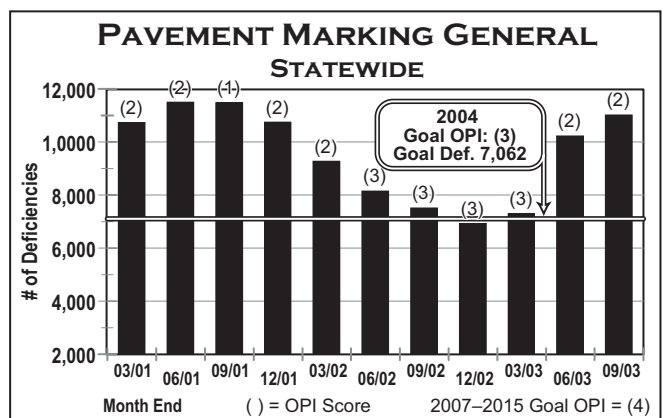
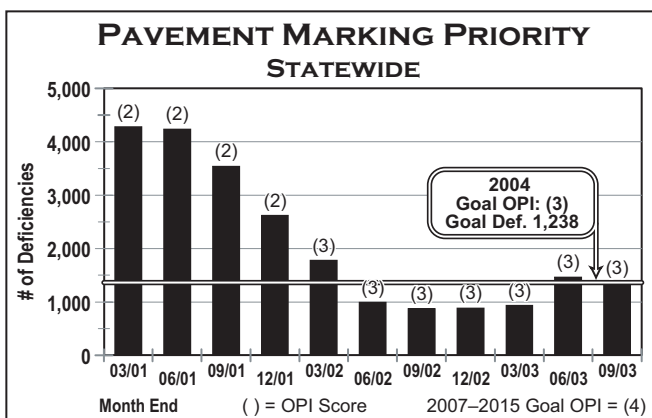
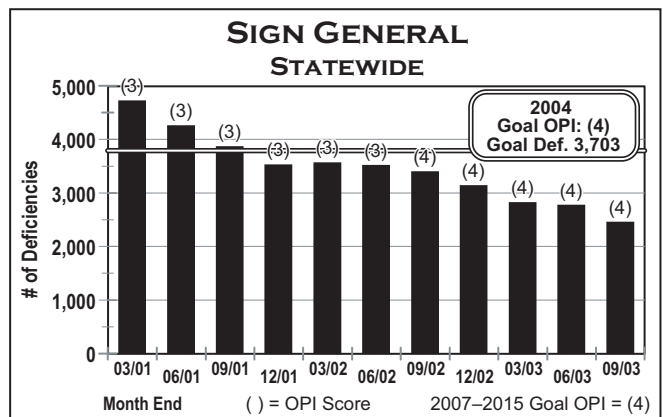
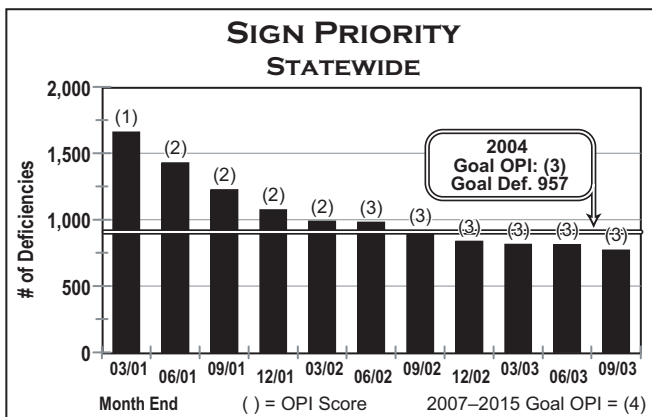
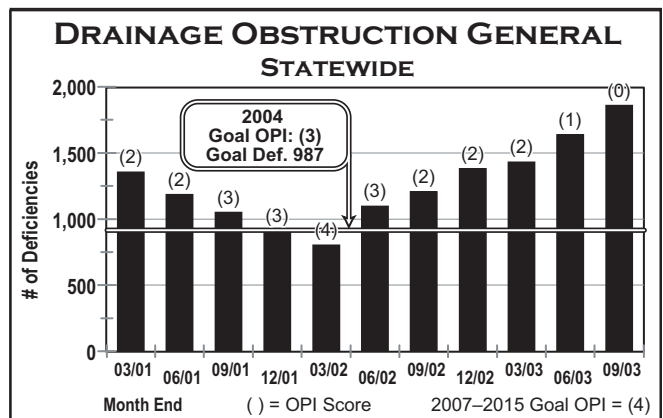
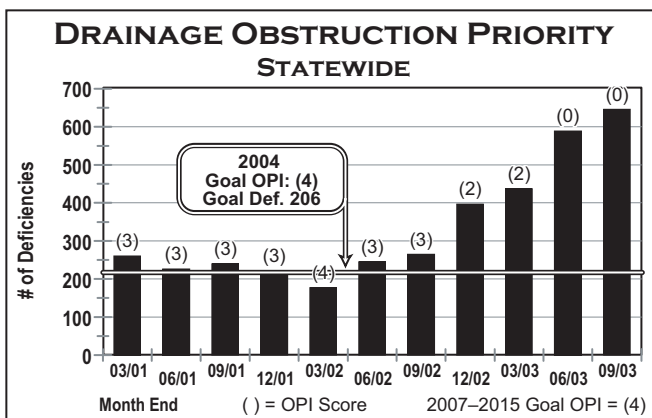
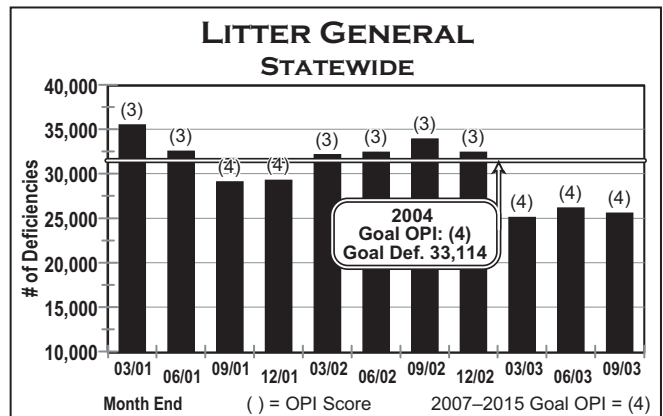
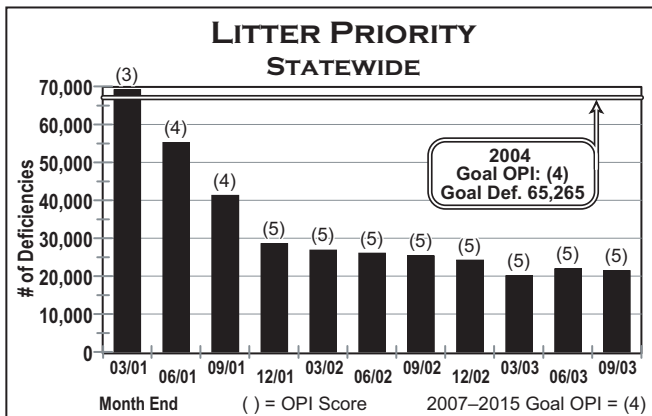


VEGETATION OBSTRUCTION GENERAL STATEWIDE



STATEWIDE OPI

MISSION
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ORGANIZATIONAL PERFORMANCE INDEX





DISTRICT 1 PAVEMENT

DISTRICT 1 PAVEMENT SUMMARY

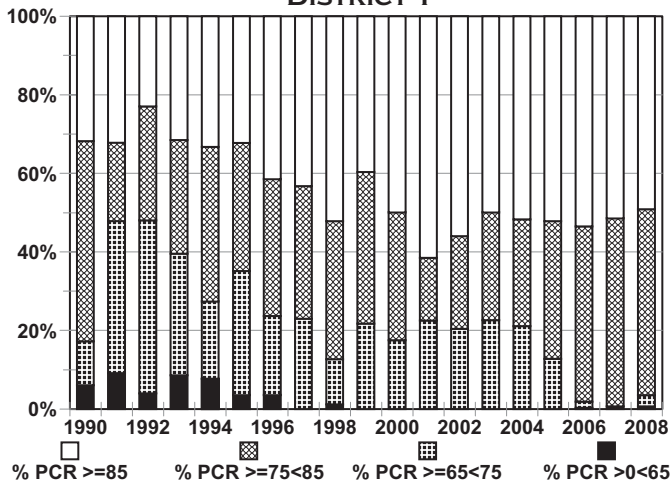
District 1 currently has 100 percent acceptable pavements for both the priority and general system pavements and more than 99 percent acceptable pavements for the urban system. The district is currently above and will meet the statewide goals of 90 percent acceptable pavement conditions for 2008. They are expected to sustain these conditions in the future.

District 1 maintains nearly 3,400 lane miles of pavement. The priority system pavements account for approximately 17 percent of these lane miles, but will require the expenditure of about 50 percent of the district's annual pavement allocations. This system handles 40 percent of the total vehicle miles traveled and 60 percent of the truck vehicle miles traveled in the district. The number of priority system lane miles will continue to grow with the completion of the major new projects on U.S. Route 30 and U.S. Route 24.

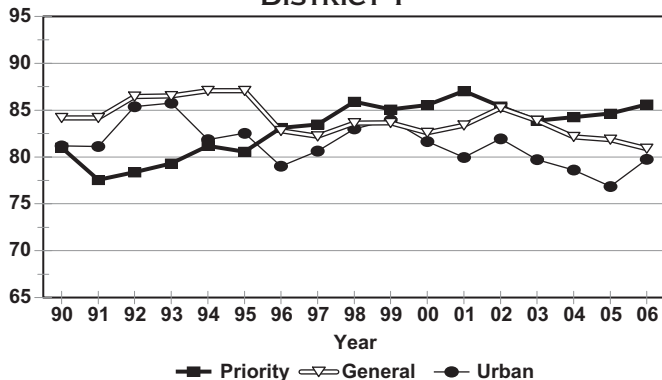
The district has been successful in employing preventive maintenance practices to maintain the good condition of their pavements, especially the general system. District 1 has been a leader in the use of chip sealing treatments for low-volume general system routes and is sharing this experience with other districts who are also employing this preventive maintenance strategy.

Current forecasts for District 1 priority and general system pavements show it will meet the FY 2004 goals. By 2008, District 1 is forecasted to experience a slight decline in its overall pavement condition as statewide funds are shifted to normalize statewide pavement conditions. Some pavements will shift beyond the effective range of preventive maintenance actions but it will continue to meet all of the statewide steady-state goals.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 1**



**WEIGHTED AVERAGE PCR
DISTRICT 1**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$16.48 M
New Construction - Lane Miles	0
Major Rehabilitation - Lane Miles	0.20
Minor Rehabilitation - Lane Miles	269.66
Preventive Maintenance - Lane Miles	713.32

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	95%	93%	90%
General > 55 PCR	95%	93%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	586	12
General	2,624	6
Urban	185	9
Total	3,395	10
Truck VMT	1,770,795	7
Total VMT	7,209,926	11

OVERALL RATING:



VERY GOOD



DISTRICT 1 BRIDGES

DISTRICT 1 BRIDGE SUMMARY

District 1 is currently meeting all of its bridge goals for 2004; and is also expected to reach their bridge goals in 2008 and sustain these conditions in the future.

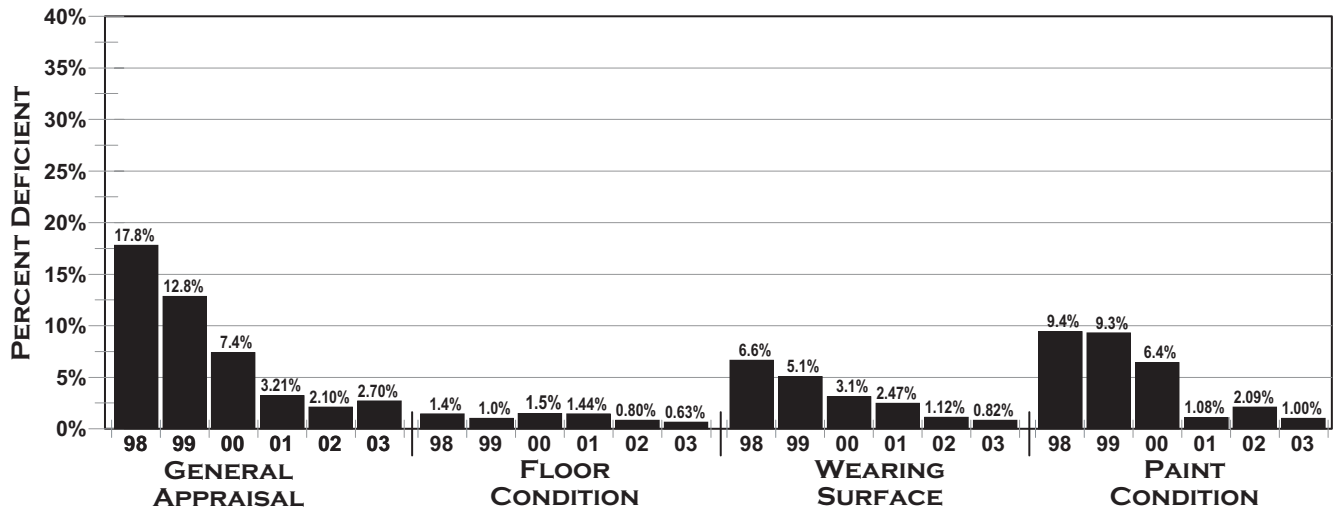
The condition of District 1's bridges continues to be very good. With respect to general appraisal rating, less than 3 percent of the district's structures by deck area are considered deficient. One percent, or less, of the district's structures are deficient with respect to wearing surface, floor condition and paint condition. The majority of the structures considered deficient in these categories are scheduled for work between now and FY 2008.

with a total surface area of slightly more than 3.1 million square feet. Only 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. There are 52 bridges carrying mainline Interstate 75 traffic.

The district will meet the FY 2004 goals for percent acceptable for general appraisal (95 percent), floor condition (97 percent), wearing surface (97 percent) and paint condition (90 percent). Trends on all of these rating categories remains stable for the percent acceptable for all categories and will continue beyond 2008.

District 1 has responsibility for maintaining 788 bridges

BRIDGE DEFICIENCIES DISTRICT 1



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

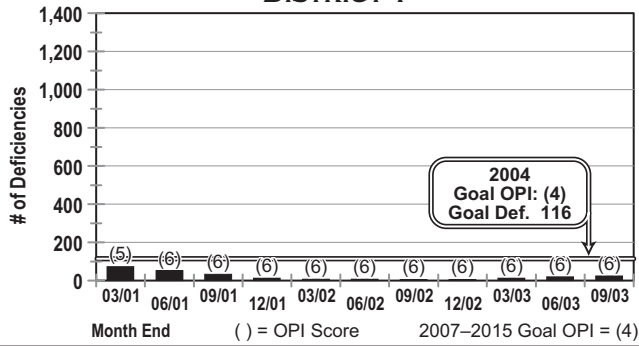
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	5%	4.5%	4%
Floor Condition	3%	3%	3%
Wearing Surface	3%	3%	3%
Paint Condition	10%	10%	10%

FY 2003 BRIDGE STATISTICS		
		District Ranking ↓
Number of Bridges	788	12
Total Bridge Deck Area (sq. ft.)	3,167,968	12
Number of Bridges Carrying Interstate	52	10
Interstate Bridge Deck Area (sq. ft.)	278,766	10
Longest Bridge (ft.)	1,007	11
Maximum Deck Area (sq. ft.)	36,544	12

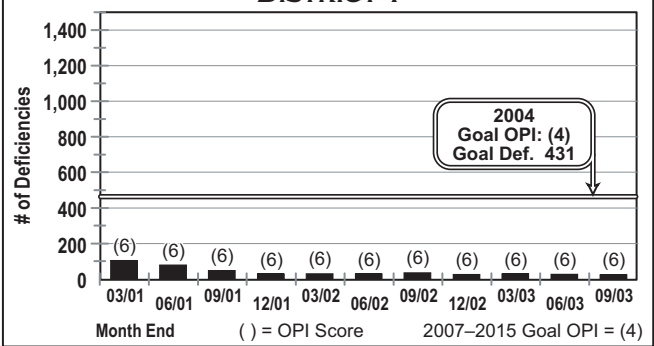


DISTRICT 1 OPI

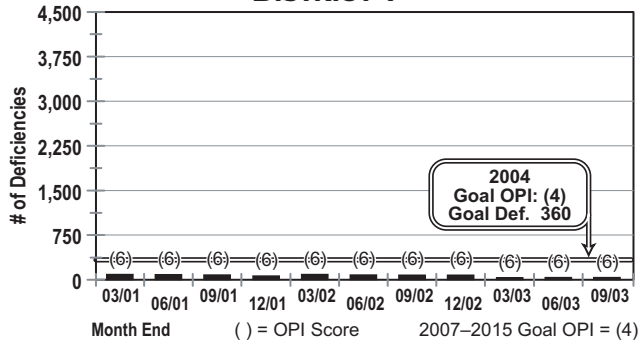
**GUARDRAIL PRIORITY
DISTRICT 1**



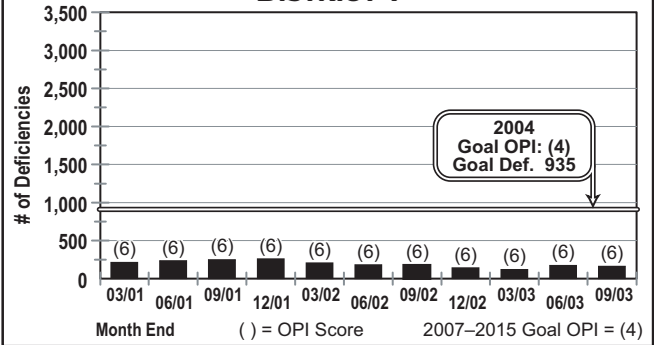
**GUARDRAIL GENERAL
DISTRICT 1**



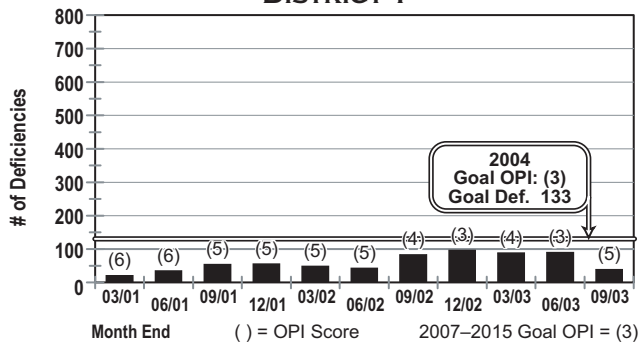
**PAVEMENT DEFICIENCY PRIORITY
DISTRICT 1**



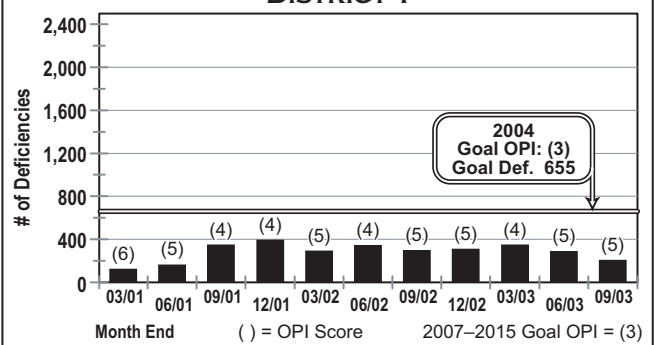
**PAVEMENT DEFICIENCY GENERAL
DISTRICT 1**



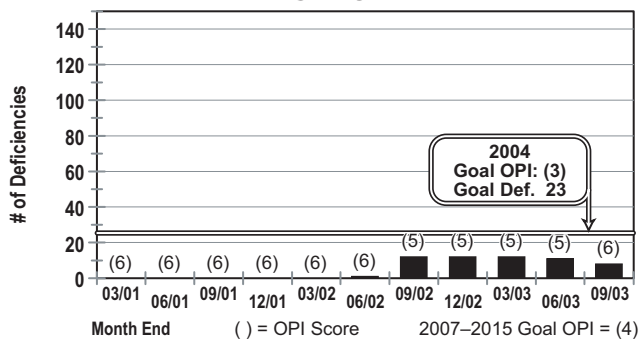
**PAVEMENT DROP-OFF PRIORITY
DISTRICT 1**



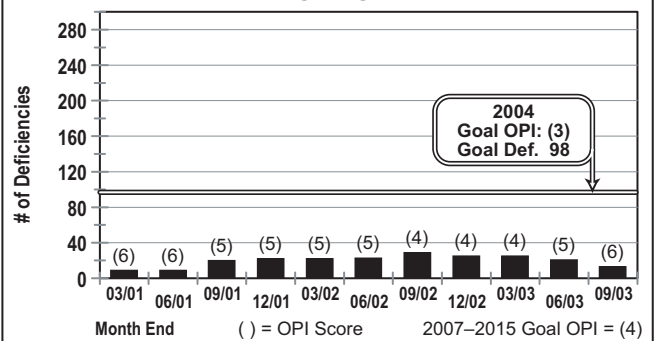
**PAVEMENT DROP-OFF GENERAL
DISTRICT 1**



**VEGETATION OBSTRUCTION PRIORITY
DISTRICT 1**

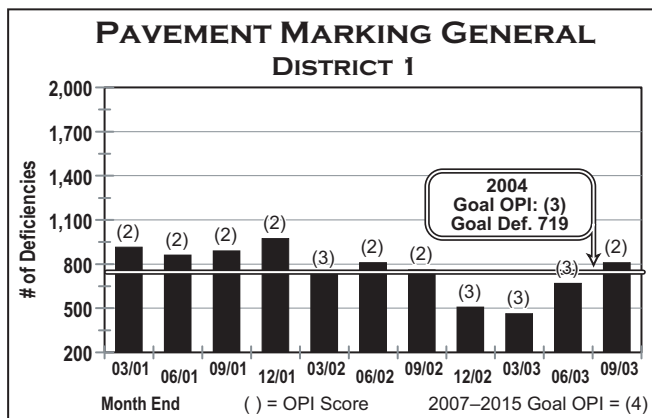
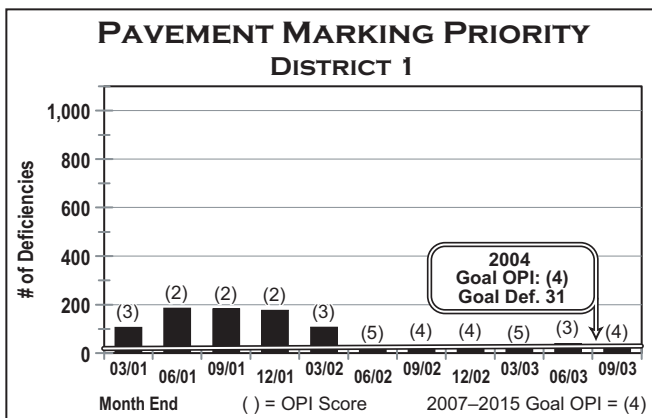
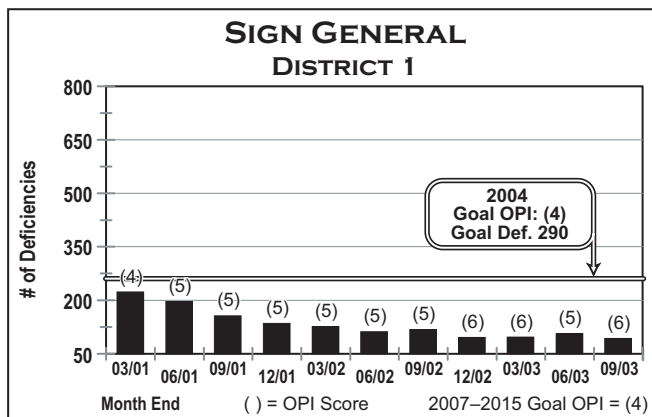
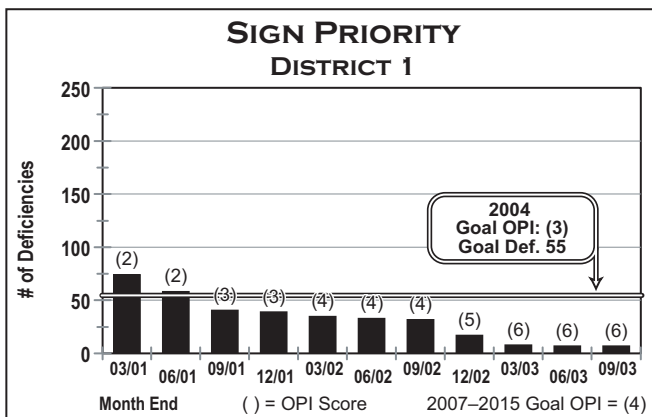
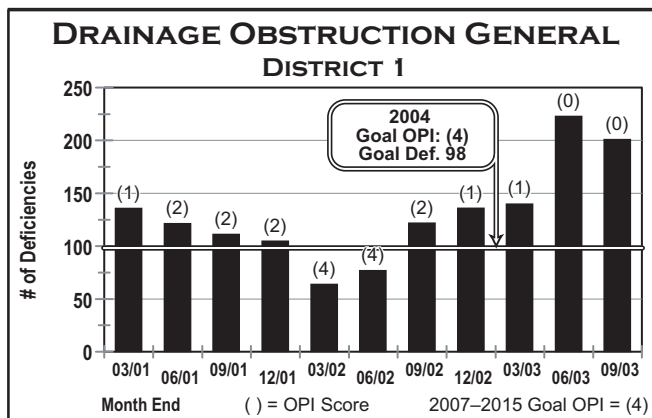
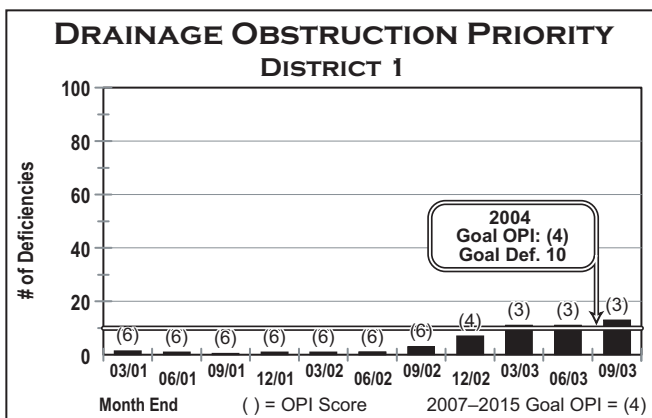
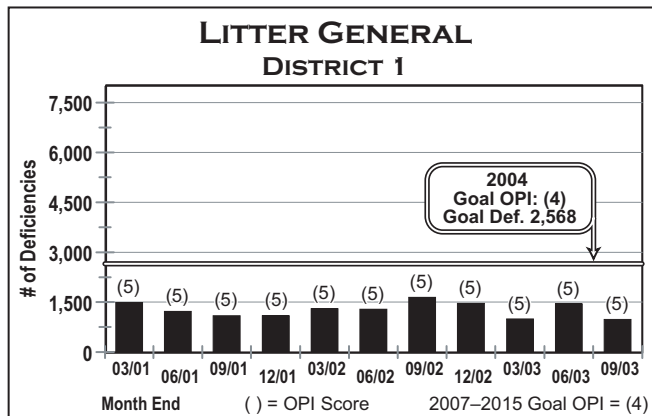
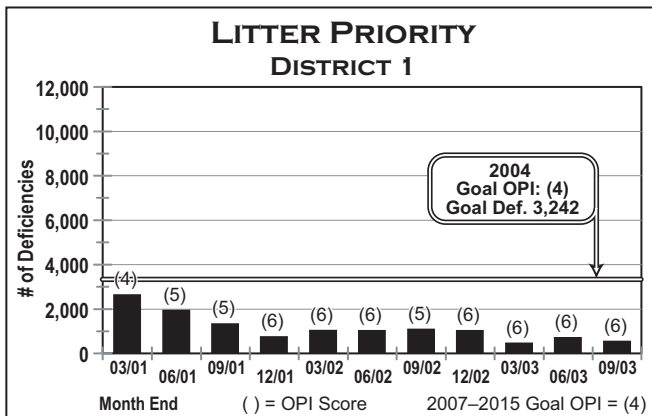


**VEGETATION OBSTRUCTION GENERAL
DISTRICT 1**



DISTRICT 1 OPI

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DISTRICT 2 PAVEMENT

DISTRICT 2 PAVEMENT SUMMARY

District 2 is currently meeting the 2004 goals for both the priority system and general system pavements, but is below the 2004 goal for the urban system pavements. Currently, District 2 has 97 percent acceptable priority system pavements compared to its goal of 95 percent, 99 percent is acceptable on the general system pavements compared to a 2004 goal of 95 percent and 90 percent of the urban system pavements are acceptable compared to a 2004 goal of 96 percent.

The weighted average Pavement Condition Rating values show a steady increase in the overall pavement conditions of the priority and general systems over the past few years. This trend is expected to remain stable into the future.

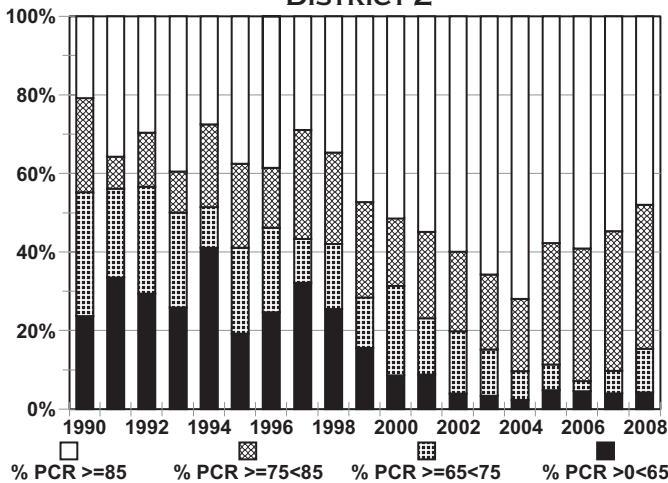
The urban system currently at 90 percent acceptable is below the 2004 goal of 96 percent but above the 2008 goal of 90 percent acceptable. However, due to the absence of ad-

equating paving projects in the city of Toledo, this measure is expected to drop well below the 2008 goal of 90 percent. The district is actively working with the city of Toledo to devise a paving program for FY 2005 and beyond to meet the urban system goal but will require further assistance from the municipality to achieve this result.

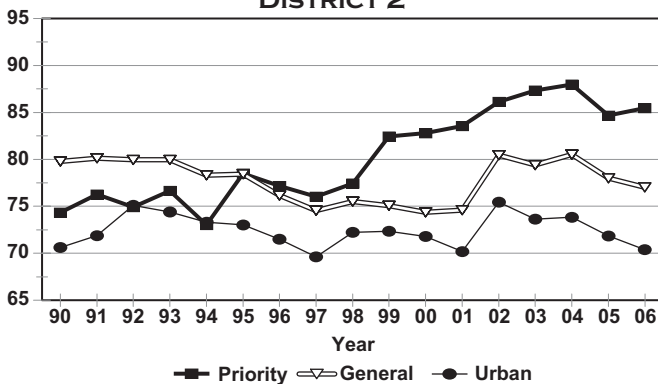
District 2 is responsible for the maintenance of 3,783 lane miles of pavement. Based on actual 2002 Pavement Condition Rating values, District 2 reduced the number of deficient lane miles from 178 lane miles in 2001 to 91 lane miles by the end of FY 2002. In FY 2002, District 2 developed plans addressing 381 lane miles of pavement.

District 2 expects to meet its 2008 Steady State pavement goals and maintain these conditions on the priority and general systems but is projected to fall short for the urban system.

PRIORITY PAVEMENT CONDITIONS DISTRICT 2



WEIGHTED AVERAGE PCR DISTRICT 2



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$36.63 M
New Construction - Lane Miles	3.42
Major Rehabilitation - Lane Miles	30.16
Minor Rehabilitation - Lane Miles	623.75
Preventive Maintenance - Lane Miles	127.36

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	95%	93%	90%
General > 55 PCR	95%	93%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	649	10
General	2,597	7
Urban	536	7
Total	3,783	8
Truck VMT	2,493,299	6
Total VMT	13,425,833	7

OVERALL RATING:

★★★★
GOOD



DISTRICT 2 BRIDGES

DISTRICT 2 BRIDGE SUMMARY

District 2 is on track to meet its 2004 bridge goals of less than 8 percent general appraisal, 3 percent floor, 3 percent wearing surface and 15 percent paint deficiencies and will continue this acceptable trend beyond 2008. The district goals for 2008 are to maintain less than 4 percent general appraisal, 4 percent floor, 4 percent wearing surface and 13 percent paint deficiencies.

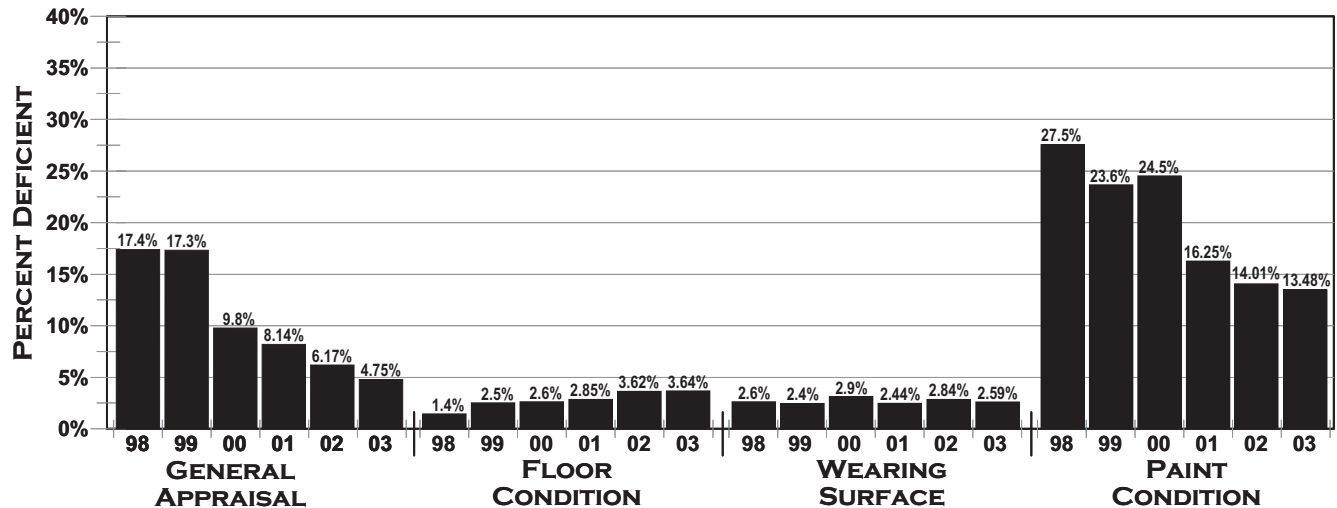
The present acceptable bridge conditions for the four categories are: general appraisal (95 percent), floor condition (96 percent), wearing surface (97 percent) and paint condition (86 percent). Paint deficiencies for bridges in this district are slightly higher than the statewide average of 9.2 percent and represent 10 percent of the total statewide bridge

paint deficiencies.

District 2 maintains 1,236 bridges covering nearly 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 bridges carry interstate highway traffic.

The majority of the structures that are considered deficient in these categories are scheduled for work between now and FY 2008. District 2 is projected to meet all 2008 bridge goals and sustain those conditions in the future.

BRIDGE DEFICIENCIES DISTRICT 2



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

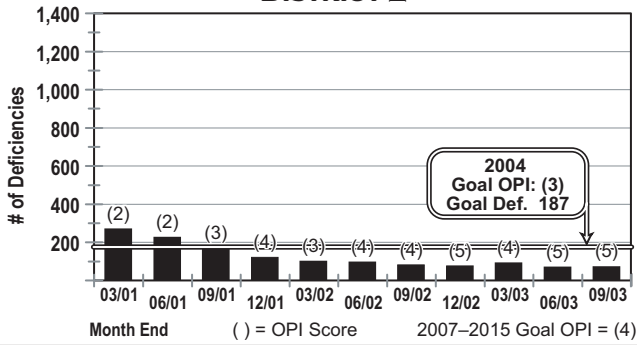
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	8%	6%	4%
Floor Condition	3%	3.5%	4%
Wearing Surface	3%	3.5%	4%
Paint Condition	15%	14%	13%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,236	6
Total Bridge Deck Area (sq. ft.)	8,916,335	6
Number of Bridges Carrying Interstate	303	5
Interstate Bridge Deck Area (sq. ft.)	2,584,021	5
Longest Bridge (ft.)	3,401	5
Maximum Deck Area (sq. ft.)	342,661	2

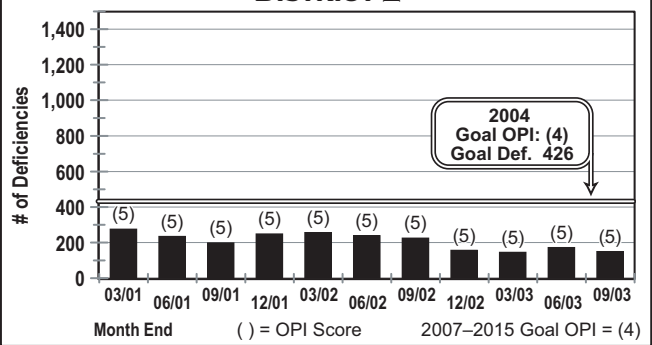


DISTRICT 2 OPI

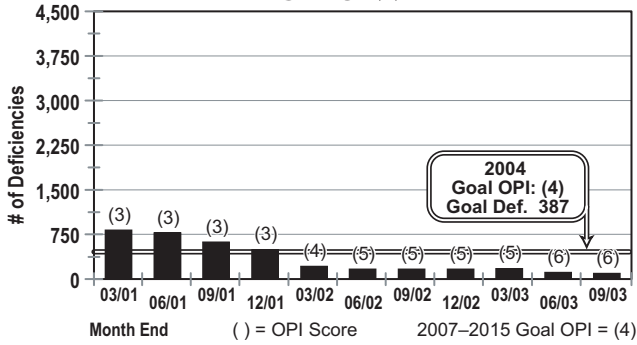
GUARDRAIL PRIORITY
DISTRICT 2



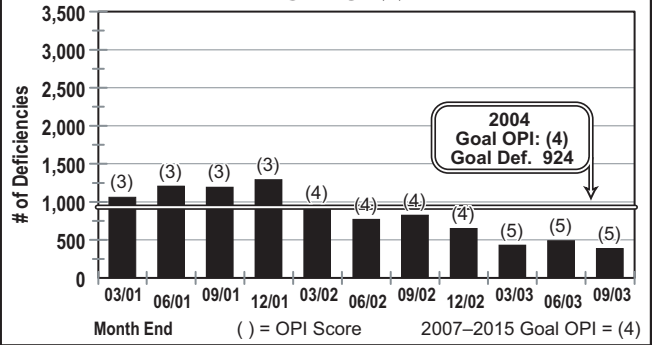
GUARDRAIL GENERAL
DISTRICT 2



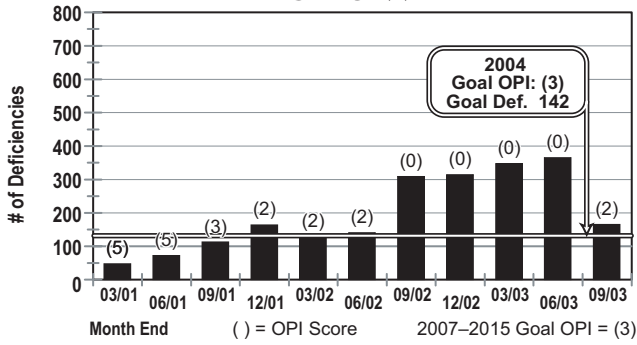
PAVEMENT DEFICIENCY PRIORITY
DISTRICT 2



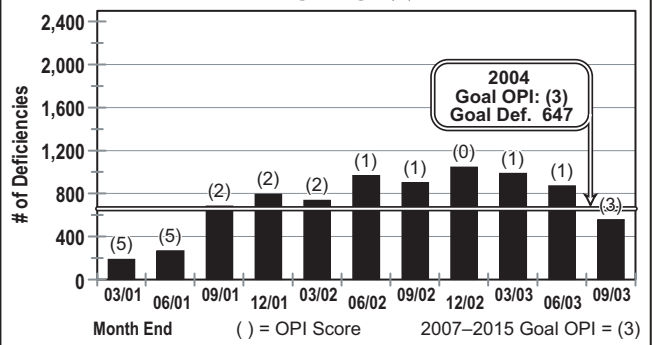
PAVEMENT DEFICIENCY GENERAL
DISTRICT 2



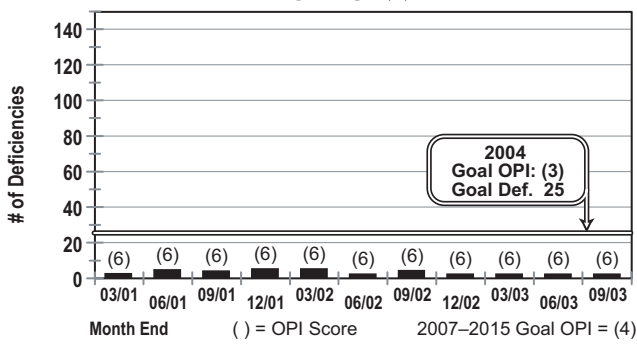
PAVEMENT DROP-OFF PRIORITY
DISTRICT 2



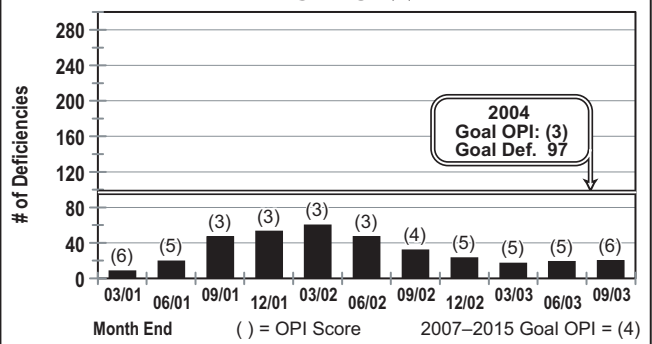
PAVEMENT DROP-OFF GENERAL
DISTRICT 2



VEGETATION OBSTRUCTION PRIORITY
DISTRICT 2

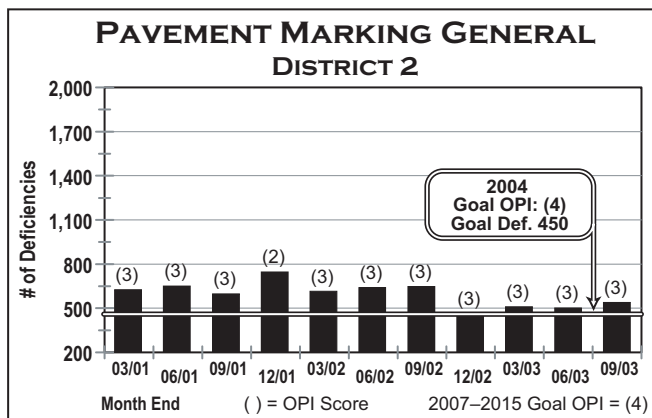
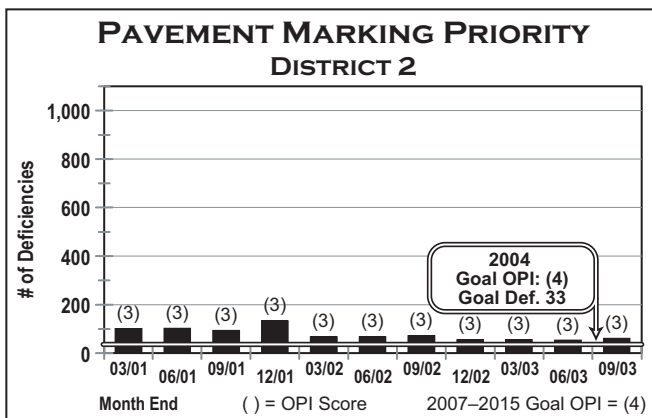
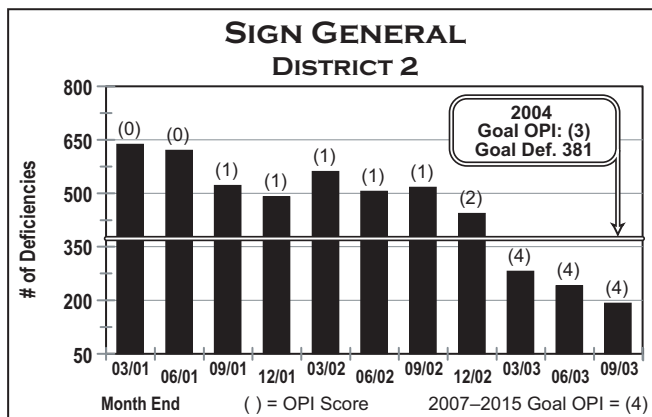
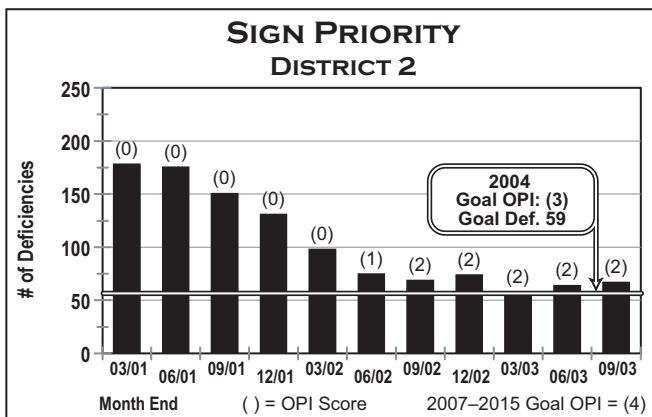
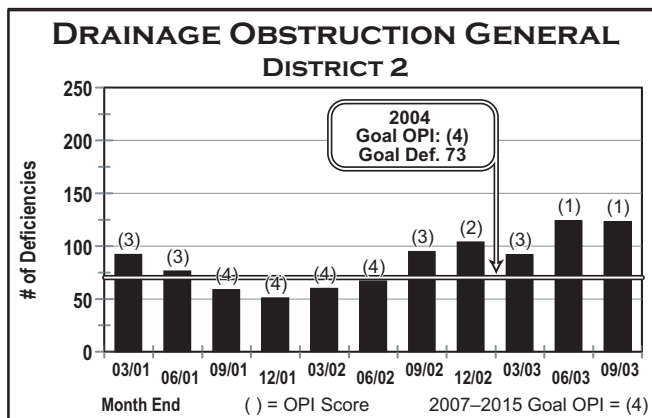
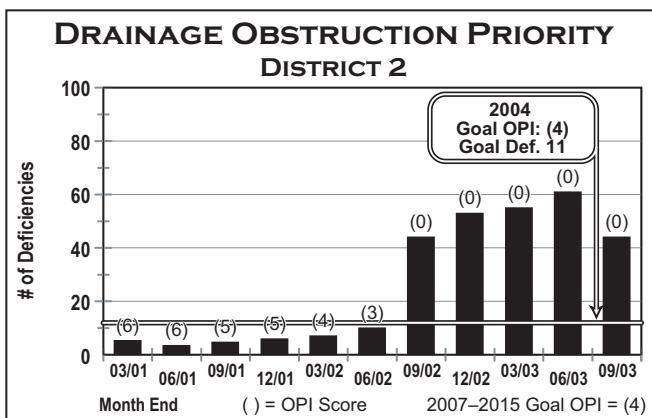
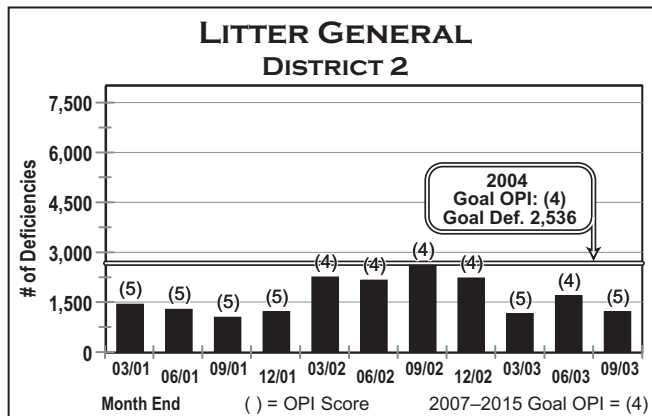
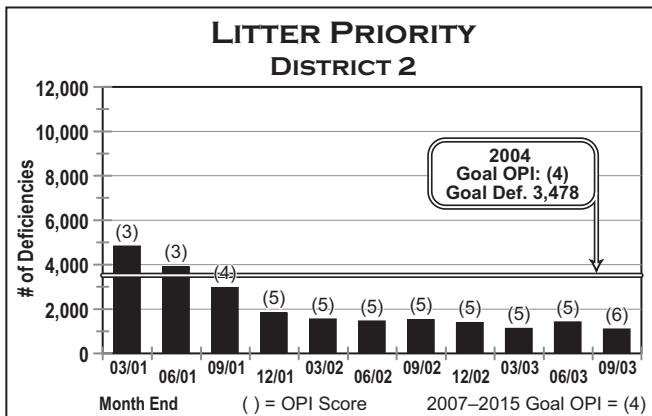


VEGETATION OBSTRUCTION GENERAL
DISTRICT 2



DISTRICT 2 OPI

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DISTRICT 3 PAVEMENT

DISTRICT 3 PAVEMENT SUMMARY

District 3 currently has 84 percent acceptable pavements on the priority system, 97 percent acceptable pavements on the general system and 92 percent acceptable pavements on the urban system. The district is projected to meet the 2004 condition goals of 87.55 on the priority system and 90 percent acceptable pavements on the general system but is tracking below the 96 percent goal on the urban system. The district is projected to meet all of the 2008 pavement condition goals of 90 percent acceptable pavements and sustain that level in the future.

District 3 is responsible for maintaining more than 4,500 miles of pavement. The priority system routes in District 3 account for 23 percent of its total lane miles.

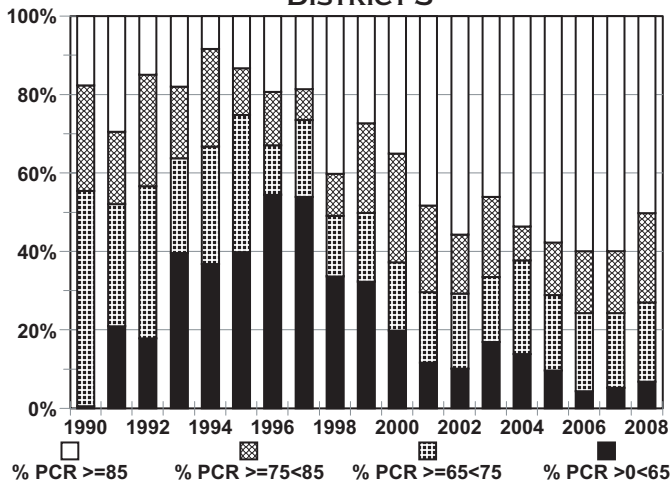
District 3 is in the middle of a 10-year program to reconstruct and widen Interstate 71. The I-71 reconstruction program, in conjunction with recent reconstruction projects

on State Route 2 in Erie County, Interstate 90 in Lorain County and Interstate 271 in Medina County, are bringing District 3's priority system up to acceptable conditions.

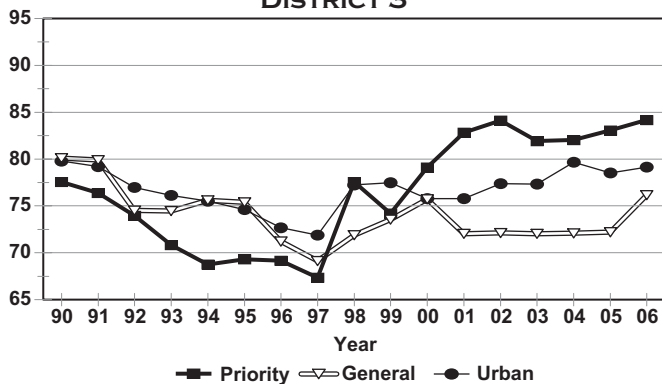
District conditions have steadily been improving and the district has steadily increased the amount of preventive maintenance it programs each year. An aggressive general system rehabilitation program along with programmed preventive maintenance combined with district force account work will enable District 3 to maintain a high level of acceptable pavement.

District 3 has been experiencing a shorter than average life cycle of pavements and has established a committee to determine the cause. The committee consists of district personnel from production, planning, highway management, testing, construction; Central Office personnel from the pavement section; and external pavement experts.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 3**



**WEIGHTED AVERAGE PCR
DISTRICT 3**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$45.53 M
New Construction - Lane Miles	31.96
Major Rehabilitation - Lane Miles	189.73
Minor Rehabilitation - Lane Miles	1,665.32
Preventive Maintenance - Lane Miles	132.20*

(*includes only 1 yr.)

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	87.5%	89%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	1,043	5
General	2,918	3
Urban	584	6
Total	4,545	4
Truck VMT	2,446,288	5
Total VMT	15,398,671	6

OVERALL RATING:



SATISFACTORY



DISTRICT 3 BRIDGES

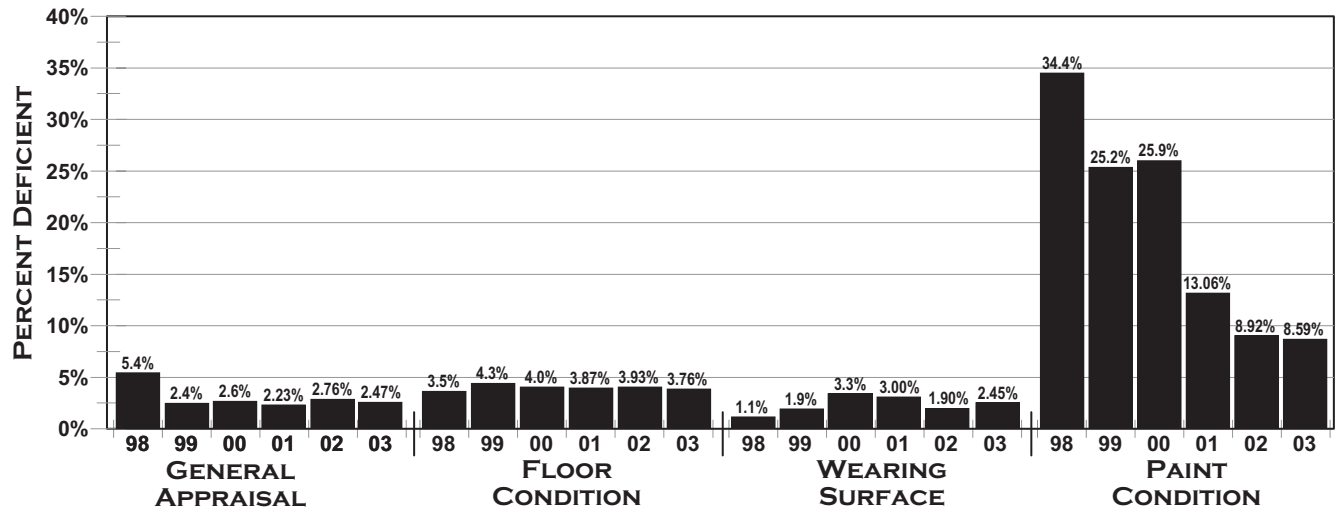
DISTRICT 3 BRIDGE SUMMARY

District 3 is currently within the FY 2004 goals of 4 percent general appraisal, 4 percent floor condition, 4 percent wearing surfaces and 15 percent paint condition for its 1,490 structures, totaling 8.3 million square feet. The district has 235 bridges that carry traffic for the interstate highway system and eight major bridges. Recently, this northern district has concentrated on reducing the number bridge paint deficiencies and has made considerable progress reducing these deficiencies from 36 percent in 1997 to their present level of 8 percent. The district continues to do reactive maintenance, as well as preventive maintenance, on their bridges as part of its pavement rehabilitation projects.

District 3 has a lower than average percentage of their currently deficient bridges programmed with projects through FY 2008. Presently, 42 percent of the bridges with general appraisal deficiencies are programmed for repairs, as well as 54 percent of the deck deficiencies, 24 percent of the wearing surface and only 16 percent of the bridges with deficient paint.

The district is forecasted to meet the 2008 bridge condition goals of less than 4 percent general appraisal, 4 percent floor condition, 3 percent wearing surface and 12 percent paint condition deficiencies and sustain those conditions in the future.

BRIDGE DEFICIENCIES DISTRICT 3



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

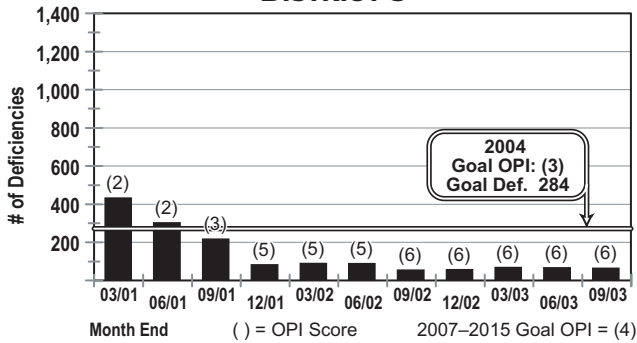
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	4%	4%	4%
Wearing Surface	4%	3.5%	3%
Paint Condition	15%	14%	12%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,490	4
Total Bridge Deck Area (sq. ft.)	8,386,489	7
Number of Bridges Carrying Interstate	235	7
Interstate Bridge Deck Area (sq. ft.)	1,283,422	7
Longest Bridge (ft.)	2,650	7
Maximum Deck Area (sq. ft.)	107,231	9

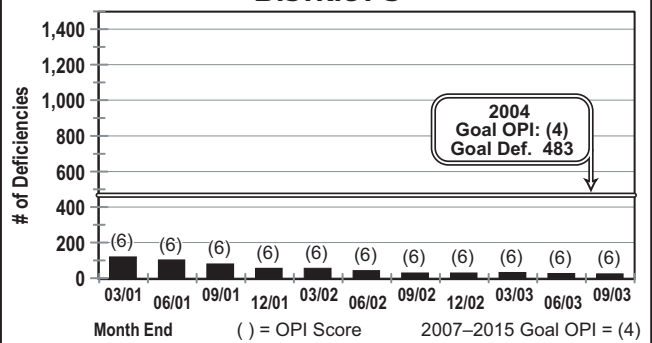


DISTRICT 3 OPI

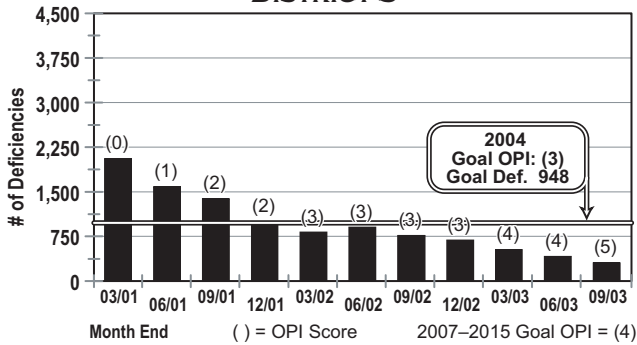
GUARDRAIL PRIORITY
DISTRICT 3



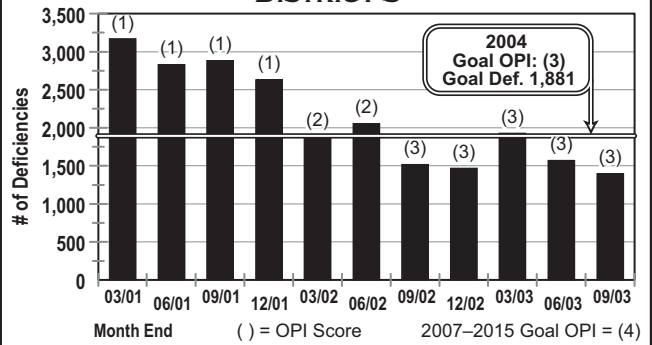
GUARDRAIL GENERAL
DISTRICT 3



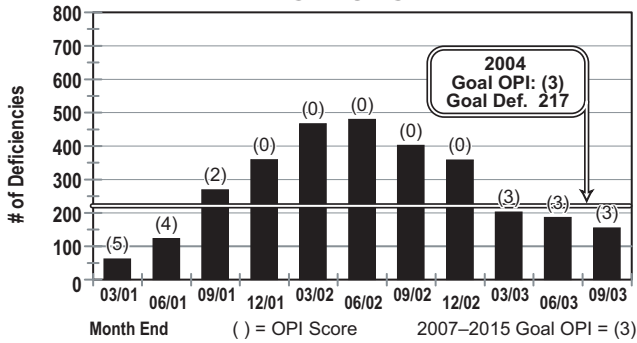
PAVEMENT DEFICIENCY PRIORITY
DISTRICT 3



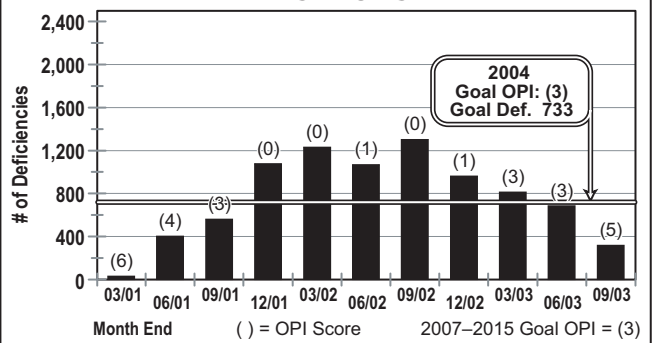
PAVEMENT DEFICIENCY GENERAL
DISTRICT 3



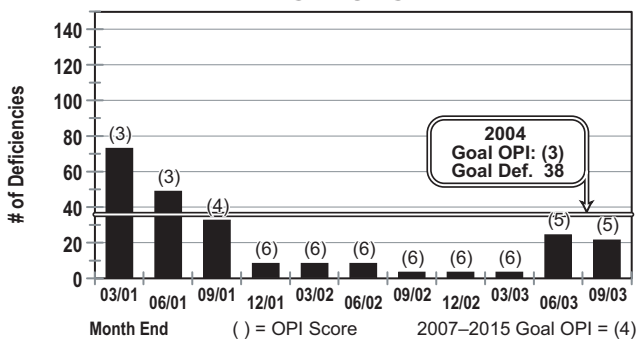
PAVEMENT DROP-OFF PRIORITY
DISTRICT 3



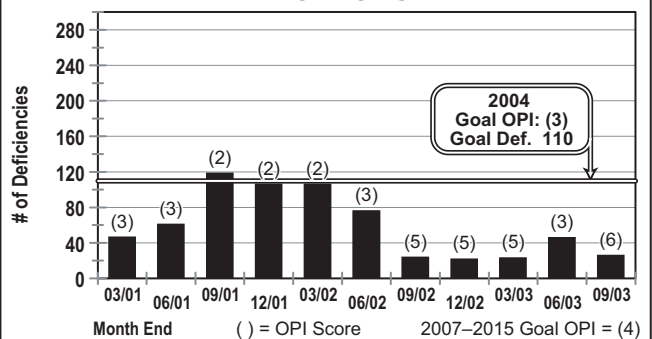
PAVEMENT DROP-OFF GENERAL
DISTRICT 3



VEGETATION OBSTRUCTION PRIORITY
DISTRICT 3

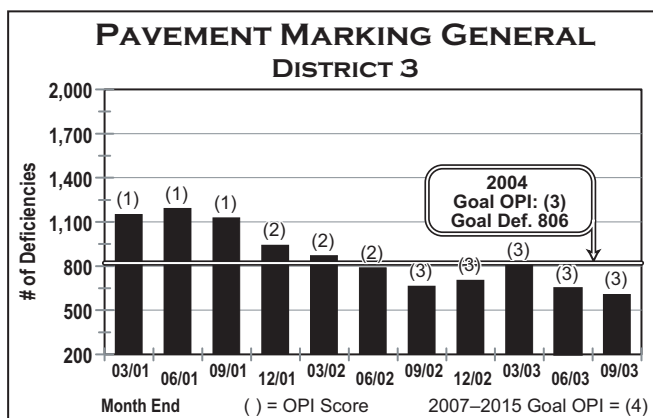
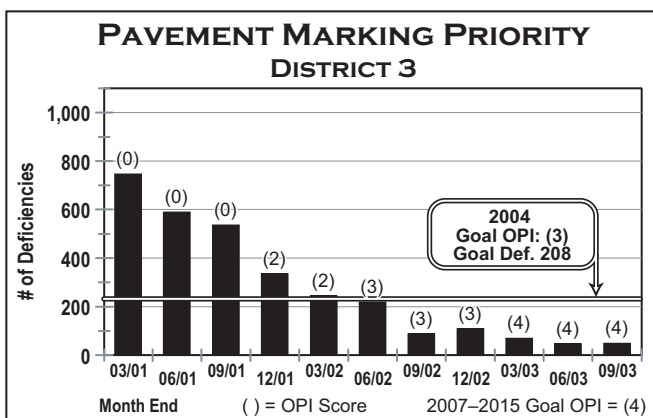
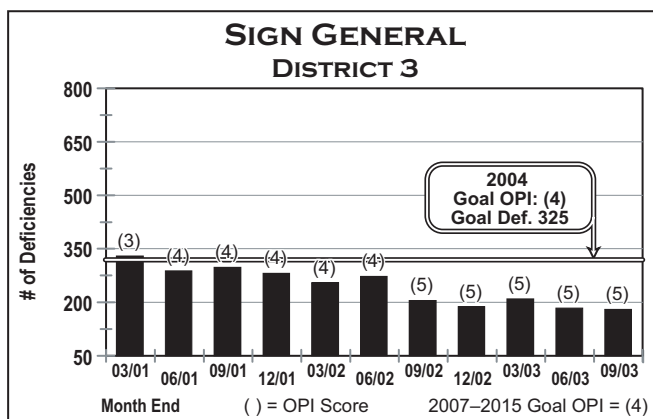
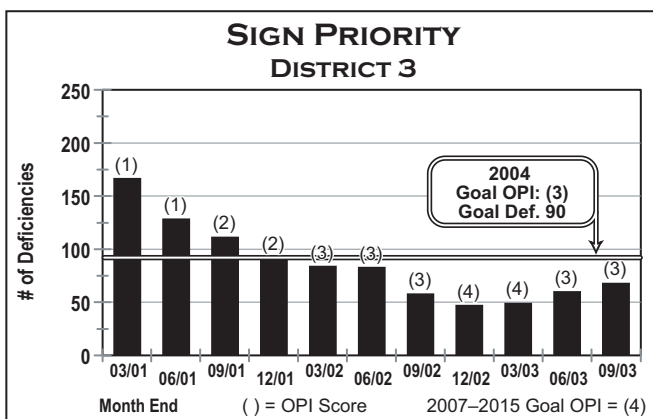
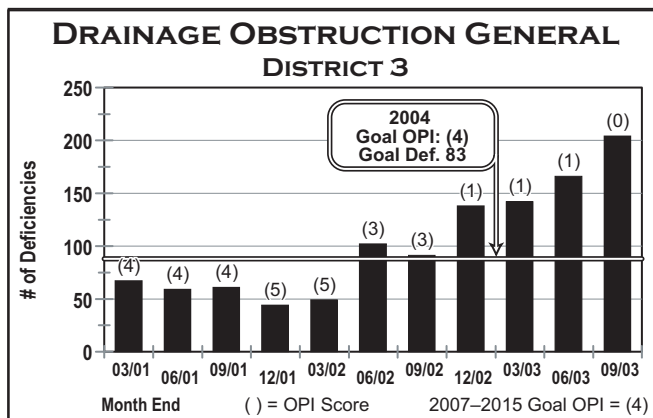
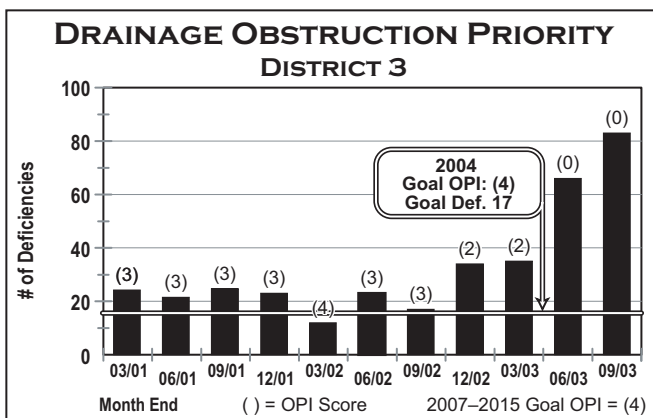
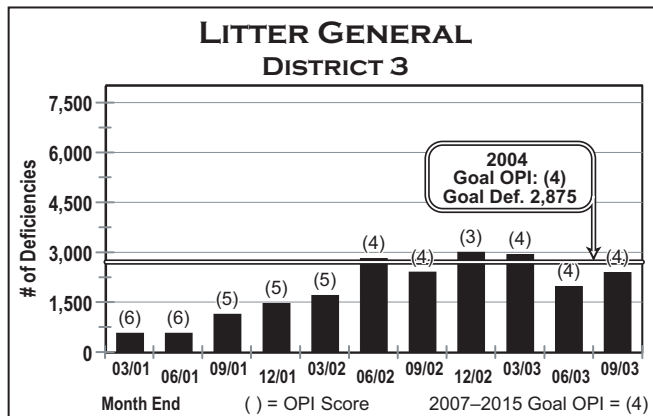
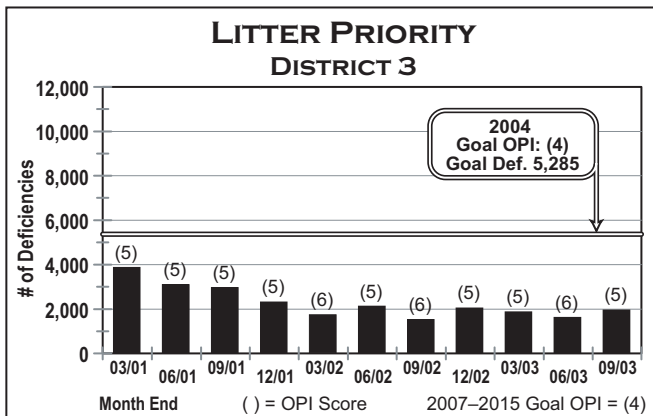


VEGETATION OBSTRUCTION GENERAL
DISTRICT 3



DISTRICT 3 OPI

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SYSTEM CONDITIONS

DISTRICT 4 PAVEMENT

DISTRICT 4 PAVEMENT SUMMARY

District 4 is currently meeting all 2004 pavement condition goals with 94 percent acceptable priority system pavements, 97 percent acceptable general system pavements and 94 percent acceptable urban system pavements. The district is forecasting pavement conditions to meet the 90 percent acceptable pavement goals for 2008, and is expected to continue these conditions beyond 2008.

District 4 is responsible for maintaining more than 4,900 lane miles of pavement. Heavily traveled priority system routes account for more than 32 percent of these lane miles.

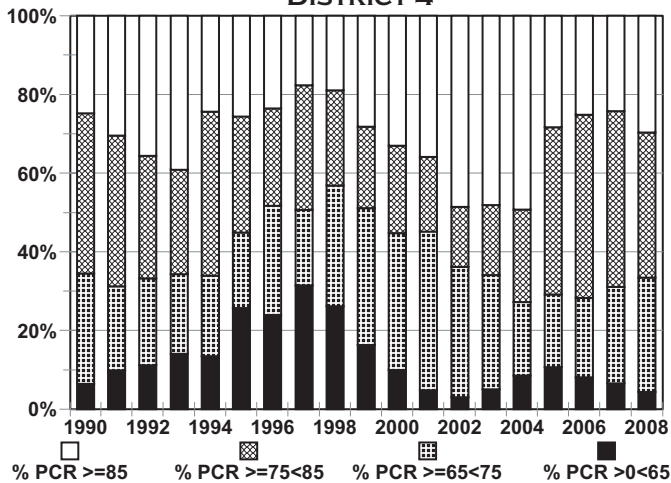
The district recently completed the major reconstruction of 26.45 miles on Interstate 76 in Summit and Portage counties. The first of seven planned widening projects on the Interstate 77 corridor linking Canton and Akron was also completed. That project constructed 7.02 miles of new pavement. Currently, three additional widening projects are

underway on I-77 in Stark and Summit counties. By the end of CY 2003, District 4 will have 10 major reconstruction projects active. These projects will add more than 100 miles of completely new pavement and will provide long-term solutions to some of the district's worst pavements.

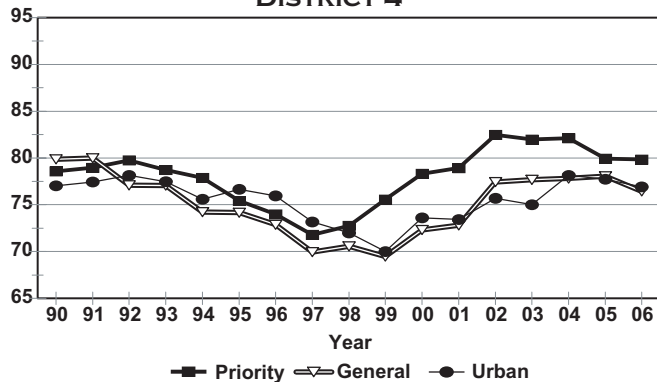
District 4 system conditions have shown steady improvement over the last three years and will meet all FY 2004 pavement goals. One item being closely monitored are the pavements currently in the Pavement Condition Rating range between 55 and 75, just above the deficient category. In the pavement condition projections through 2009, the percentage of general system pavements in this category are increasing and will require repairs beyond 2008.

The district has increased the amount spent on preventive maintenance projects and in FY 2004 will double the amount spent on micro-surfacing and crack sealing projects.

PRIORITY PAVEMENT CONDITIONS DISTRICT 4



WEIGHTED AVERAGE PCR DISTRICT 4



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$79.05 M
New Construction - Lane Miles	13.50
Major Rehabilitation - Lane Miles	82.52
Minor Rehabilitation - Lane Miles	1,579.38
Preventive Maintenance - Lane Miles	215.76

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	83%	87%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	91%	91%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	1,599	2
General	2,521	8
Urban	814	3
Total	4,935	1
Truck VMT	2,794,153	6
Total VMT	23,550,948	3

OVERALL RATING:



SATISFACTORY



DISTRICT 4 BRIDGES

DISTRICT 4 BRIDGE SUMMARY

District 4 is currently meeting all 2004 bridge deficiency goals with 1.5 percent deficient general appraisal ratings, 18.4 percent deficient floor condition ratings, 1 percent deficient wearing surface ratings and 14.9 percent paint condition ratings. The district is forecasted to achieve the bridge goals for 2008 and maintain this level in the future of less than 4 percent deficient general appraisal, 10 percent deficient floor conditions, 3 percent deficient wearing surface and 12 percent deficient paint conditions.

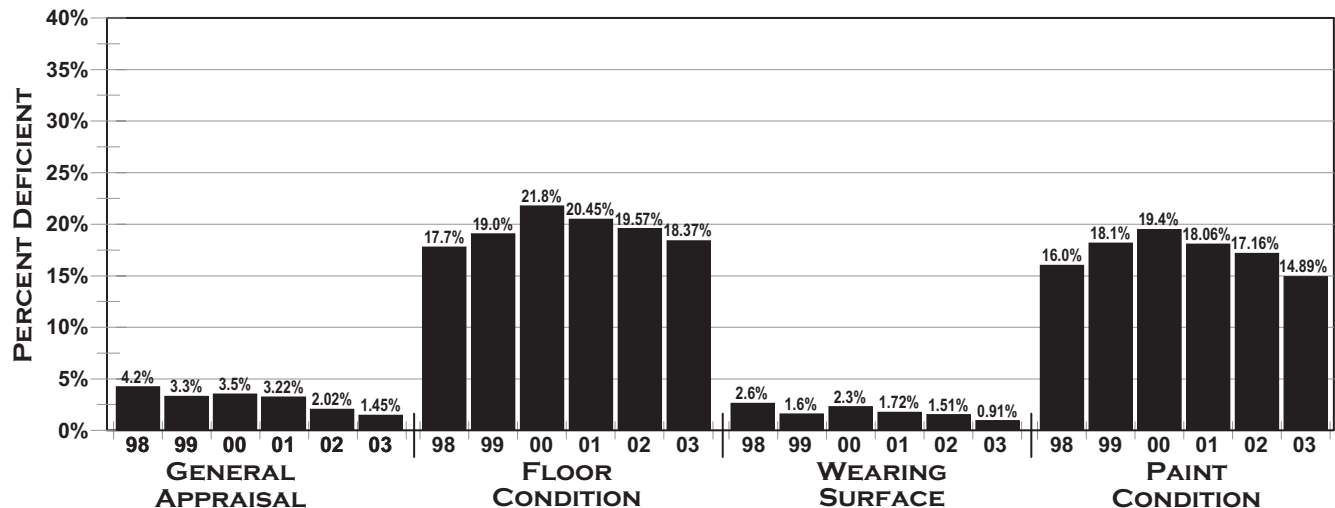
District 4 has 1,377 bridges with a total deck area of more than 13 million square feet. This includes 21 major bridges with a deck area of more than 1.7 million square feet. In FY 2003, District 4 sold projects to replace 33 structures, re-deck six structures and paint 30 structures. By the end of CY 2003, projects will be completed to rehabilitate and widen the 2,095-foot twin structures over Lake Milton in Mahoning County and to replace the 51,000 square foot

Niles Viaduct in Trumbull County.

In FY 2003, District 4 awarded contracts to rehab the 1,137-foot twin bridges on State Route 11 over the Ashtabula River valley, and to replace the 1,115-foot bridge on U.S. Route 20 over Conneaut Creek in Ashtabula County.

More than 98 percent of the district's bridges have an acceptable general appraisal rating and more than 99 percent have acceptable wearing surfaces. The district is tasked to address the 18 percent of deficient bridge floors and 15 percent of structures with deficient paint. The square footage of structures with deficient floor conditions make up 50 percent of the total floor deficiencies in the state. The district is undertaking an aggressive program to improve these conditions and this positive trend has appeared in the current bridge condition ratings and is expected to improve more dramatically in the near future.

BRIDGE DEFICIENCIES DISTRICT 4



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

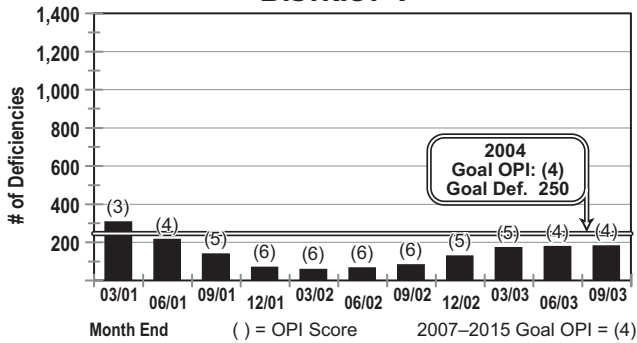
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	5%	4.5%	4%
Floor Condition	23%	15%	10%
Wearing Surface	4%	3.5%	3%
Paint Condition	19%	14%	12%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,603	1
Total Bridge Deck Area (sq. ft.)	14,732,889	2
Number of Bridges Carrying Interstate	415	3
Interstate Bridge Deck Area (sq. ft.)	3,794,341	4
Longest Bridge (ft.)	3,410	4
Maximum Deck Area (sq. ft.)	168,808	6

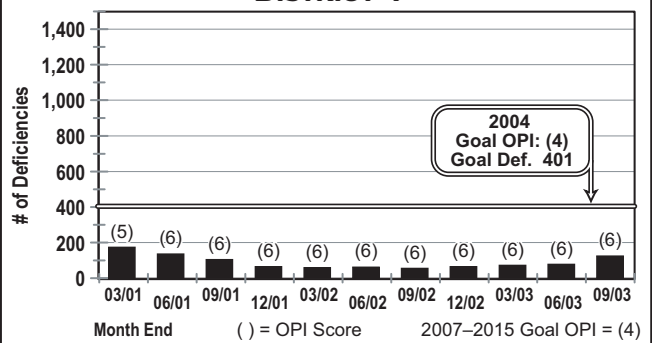


DISTRICT 4 OPI

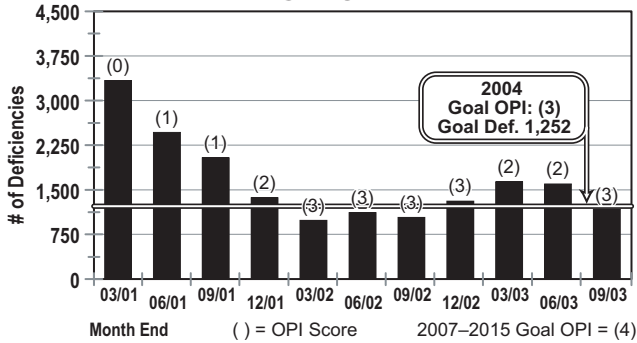
**GUARDRAIL PRIORITY
DISTRICT 4**



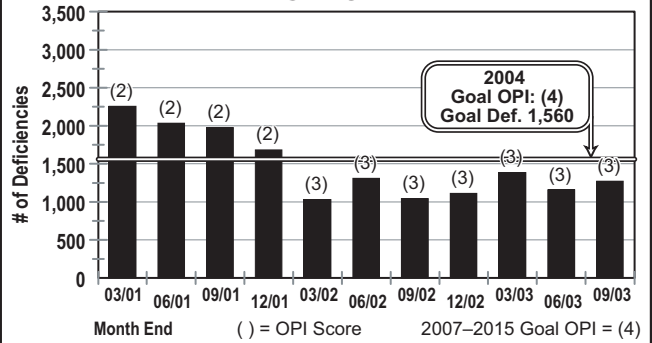
**GUARDRAIL GENERAL
DISTRICT 4**



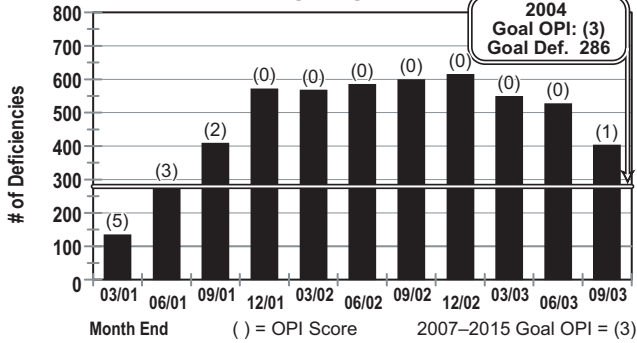
**PAVEMENT DEFICIENCY PRIORITY
DISTRICT 4**



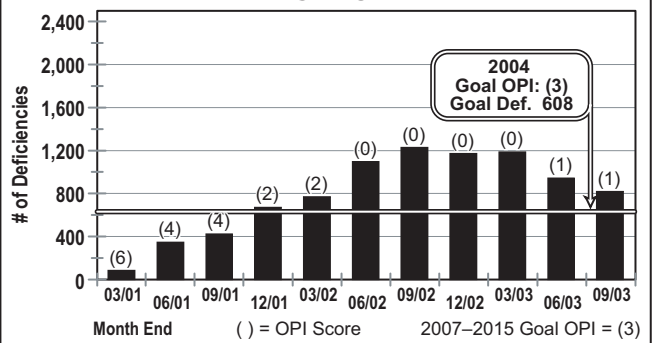
**PAVEMENT DEFICIENCY GENERAL
DISTRICT 4**



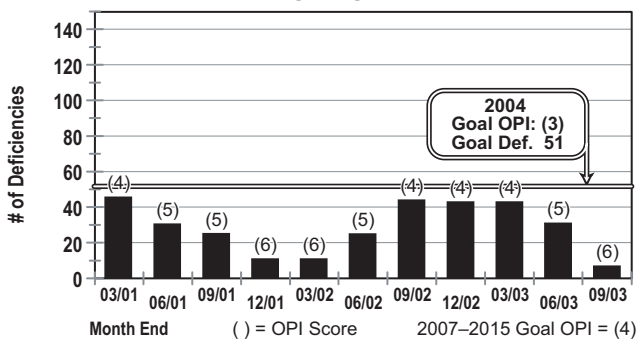
**PAVEMENT DROP-OFF PRIORITY
DISTRICT 4**



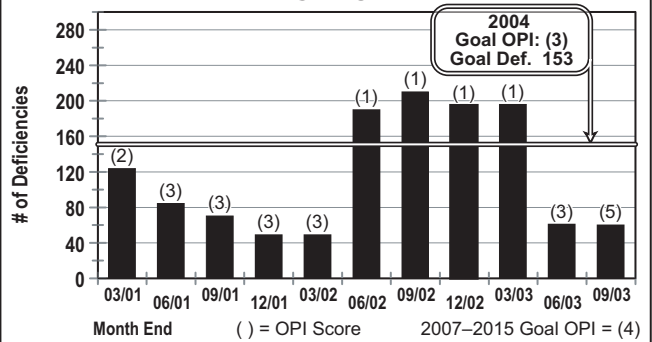
**PAVEMENT DROP-OFF GENERAL
DISTRICT 4**



**VEGETATION OBSTRUCTION PRIORITY
DISTRICT 4**

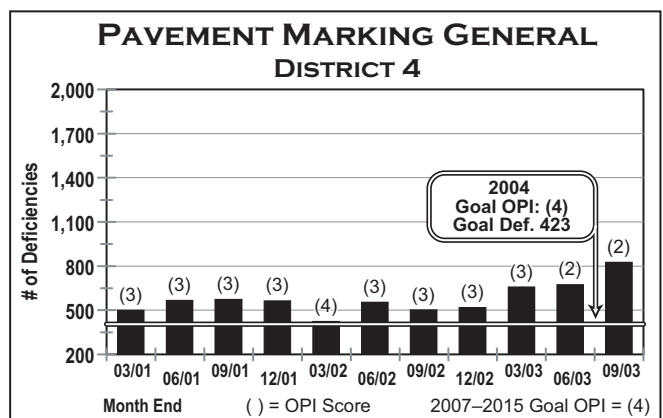
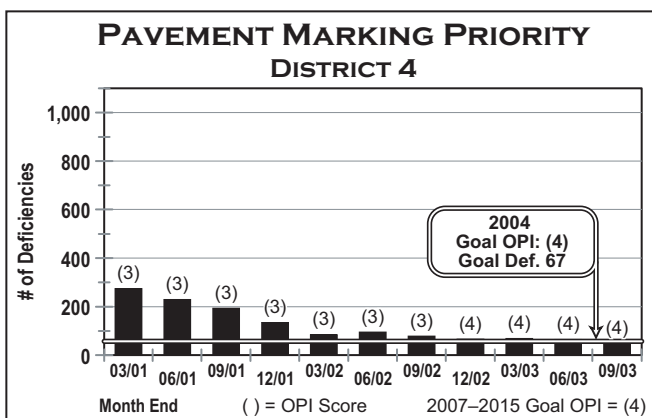
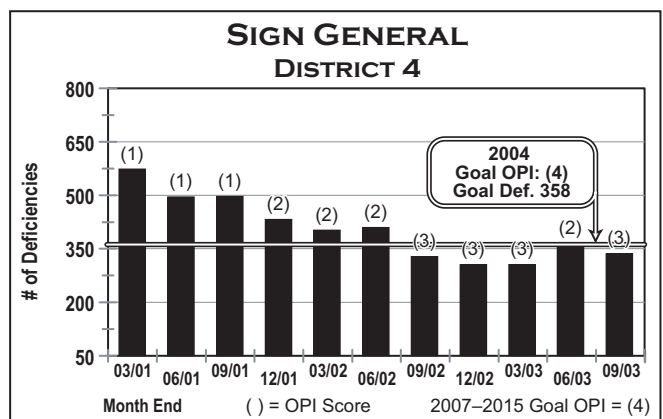
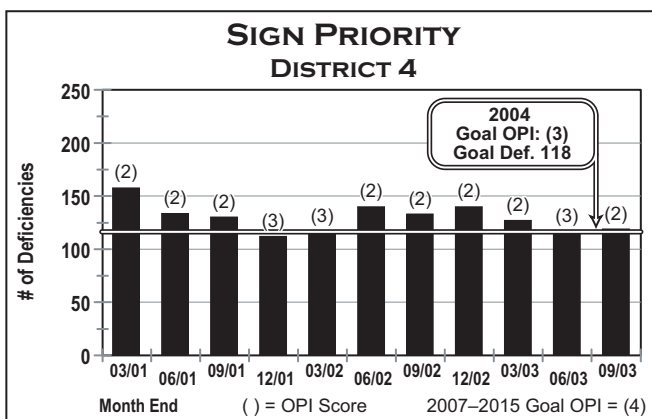
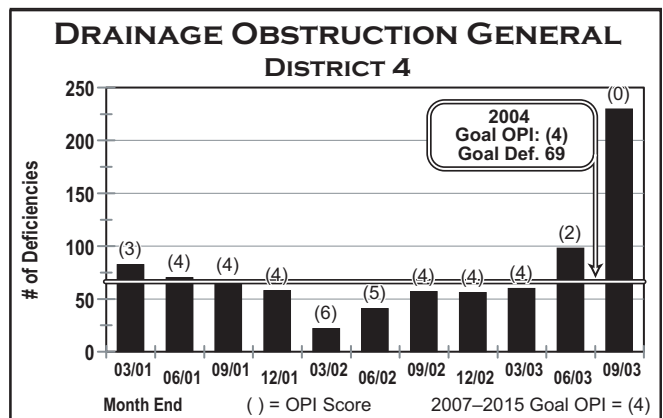
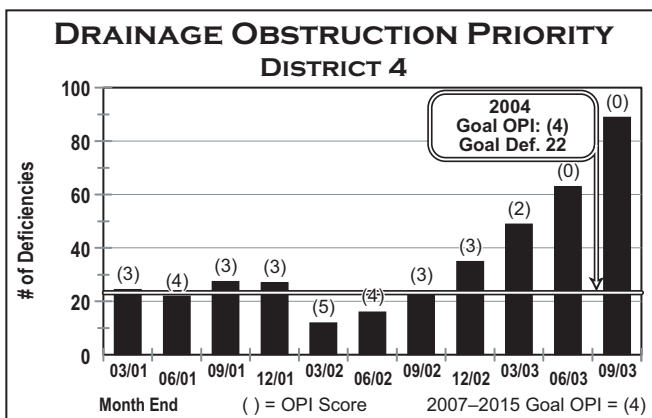
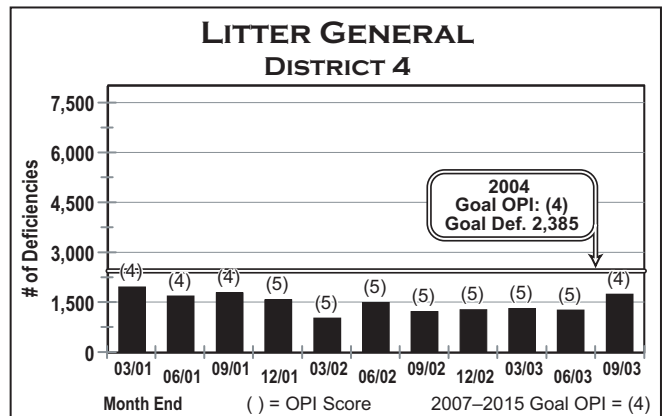


**VEGETATION OBSTRUCTION GENERAL
DISTRICT 4**



DISTRICT 4 OPI

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DISTRICT 5 PAVEMENT

DISTRICT 5 PAVEMENT SUMMARY

District 5 currently has 97 percent acceptable priority system, 97 percent acceptable general system and 97 percent acceptable urban system lane miles and expects to achieve each of the 2004 pavement goals. The district is forecasted to meet each of the 90 percent acceptable pavement goals for 2008 and sustain these conditions beyond 2008.

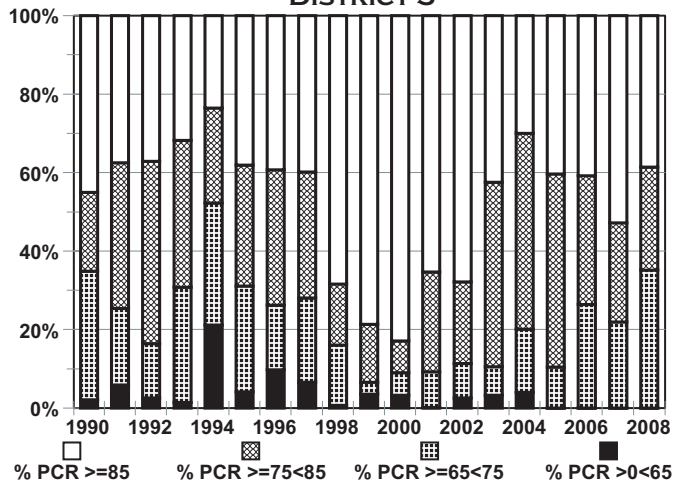
District 5 is responsible for maintaining 3,724 lane miles of pavement. The priority system has four main corridors. Running north to south is the Interstate 77 corridor in Guernsey County and the U.S. Route 33 corridor in Fairfield County. Running east to west is the Interstate 70 corridor crossing Guernsey, Muskingum, Licking and Fairfield counties and the State Route 161, State Route 16 and U.S. Route 36 corridor which crosses Coshocton, Muskingum and Licking counties. These four corridors account for 19.5 percent of the total lane miles, but support 43.4 percent of the total vehicle miles traveled within

District 5.

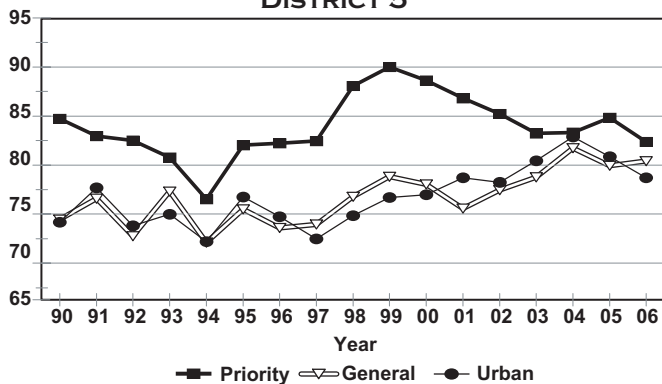
Currently the district's pavement system appears quite good with more than 95 percent of the lane miles in all three systems being rated in good condition. The district has placed emphasis on the general system to address roadway segments approaching the deficiency threshold. This strategy appears to be successful at getting the maximum life out of a section of roadway prior to resurfacing it.

The district completed the construction of a 40-mile stretch of SR 16 in Muskingum County which extends the four-lane interstate look-alike facility from Licking County across three-quarters of Muskingum County. Additionally, construction of phase one of the Lancaster Bypass has been initiated. Congestion and travel times are expected to be reduced through construction of this four-phase, 57-mile facility.

PRIORITY PAVEMENT CONDITIONS DISTRICT 5



WEIGHTED AVERAGE PCR DISTRICT 5



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$25.55 M
New Construction - Lane Miles	2.30
Major Rehabilitation - Lane Miles	1.0
Minor Rehabilitation - Lane Miles	1,279.87
Preventive Maintenance - Lane Miles	589.16

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	93%	92%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	81.5%	86%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	765	9
General	2,733	4
Urban	226	8
Total	3,724	9
Truck VMT	1,699,771	8
Total VMT	10,946,108	8

OVERALL RATING:

★★★★★

VERY GOOD



DISTRICT 5 BRIDGES

DISTRICT 5 BRIDGE SUMMARY

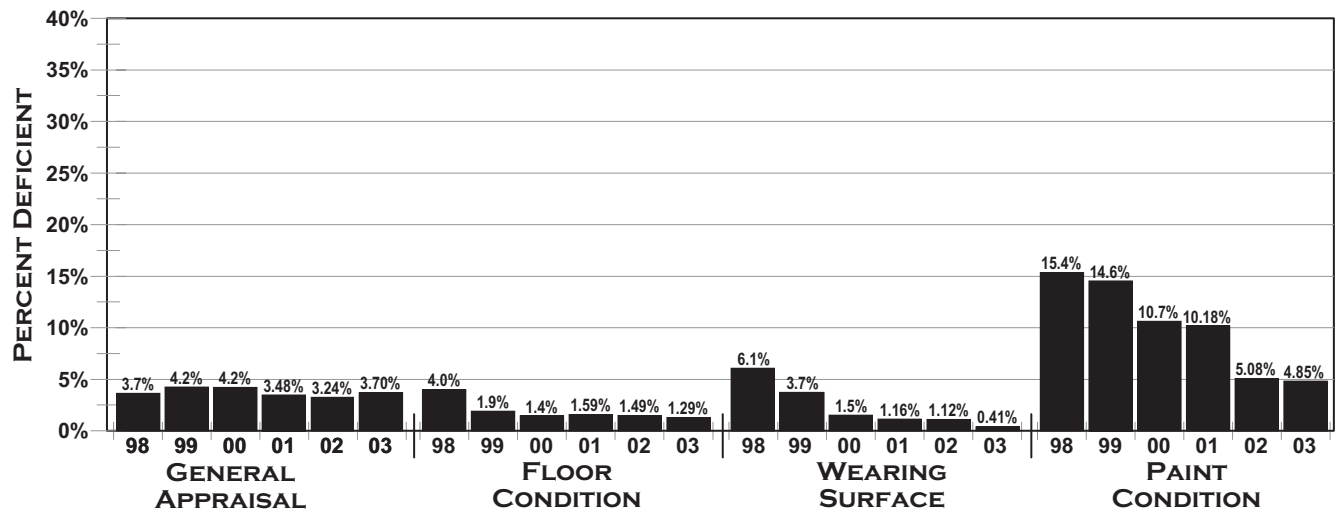
District 5 is currently meeting all 2004 bridge goals with 3.7 percent deficient general appraisal ratings, 1.3 percent deficient floor condition ratings, 0.4 percent deficient wearing surface ratings and 4.9 percent deficient paint condition ratings and expects to achieve all bridge goals in 2004. The district will achieve bridge deficiencies below 4 percent general appraisal, 3 percent floor condition, 3 percent wearing surface and 10 percent paint condition in 2008 and maintain these conditions beyond 2008.

District 5 has 1,074 bridges totaling approximately 4.5 million square feet. Interstate highway traffic travels on 135 of these structures.

In the past year the district replaced five structures totaling 57,965 square feet and rebuilt six structures totaling 30,300 square feet. During FY 2003 the district anticipates replacing 18 structures totaling 52,519 square feet and rebuilding four structures totaling 53,762 square feet.

District 5 has excellent bridge conditions and have included innovative contracting methods to reduce closure times and public inconvenience, and improve public safety. County work forces assist in maintaining and improving bridge conditions. Work performed by the county work forces and the district special projects teams to replace culverts and small bridges, has reduced the cost of paving contracts.

BRIDGE DEFICIENCIES DISTRICT 5



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

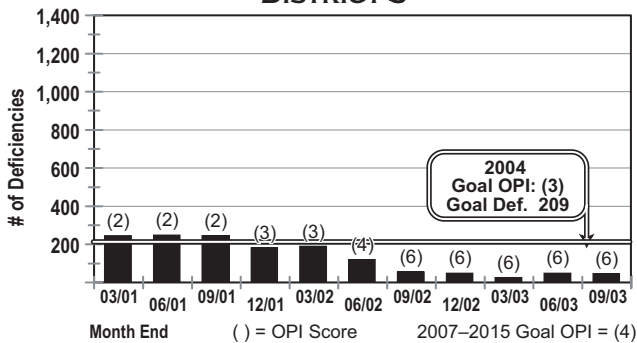
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	3%	3%
Wearing Surface	5%	4%	3%
Paint Condition	10%	10%	10%

FY 2003 BRIDGE STATISTICS		
		District Ranking ↓
Number of Bridges	1,074	9
Total Bridge Deck Area (sq. ft.)	4,603,168	10
Number of Bridges Carrying Interstate	130	8
Interstate Bridge Deck Area (sq. ft.)	752,448	8
Longest Bridge (ft.)	953	12
Maximum Deck Area (sq. ft.)	97,070	10

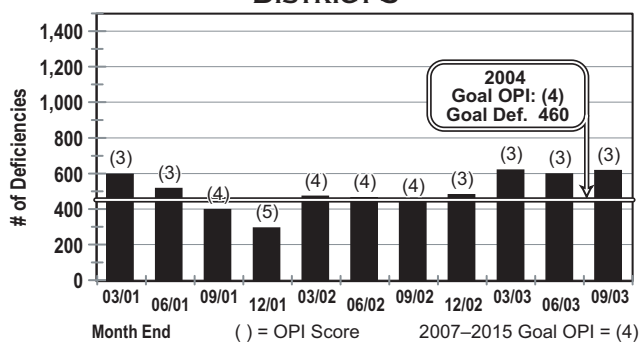


DISTRICT 5 OPI

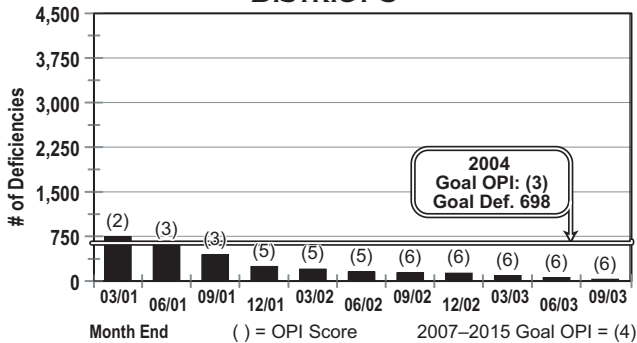
GUARDRAIL PRIORITY DISTRICT 5



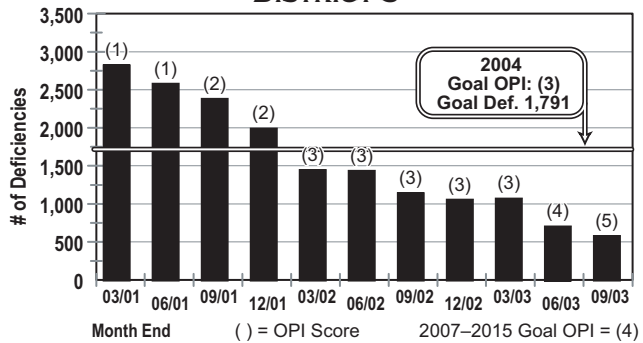
GUARDRAIL GENERAL DISTRICT 5



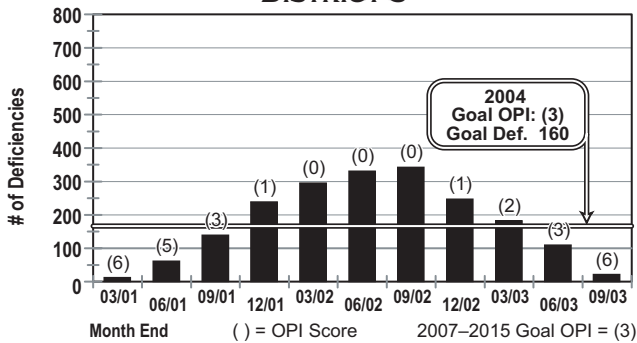
PAVEMENT DEFICIENCY PRIORITY DISTRICT 5



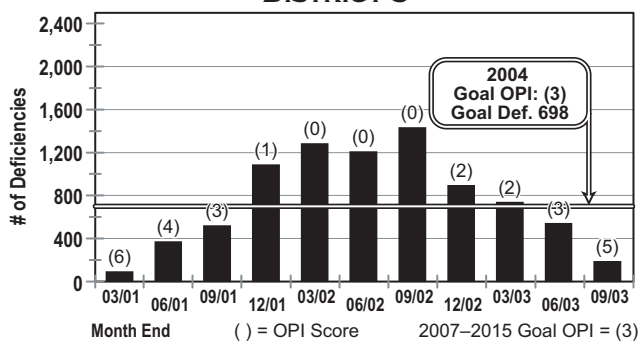
PAVEMENT DEFICIENCY GENERAL DISTRICT 5



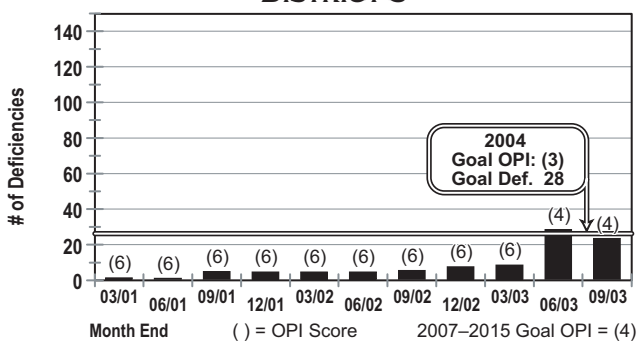
PAVEMENT DROP-OFF PRIORITY DISTRICT 5



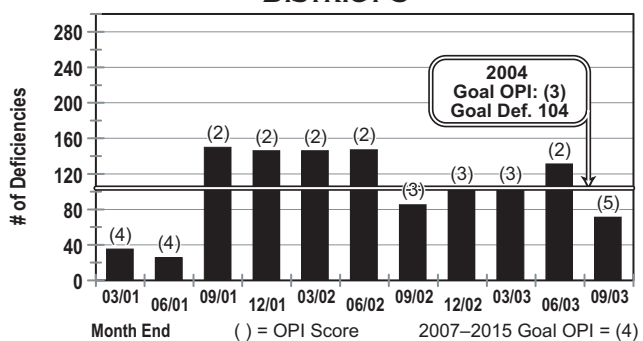
PAVEMENT DROP-OFF GENERAL DISTRICT 5



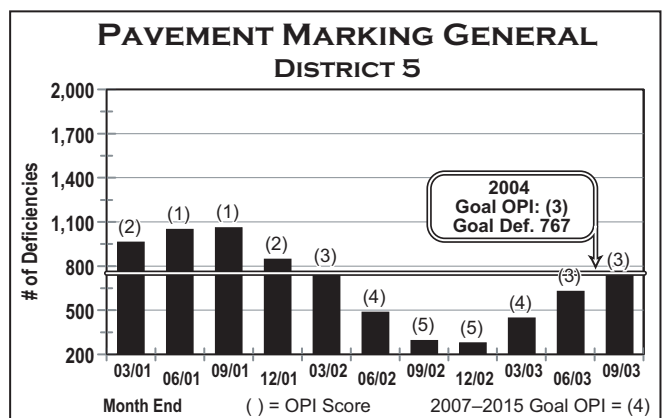
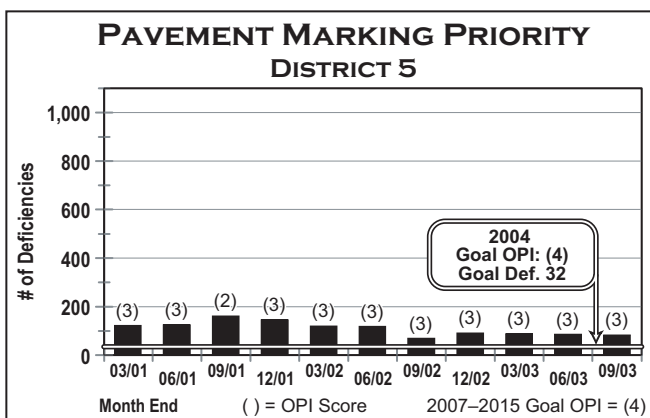
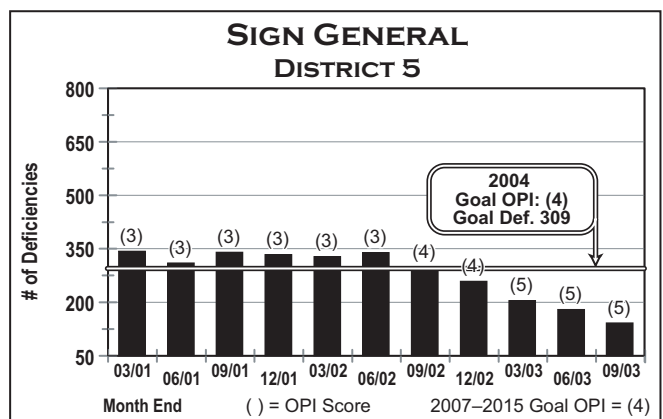
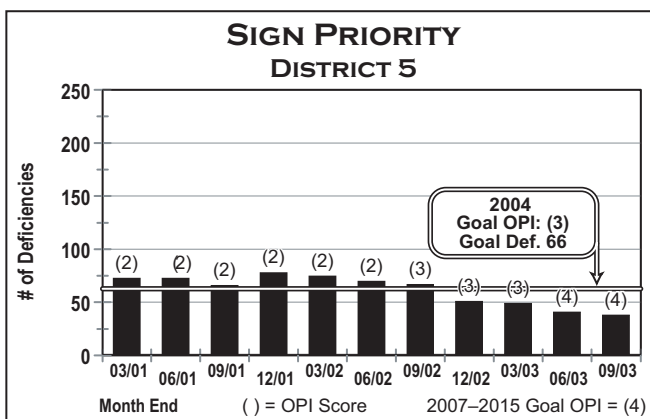
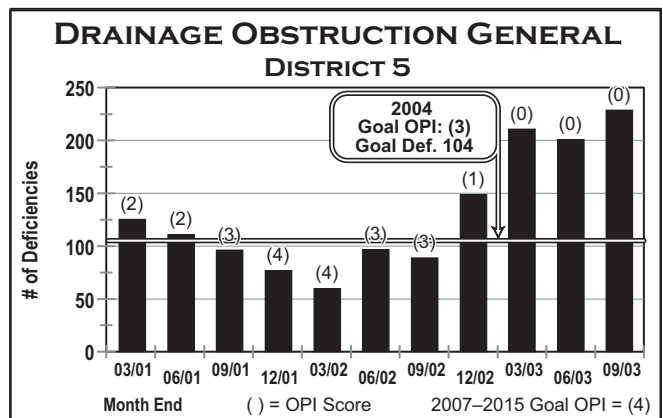
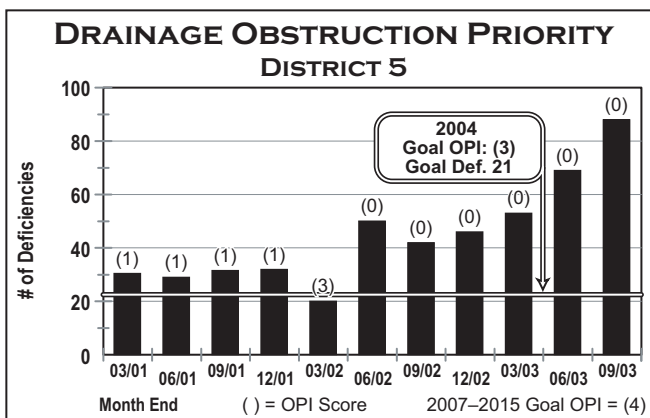
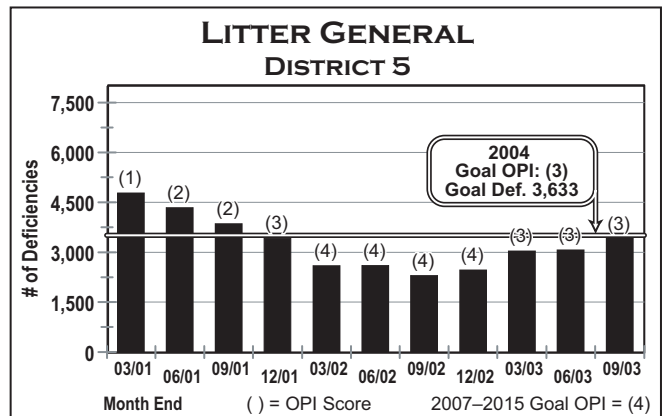
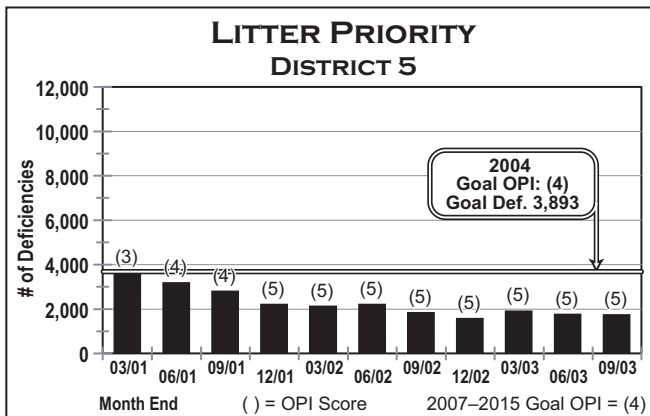
VEGETATION OBSTRUCTION PRIORITY DISTRICT 5



VEGETATION OBSTRUCTION GENERAL DISTRICT 5



DISTRICT 5 OPI



DISTRICT 6 PAVEMENT

DISTRICT 6 PAVEMENT SUMMARY

District 6 is currently has 97 percent acceptable pavement on the priority system, 98 percent acceptable pavements on the general system and 99 percent acceptable pavements on the urban system and is projected to meet all 2004 pavement goals. The district is projecting to maintain these conditions and meet the 90 percent acceptable pavement condition goals in 2008 and beyond.

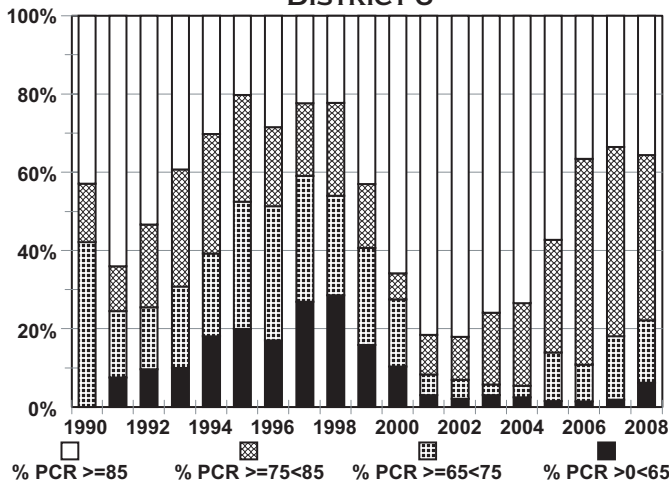
District 6 is responsible for maintaining close to 4,800 lane miles of pavement. The priority system highways account for 35 percent of the miles and 70 percent of the vehicle miles of travel. The general system accounts for 52 percent of the miles and 19 percent of the travel. While the urban system accounts for 13 percent of the mileage and 11 per-

cent of the travel.

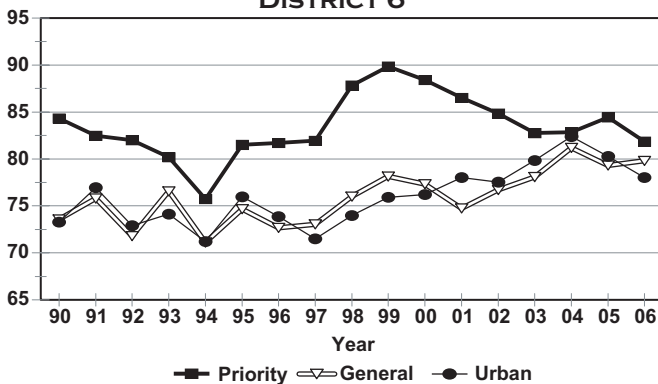
Major projects include the completion of the Franklin County Spring Sandusky/Interstate 670 projects and the U.S. Route 35 projects in Fayette County. The completion of these projects have rehabilitated some of the existing interstate system as well as complete the remaining segment of the original interstate highway system in Ohio.

The overall condition of the district's pavements has remained in the acceptable range during the last three years and are forecasted to remain stable through 2008 as preventive maintenance has been increased to maintain these pavements into the future.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 6**



**WEIGHTED AVERAGE PCR
DISTRICT 6**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$67.48 M
New Construction - Lane Miles	16.42
Major Rehabilitation - Lane Miles	92.62
Minor Rehabilitation - Lane Miles	947.46
Preventive Maintenance - Lane Miles	293.40

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	94%	92%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	1,681	1
General	2,473	10
Urban	630	4
Total	4,785	2
Truck VMT	3,766,317	1
Total VMT	28,064,279	1

OVERALL RATING:

★★★★
GOOD



DISTRICT 6 BRIDGES

DISTRICT 6 BRIDGE SUMMARY

District 6 has 3.3 percent of its bridges with a deficient general appraisal rating, 0.4 percent with a deficient floor condition rating, 10 percent with a deficient wearing surface condition and 6.4 percent with a deficient paint condition. District 6 is currently meeting three of the four 2004 bridge condition goals and is expected to maintain this trend through 2004. Bridge wearing surfaces, currently at 10 percent deficient, is not expected to drop below the 2004 goal of 3 percent deficient.

The district is forecasted to meet all bridge goals for 2008 and sustain these conditions with less than 4 percent bridges with a deficient general appraisal, 3 percent deficient floor conditions, 4 percent deficient wearing surface conditions and 10 percent deficient paint conditions.

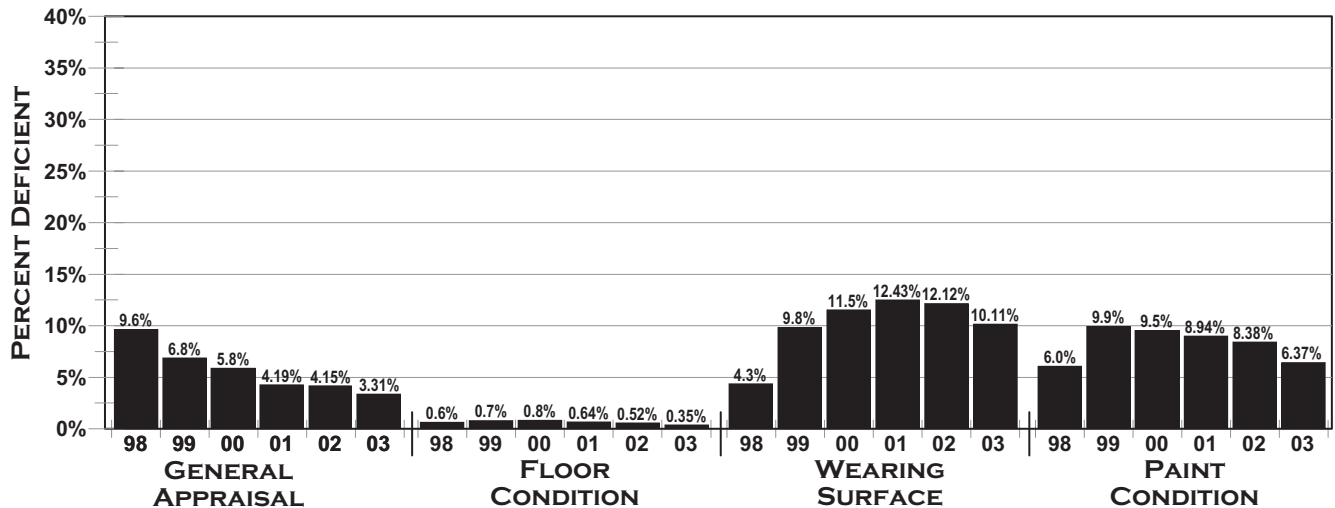
District 6 currently owns and inspects 1,532 bridges, with

a deck area of 12.5 million square feet. The interstate system includes 349 of these bridges and nine district structures are categorized as major bridges.

In FY 2003, District 6 replaced four bridges (38,922 square feet), repaired 98 bridge wearing surfaces (1,262,098 square feet), painted 20 bridges (210,395 square feet) and re-decked nine bridges (125,218 square feet).

During the last few years, bridge wearing surface conditions have been deteriorating and presently make up 40 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. District 6 has almost all deficient bridges programmed within the next six years for repair.

BRIDGE DEFICIENCIES DISTRICT 6



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

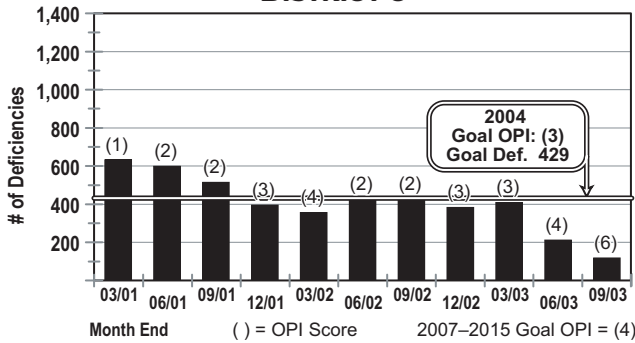
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	5%	4.5%	4%
Floor Condition	3%	3%	3%
Wearing Surface	3%	3.5%	4%
Paint Condition	10%	10%	10%

FY 2003 BRIDGE STATISTICS		
		District Ranking ↓
Number of Bridges	1,532	3
Total Bridge Deck Area (sq. ft.)	12,501,204	4
Number of Bridges Carrying Interstate	349	2
Interstate Bridge Deck Area (sq. ft.)	3,551,686	4
Longest Bridge (ft.)	1,959	8
Maximum Deck Area (sq. ft.)	203,741	4

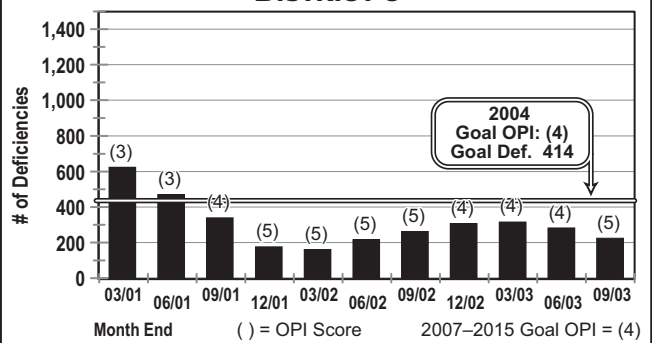


DISTRICT 6 OPI

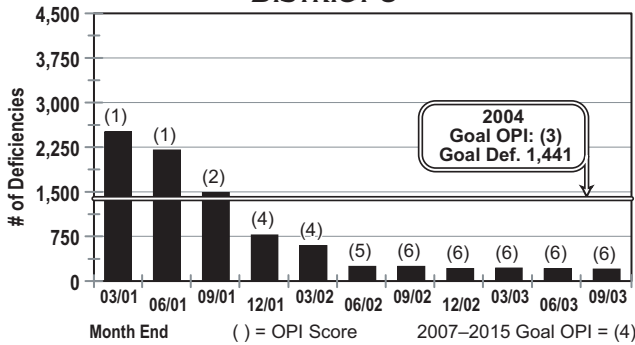
GUARDRAIL PRIORITY
DISTRICT 6



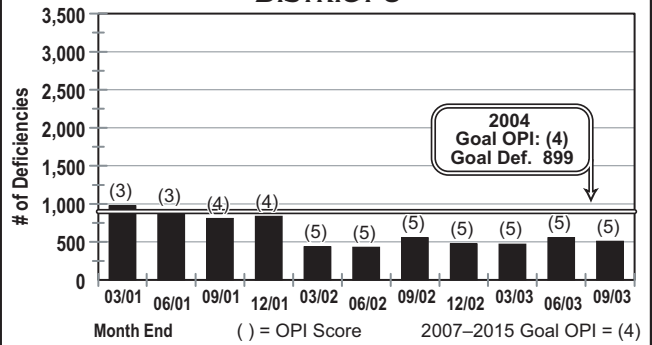
GUARDRAIL GENERAL
DISTRICT 6



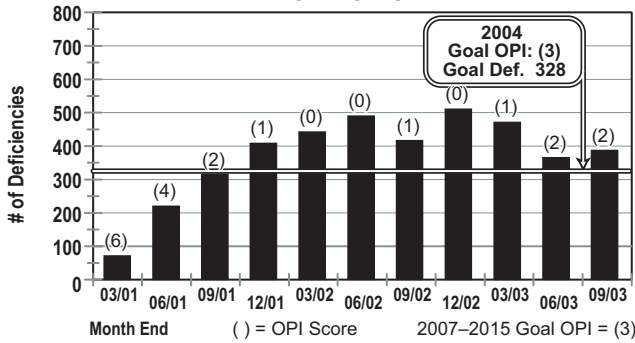
PAVEMENT DEFICIENCY PRIORITY
DISTRICT 6



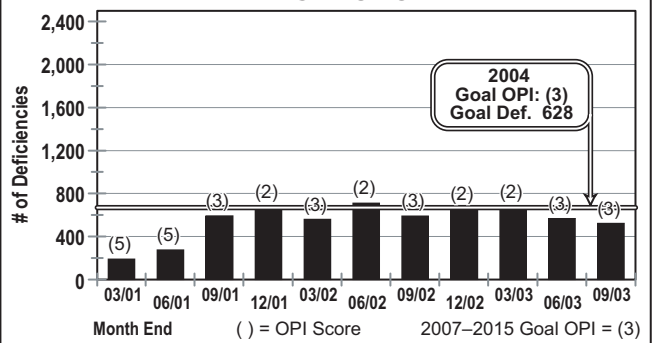
PAVEMENT DEFICIENCY GENERAL
DISTRICT 6



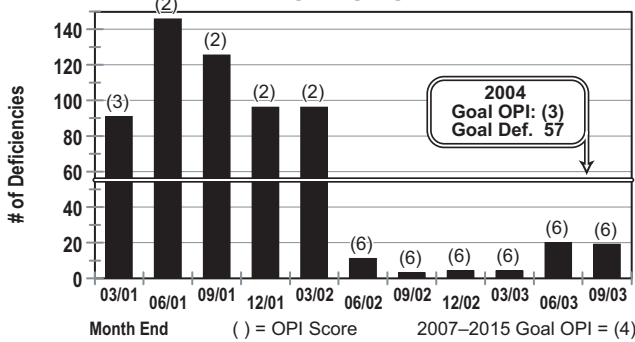
PAVEMENT DROP-OFF PRIORITY
DISTRICT 6



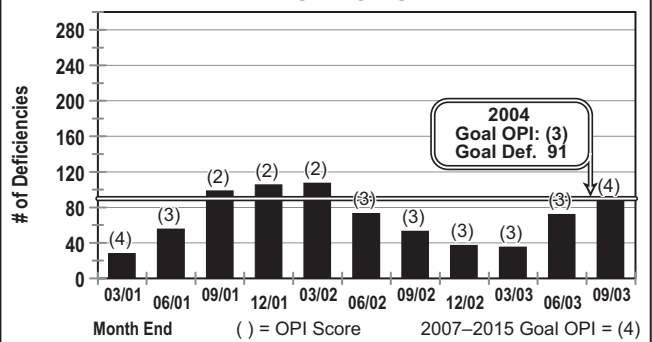
PAVEMENT DROP-OFF GENERAL
DISTRICT 6



VEGETATION OBSTRUCTION PRIORITY
DISTRICT 6

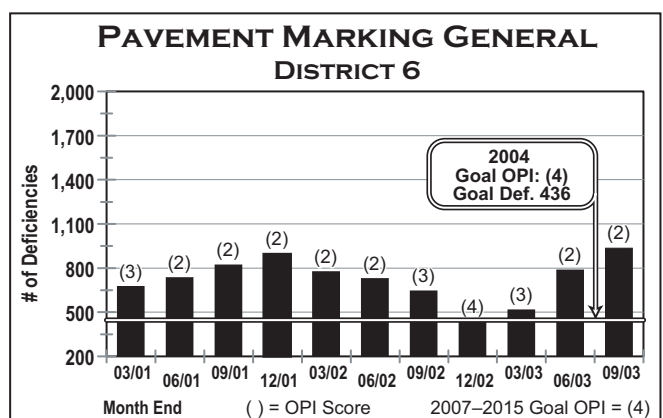
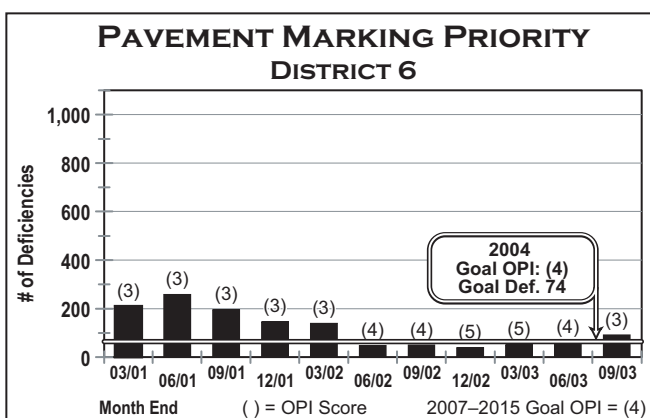
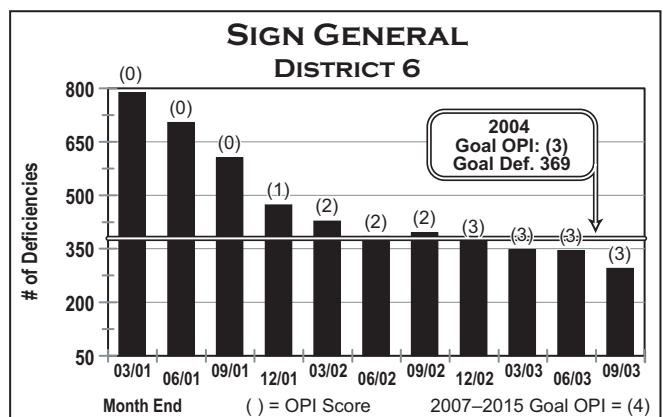
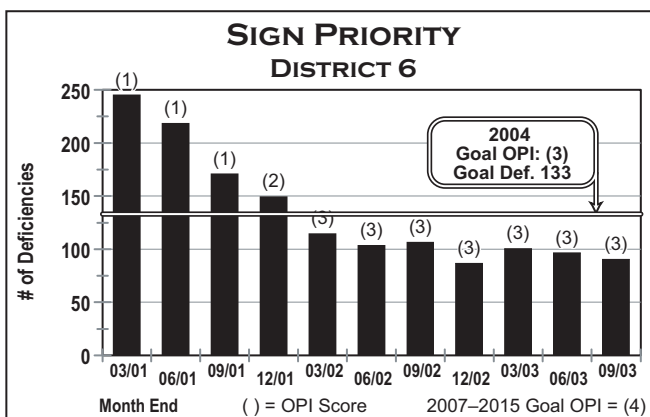
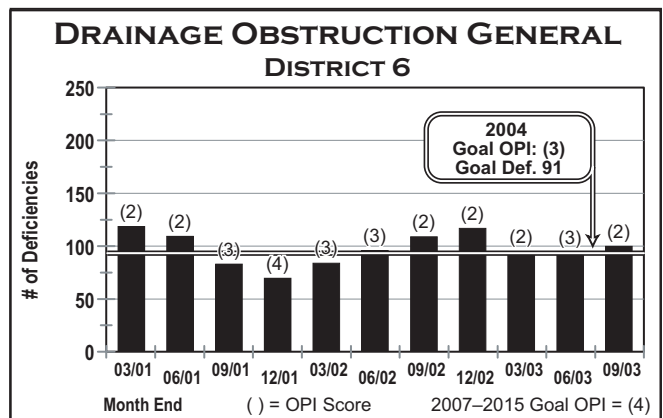
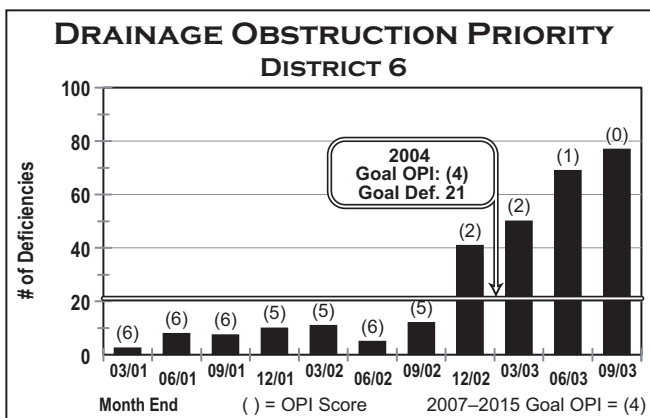
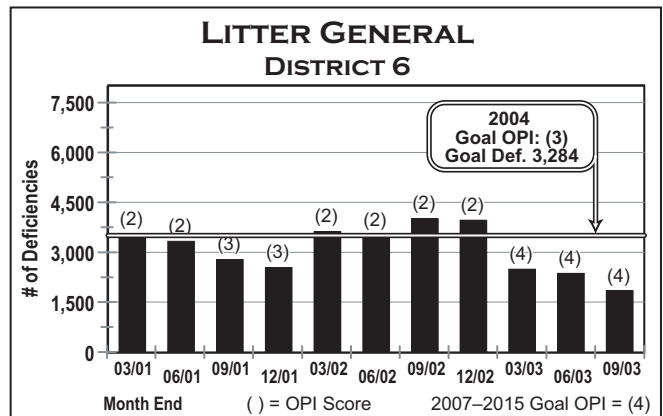
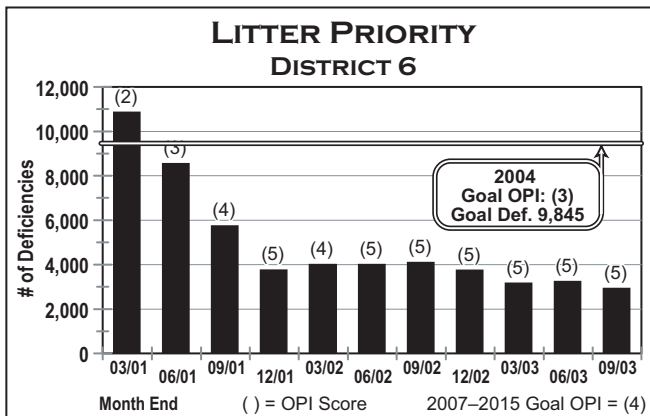


VEGETATION OBSTRUCTION GENERAL
DISTRICT 6



DISTRICT 6 OPI

MISSION
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GOALS
STRATEGIC INITIATIVES
ORGANIZATIONAL PERFORMANCE INDEX



DISTRICT 7 PAVEMENT

DISTRICT 7 PAVEMENT SUMMARY

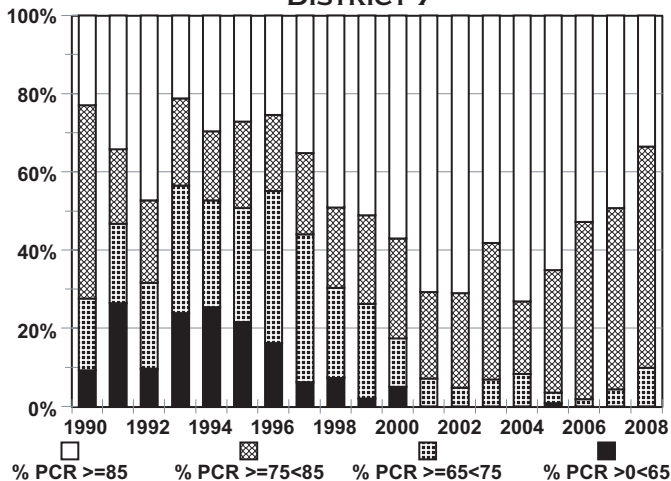
District 7 is currently meeting all 2004 pavement condition goals with more than 99 percent of the priority system and general system pavements acceptable and 100 percent acceptable urban system pavements. This trend is expected to continue through 2004 and on to 2008. District 7 will meet the 2008 pavement condition goals and sustain the condition of 90 percent acceptable pavements.

District 7 maintains 923 priority system lane miles which make up 20 percent of the its 4,654 total lane miles. The priority system routes handle 53 percent of the travel in the district. The pavements in District 7 are in good and stable

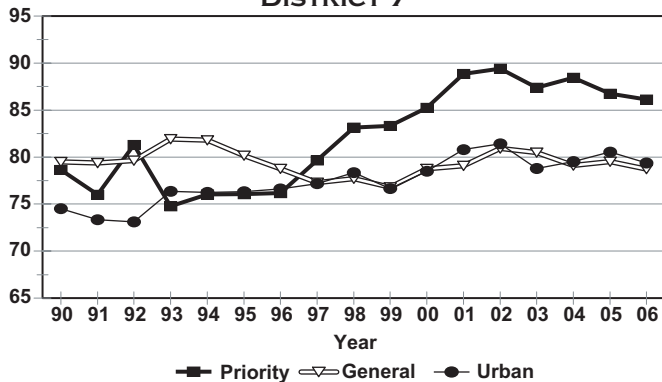
condition. A key factor has been the emphasis on improving some of the most used freight corridors in the state with several ongoing major new projects, and an evaluation of future needs through a long-range improvement study currently underway on the Interstate 75 corridor.

The general system in District 7 is the second largest in the state and has been showing a gradual decline in pavement conditions in recent years. District 7 employs an aggressive preventive maintenance program through force accounts to perform crack and strip sealing and contracted maintenance for microsurfacing, and thin pavement overlays.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 7**



**WEIGHTED AVERAGE PCR
DISTRICT 7**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$52.15 M
New Construction - Lane Miles	2.06
Major Rehabilitation - Lane Miles	107.44
Minor Rehabilitation - Lane Miles	116.44
Preventive Maintenance - Lane Miles	1,484.53

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	95%	93%	90%
General > 55 PCR	95%	93%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	923	7
General	3,132	2
Urban	599	5
Total	4,654	3
Truck VMT	2,983,638	2
Total VMT	17,166,046	5

OVERALL RATING:

★★★★★

VERY GOOD



DISTRICT 7 BRIDGES

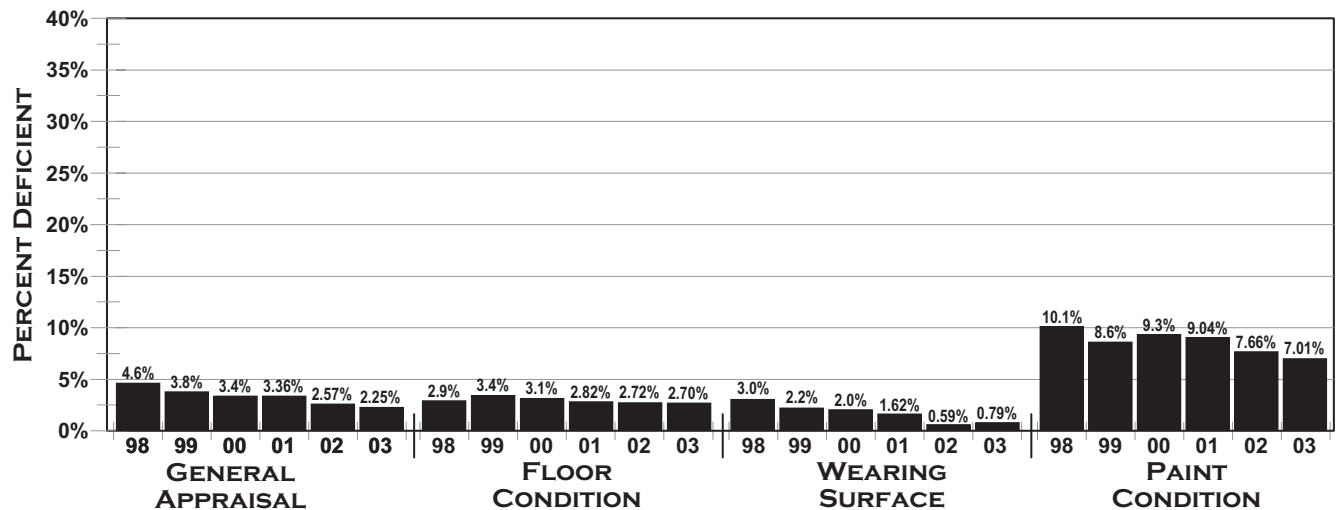
DISTRICT 7 BRIDGE SUMMARY

District 7 maintains 1,410 bridges with 9 million square feet of deck area and 238 bridges on the interstate system. The bridge conditions are excellent and have been steady for several years. The wearing surface deficiencies are the second lowest in the state at 1 percent, and the general appraisal, floor and paint conditions are near the state aver-

age.

District 7 has maintained stable bridge conditions and is expected to maintain deficiencies to meet the district goals. Currently, half of the deficient bridges have rehabilitation projects programmed to address these deficiencies.

BRIDGE DEFICIENCIES DISTRICT 7



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle’s tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

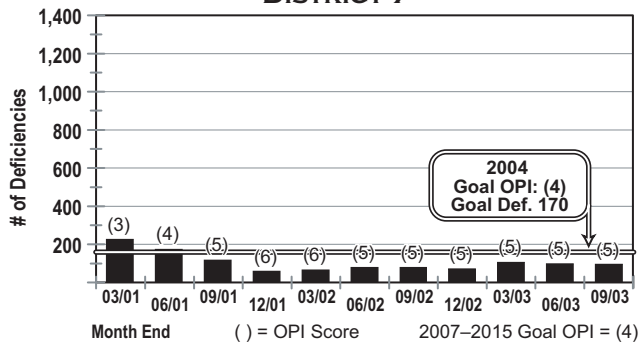
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	4%	5%
Wearing Surface	3%	3%	3%
Paint Condition	10%	12%	13%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,407	5
Total Bridge Deck Area (sq. ft.)	9,112,402	5
Number of Bridges Carrying Interstate	238	6
Interstate Bridge Deck Area (sq. ft.)	2,540,273	6
Longest Bridge (ft.)	1,605	10
Maximum Deck Area (sq. ft.)	186,346	5

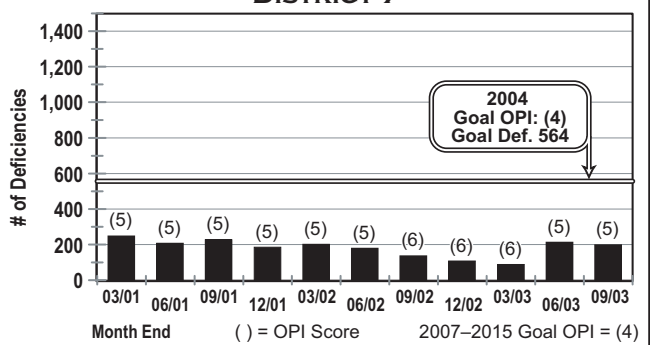


DISTRICT 7 OPI

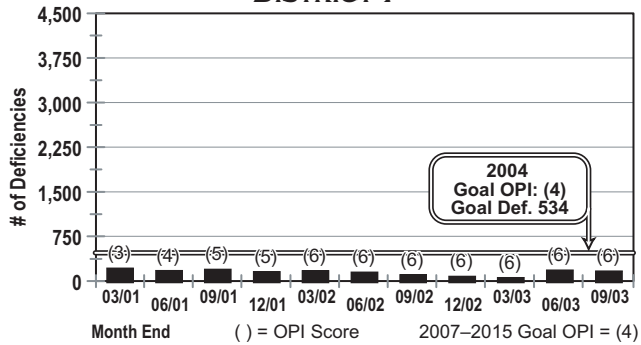
**GUARDRAIL PRIORITY
DISTRICT 7**



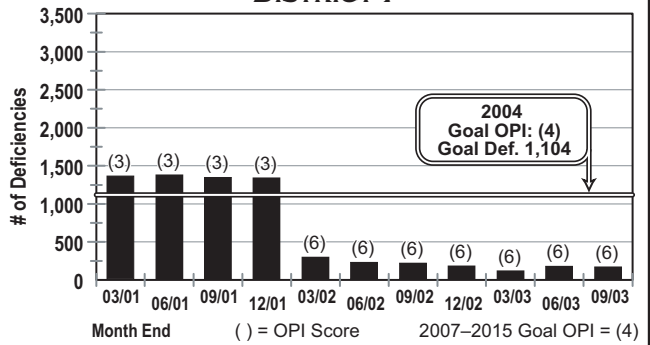
**GUARDRAIL GENERAL
DISTRICT 7**



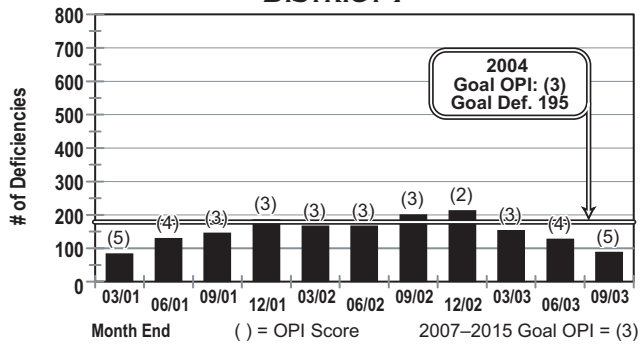
**PAVEMENT DEFICIENCY PRIORITY
DISTRICT 7**



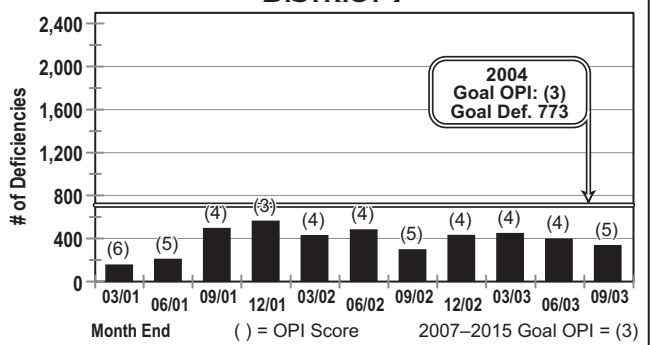
**PAVEMENT DEFICIENCY GENERAL
DISTRICT 7**



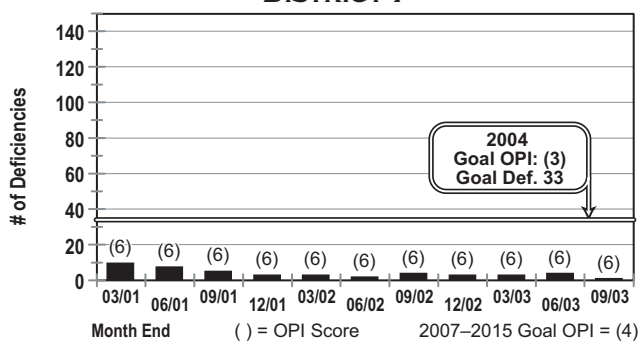
**PAVEMENT DROP-OFF PRIORITY
DISTRICT 7**



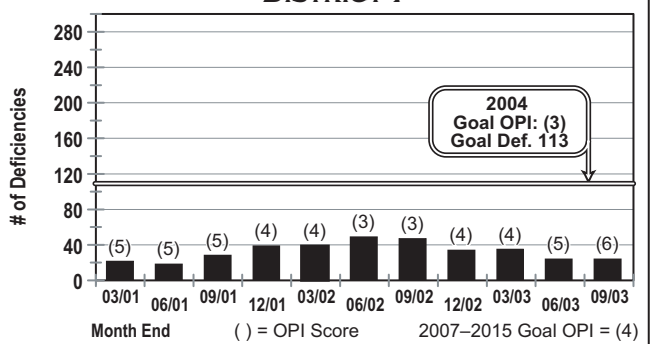
**PAVEMENT DROP-OFF GENERAL
DISTRICT 7**



**VEGETATION OBSTRUCTION PRIORITY
DISTRICT 7**

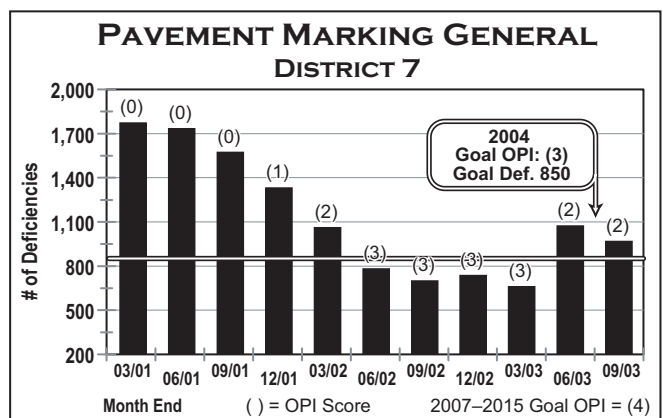
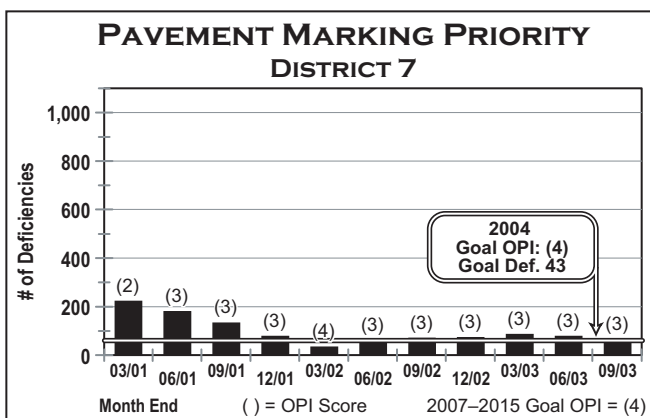
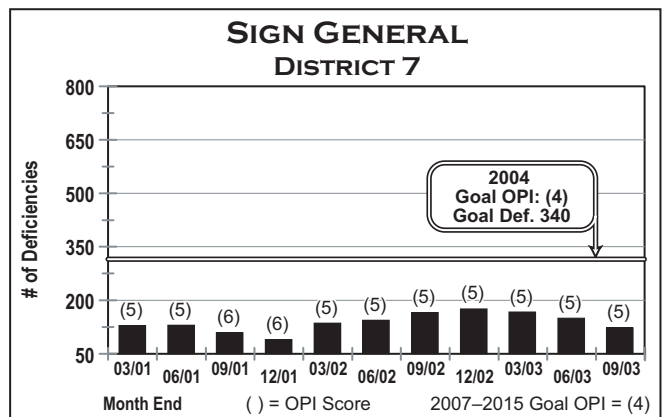
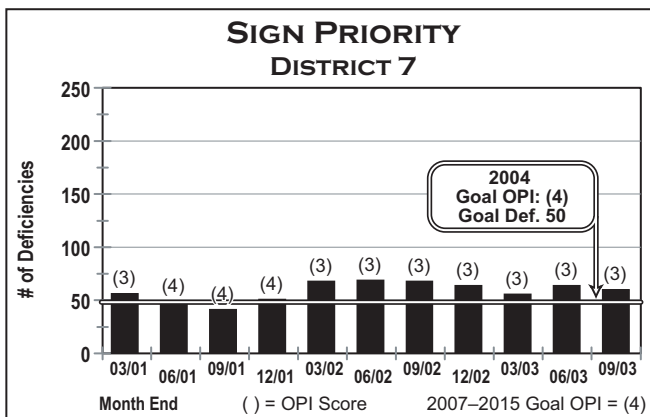
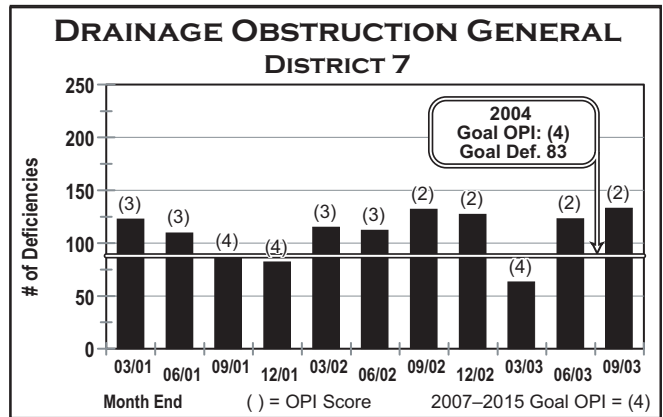
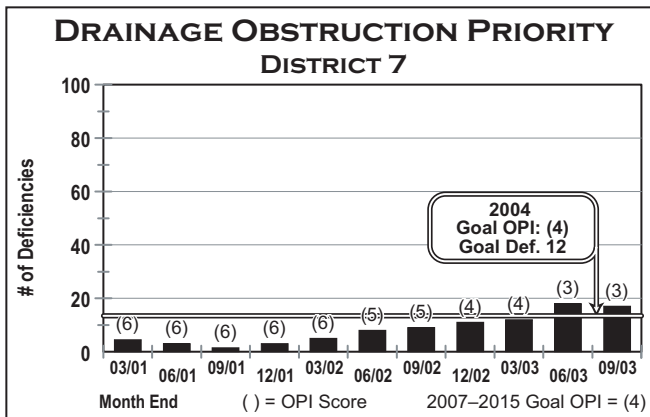
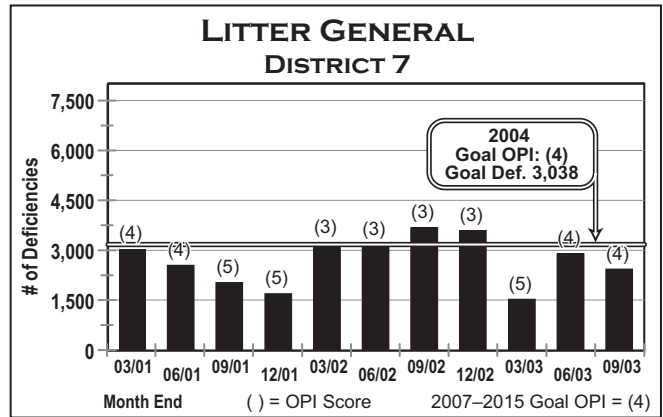
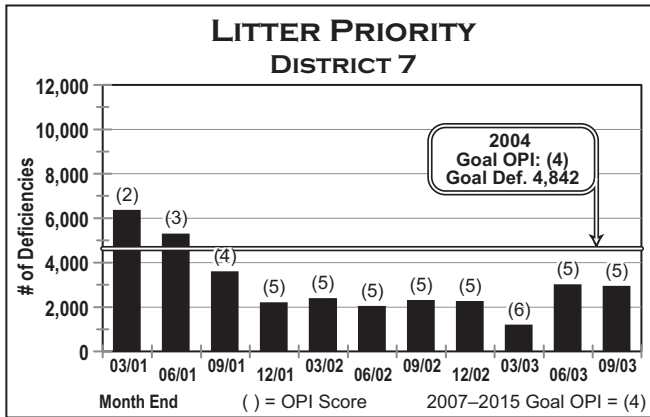


**VEGETATION OBSTRUCTION GENERAL
DISTRICT 7**



DISTRICT 7 OPI

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SYSTEM CONDITIONS

DISTRICT 8 PAVEMENT

DISTRICT 8 PAVEMENT SUMMARY

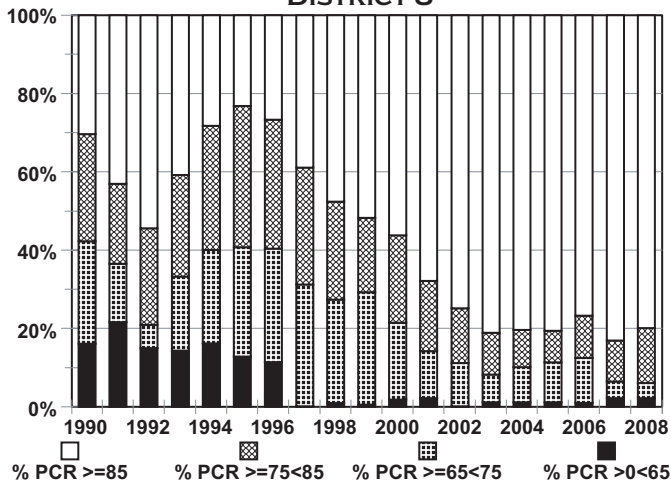
Currently, 98.9 percent of the priority system pavements, 99.6 percent of the general system pavements, and 96.8 percent of the urban system pavements are acceptable. These values exceed the District 8 2004 goals for each of the systems. At this time, the projects contained in the work plan are projected to provide sufficiencies of 98.9 percent for the priority system, 98.7 percent for the general system, and 96.9 percent for the urban system in FY 2004. The district is forecasting these excellent pavement conditions to continue through 2008 and beyond and expect to meet the 90 percent acceptable pavement condition goals.

the percentage of acceptable urban pavement projected for 2004 to slip beneath the goal. The district is working with the municipality to address this delay.

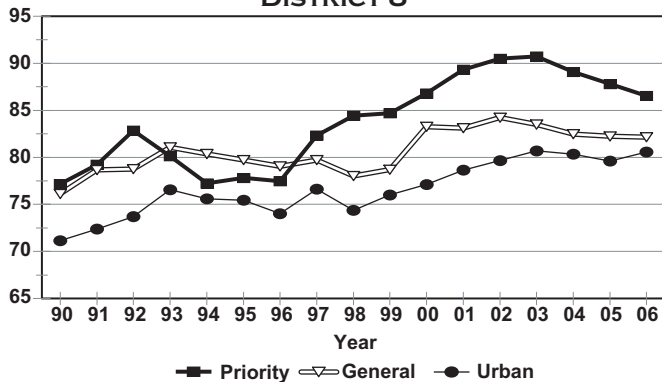
District 8 maintains 1,480 priority system lane miles, 2,235 general system lane miles, and 816 urban system lane miles. In FY 2003, District 8 is completing \$1.8 million in major rehabilitation work, \$15 million in minor rehabilitation projects and \$1.8 million in preventive maintenance. This work is spread among seven priority system projects, 10 urban system projects and 11 general system projects.

Project delays by one of the local communities may cause

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 8**



**WEIGHTED AVERAGE PCR
DISTRICT 8**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$47.28 M
New Construction - Lane Miles	3.50
Major Rehabilitation - Lane Miles	102.82
Minor Rehabilitation - Lane Miles	796.07
Preventive Maintenance - Lane Miles	1,356.41

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	95%	93%	90%
General > 55 PCR	95%	93%	90%
Urban > 55 PCR	96%	93%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	1,480	3
General	2,235	11
Urban	816	2
Total	4,531	2
Truck VMT	2,925,191	3
Total VMT	26,524,086	2

OVERALL RATING:



VERY GOOD



DISTRICT 8 BRIDGES

DISTRICT 8 BRIDGE SUMMARY

District 8 currently lists 98 percent of its bridges acceptable for general appraisal, 97 percent acceptable for floor condition, 97 percent acceptable for wearing surface condition, and 93 percent acceptable for paint condition. District 8 is expecting to meet all 2004 bridge goals and to maintain the bridge deficiencies below 4 percent general appraisal, 3.5 percent floor condition, 3 percent wearing surface and 12 percent paint condition deficiencies in 2008 and beyond.

District 8 has 1,551 bridges with 13.7 million square feet of deck area. Interstate bridges include 341 structures and 26 of the District 8 bridges are in the major bridge category.

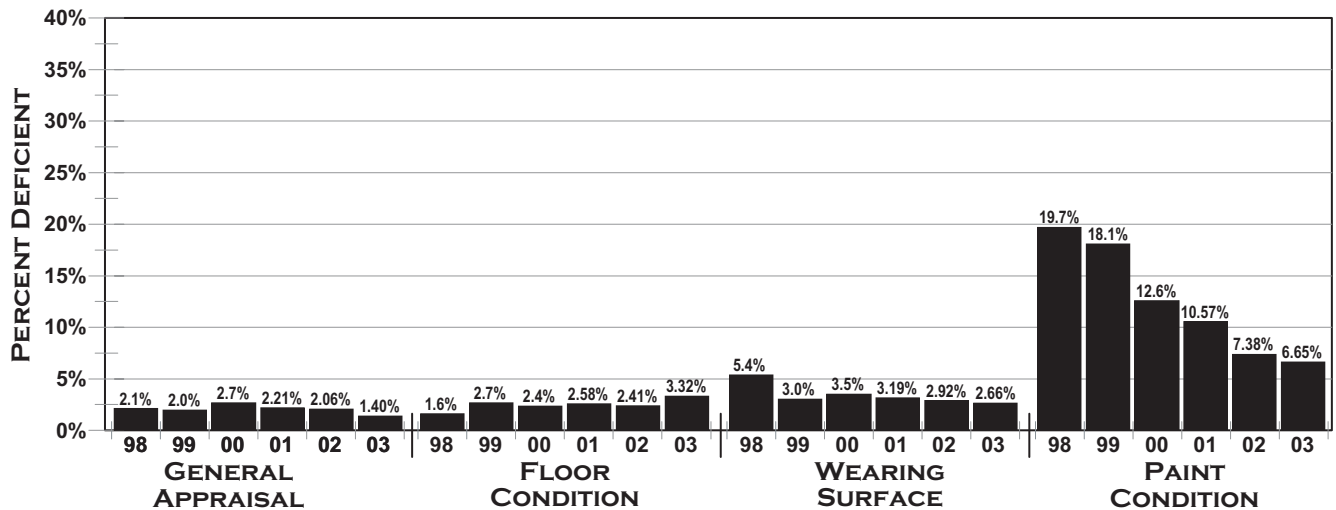
After completion of the CY 2002 annual bridge inspections, there were 133 bridges identified with deficiencies. The district had 107 of these structures planned, programmed, or under construction at the end of 2002. The

133 bridges combined for a total deficient deck area of 18 million square feet.

During the most recent construction season, the district continued to make progress toward attainment of their FY 2004 goals. In FY 2003, the district has sold or has projects under construction to address 8,364 square feet of general appraisal deficiencies, 88,621 square feet of floor deficiencies, 124,528 square feet of wearing surface deficiencies and 83,621 square feet of paint deficiencies. The FY 2004 program includes five projects to address an additional 160,351 square feet of deficient bridge deck area.

District 8 has regularly coordinated bridge and pavement work on the priority systems, minimizing disruptions to the public. They have been consistent with bridge maintenance and the current levels of acceptable bridges are predicted to remain stable.

BRIDGE DEFICIENCIES DISTRICT 8



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

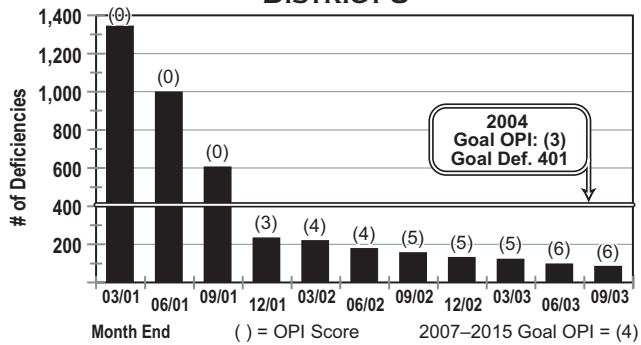
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	3.3%	3.5%
Wearing Surface	3%	3%	3%
Paint Condition	10%	12%	12%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,551	2
Total Bridge Deck Area (sq. ft.)	13,723,068	3
Number of Bridges Carrying Interstate	341	3
Interstate Bridge Deck Area (sq. ft.)	4,213,362	2
Longest Bridge (ft.)	7,440	1
Maximum Deck Area (sq. ft.)	275,343	3

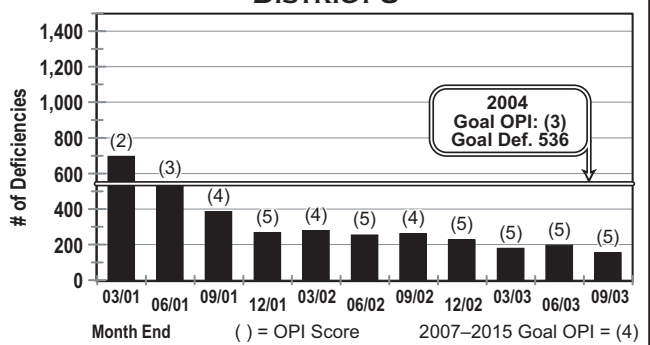


DISTRICT 8 OPI

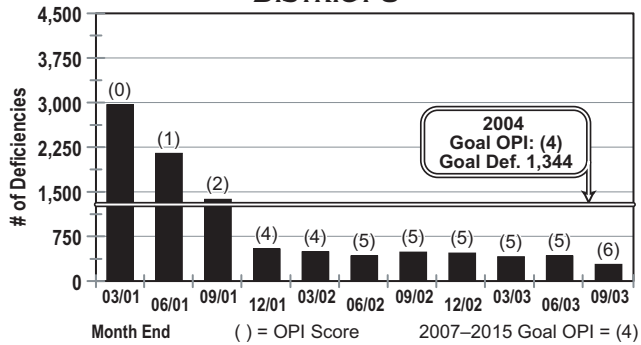
GUARDRAIL PRIORITY DISTRICT 8



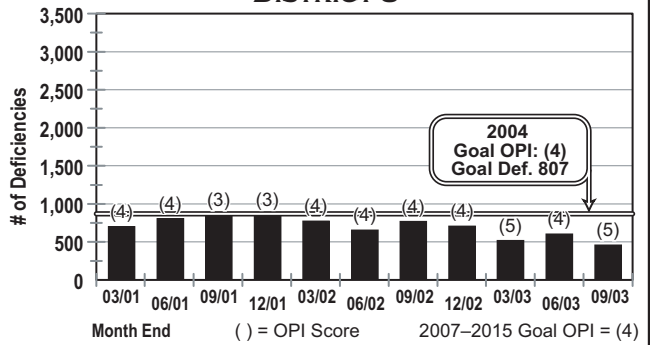
GUARDRAIL GENERAL DISTRICT 8



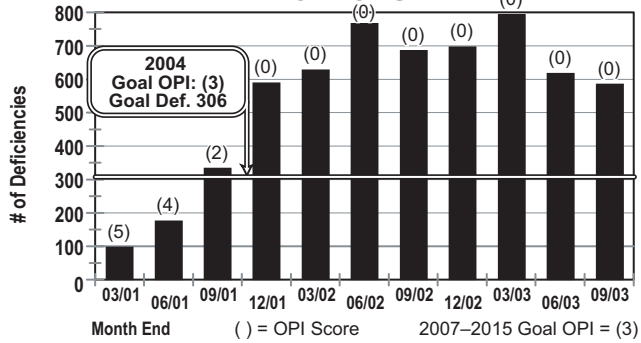
PAVEMENT DEFICIENCY PRIORITY DISTRICT 8



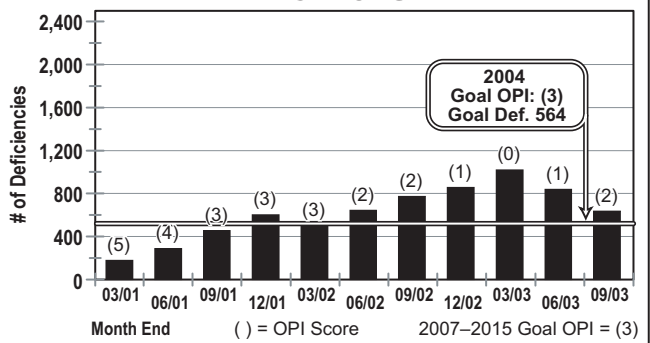
PAVEMENT DEFICIENCY GENERAL DISTRICT 8



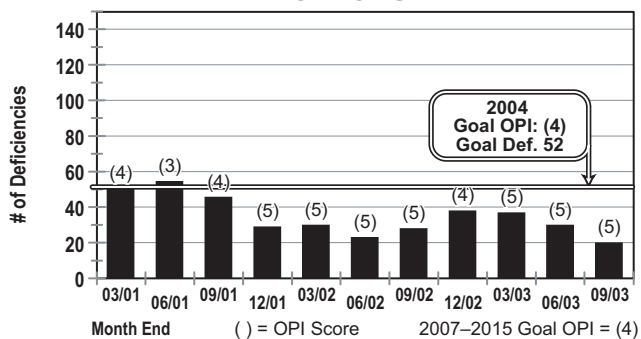
PAVEMENT DROP-OFF PRIORITY DISTRICT 8



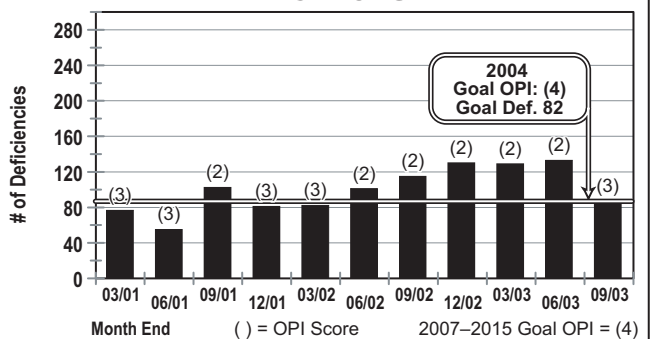
PAVEMENT DROP-OFF GENERAL DISTRICT 8



VEGETATION OBSTRUCTION PRIORITY DISTRICT 8

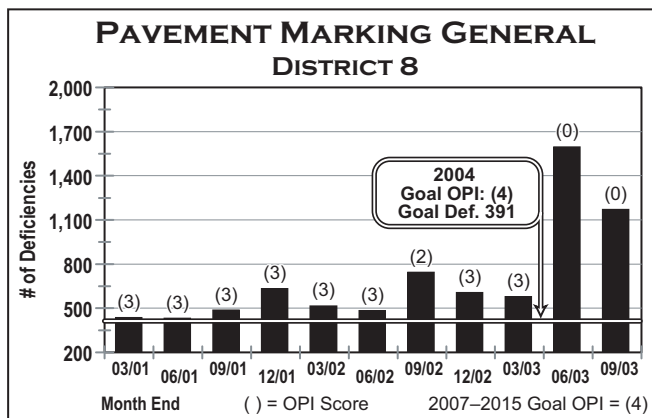
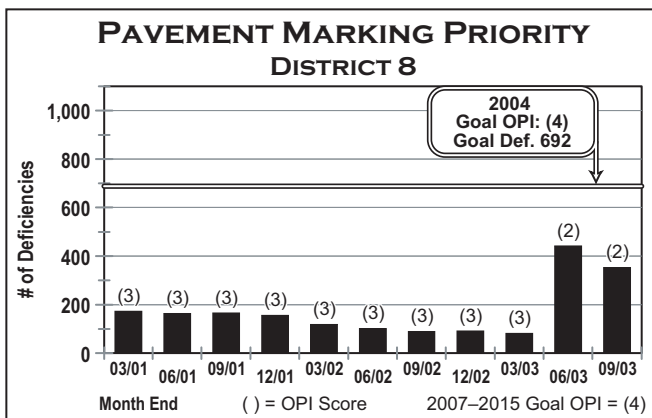
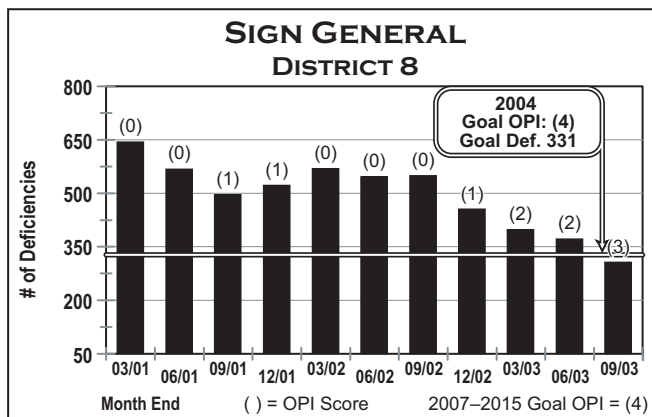
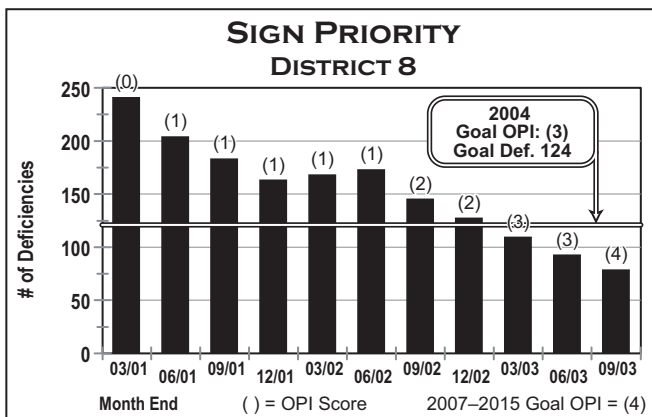
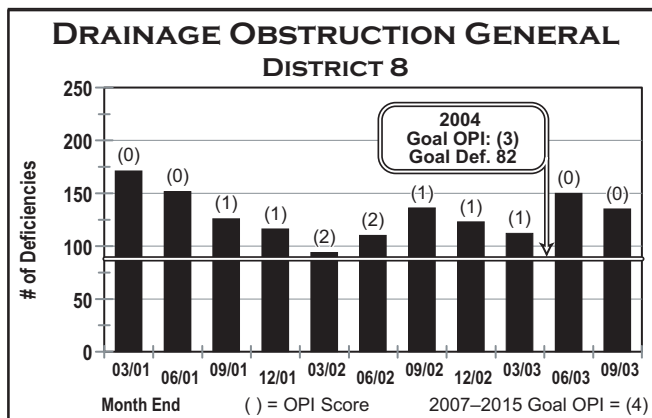
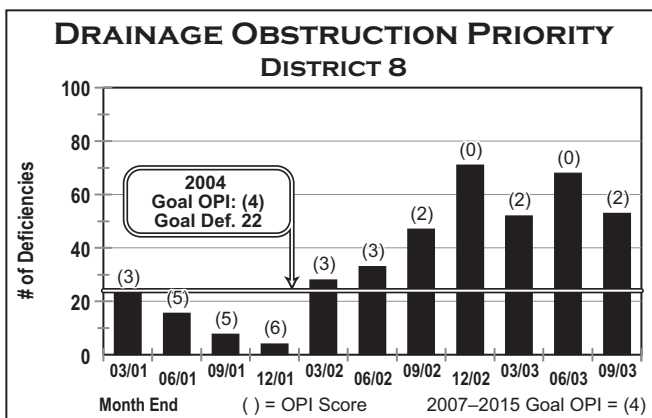
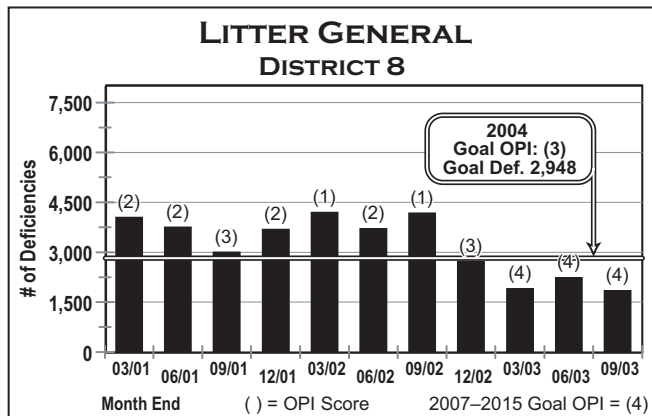
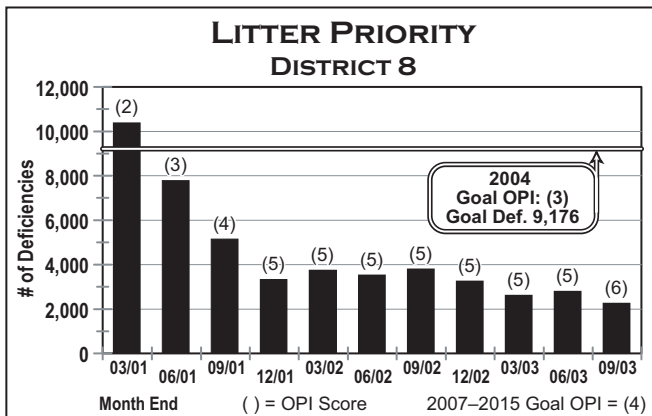


VEGETATION OBSTRUCTION GENERAL DISTRICT 8



DISTRICT 8 OPI

MISSION
VALUES
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STRATEGIC INITIATIVES
ORGANIZATIONAL PERFORMANCE INDEX





SYSTEM CONDITIONS

DISTRICT 9 PAVEMENT

DISTRICT 9 PAVEMENT SUMMARY

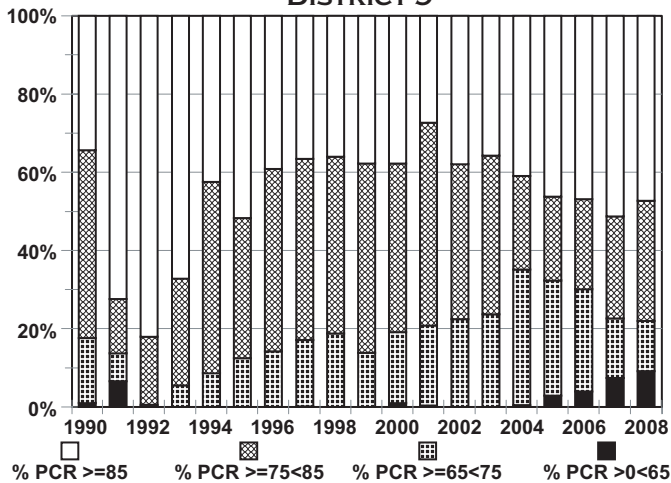
Currently, 100 percent of the pavements in District 9 are in acceptable condition and the district will meet the 2004 pavement goals. Pavement conditions are projected to remain stable with some deficiencies appearing on the non-interstate priority system. District 9 is projected to meet the 90 percent acceptable pavement condition goals for 2008 and to sustain this level on into the future.

District 9 is responsible for maintaining 3,785 lane miles in eight counties. The lane miles include 2,701 general system lane miles, 956 priority system lane miles and 128 urban system lane miles. The majority of the general system lane miles consist of two-lane rural routes that have significant grade changes, meandering alignments and rudimentary shoulders.

The district currently is constructing the last four-lane segment of U.S. Route 35 which will complete four lanes throughout the entire district. The first phase of the Chesapeake Bypass is under construction with the second phase on schedule to sell in 2004.

District 9 has implemented a preventive maintenance plan in accordance with the recommendations from the pavement section in Central Office. This includes 145 lane miles of crack sealing on the priority system and 150 lane miles on the general system. There are an additional 50 lane miles of contracted preventive maintenance treatments on the priority system and 100 lane miles on the general system.

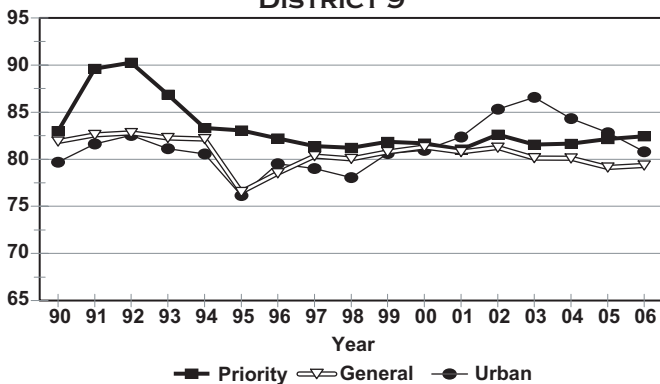
PRIORITY PAVEMENT CONDITIONS DISTRICT 9



FY 2004 - 2007 SUMMARY	
Average Annual Preservation Program	\$18.13 M
New Construction - Lane Miles	5.34
Major Rehabilitation - Lane Miles	0.04
Minor Rehabilitation - Lane Miles	555.17
Preventive Maintenance - Lane Miles	1,014.28

DISTRICT PAVEMENT GOALS			
System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	95%	93%	90%
General > 55 PCR	95%	93%	90%
Urban > 55 PCR	96%	93%	90%

WEIGHTED AVERAGE PCR DISTRICT 9



SYSTEM	LANE MILES	DISTRICT RANKING
Priority	956	6
General	2,701	5
Urban	128	10
Total	3,785	7
Truck VMT	721,302	11
Total VMT	7,235,271	10

OVERALL RATING:
 ★★★★★
 VERY GOOD

DISTRICT 9 BRIDGES

DISTRICT 9 BRIDGE SUMMARY

District 9 with 3.7 percent general appraisal deficiencies, 1.3 percent floor condition deficiencies and 4.9 percent paint deficiencies is currently meeting three of the bridge goals that have been set for 2004. However, during the past year there has been an increase in the percentage of bridge wearing surface deficiencies growing from 1.54 percent to 4.34 percent. Much of this is due to one bridge, on U.S. Route 52 in Scioto County, that just dropped into the deficient category. This bridge makes up 1.67 percent of the total deck area in the district and is just below the major bridge category.

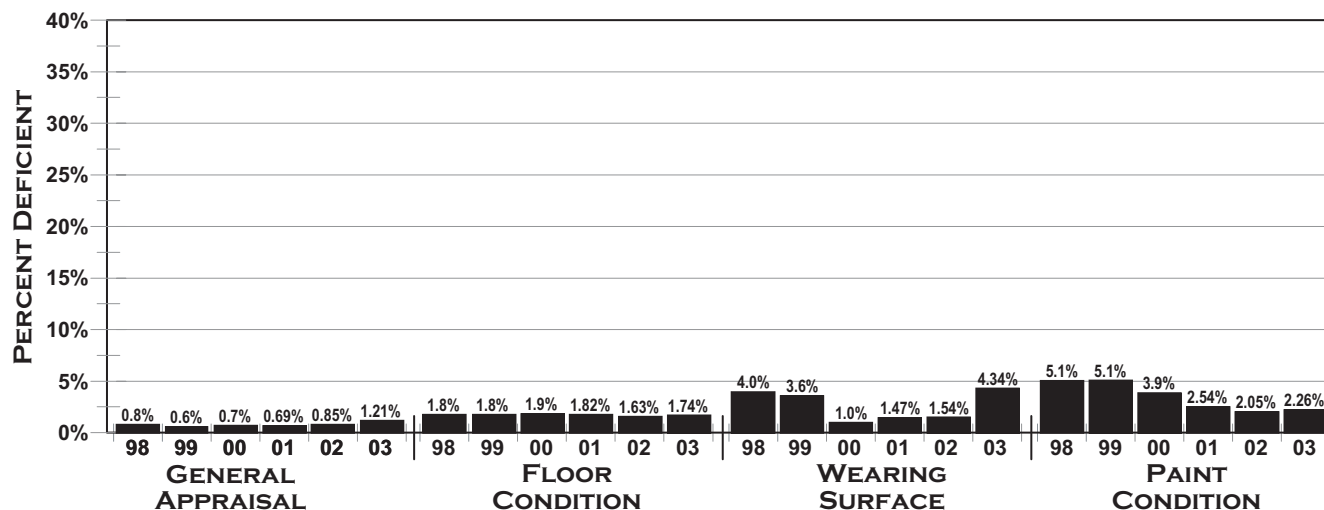
District 9 has forecasted bridge deficiencies to grow slightly over the next eight years but to remain within the goals of less than 4 percent general appraisal deficiencies, 4 percent floor condition deficiencies, and 10 percent paint condition deficiencies with the exception of wearing surface de-

ficiencies. Bridge wearing surface deficiencies are currently forecasted to increase to 5 percent in 2008 which is slightly above the 3 percent wearing surface deficiency goal.

The district has an inventory of 1,232 bridges and has no routes on the interstate system. There are 12 district bridges considered major bridges.

During the past year, District 9 completed work on 14 bridges. Of these bridges, 5,700 square feet of general appraisal deficiencies and 12,500 square feet of bridge deck deficiencies were addressed. The current rehabilitation program has projects programmed to address 42 percent of the current general appraisal deficiencies, 11 percent of the floor condition deficiencies, 70 percent of the current wearing surface deficiencies but addresses none of the current paint deficiencies.

BRIDGE DEFICIENCIES DISTRICT 9



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

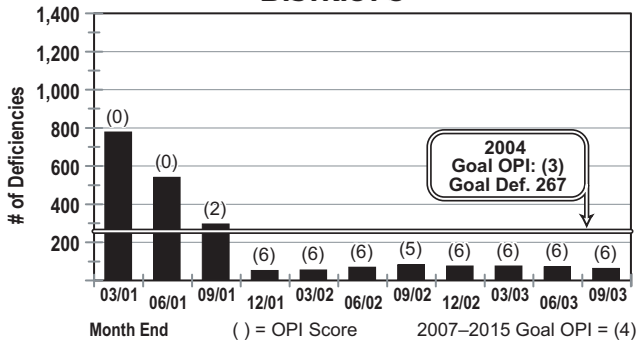
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	3.5%	4%
Wearing Surface	3%	3%	3%
Paint Condition	10%	10%	10%

FY 2003 BRIDGE STATISTICS		
District Ranking ↓		
Number of Bridges	1,232	8
Total Bridge Deck Area (sq. ft.)	5,319,393	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

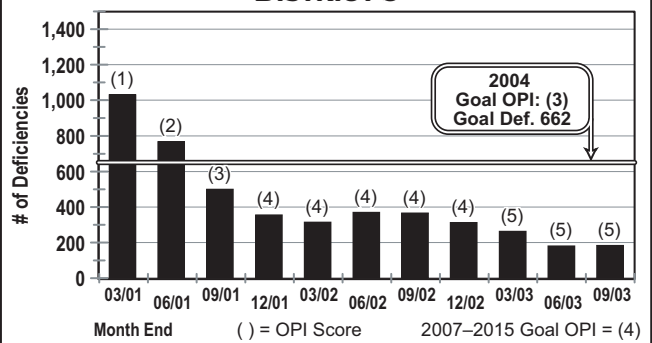


DISTRICT 9 OPI

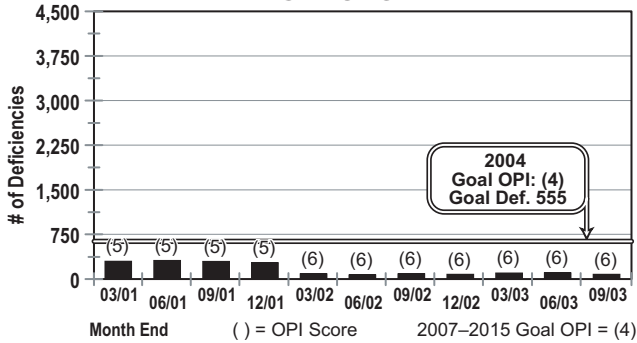
GUARDRAIL PRIORITY
DISTRICT 9



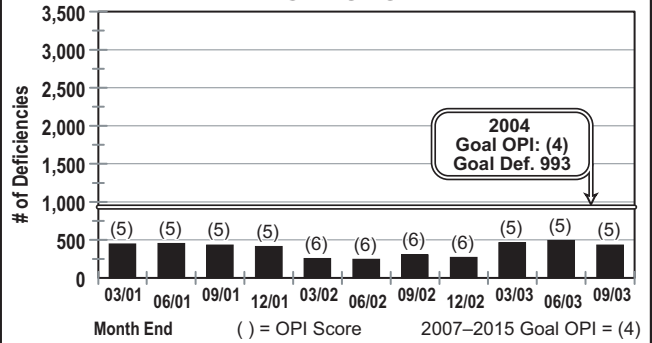
GUARDRAIL GENERAL
DISTRICT 9



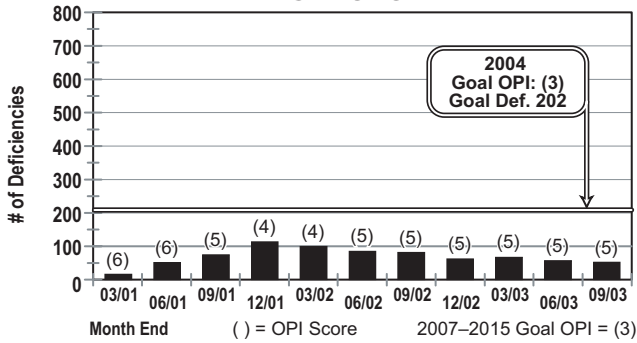
PAVEMENT DEFICIENCY PRIORITY
DISTRICT 9



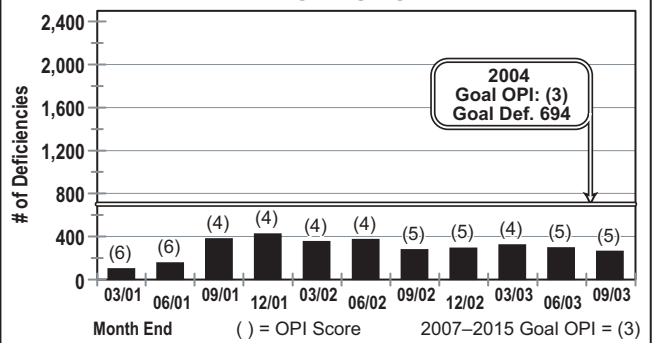
PAVEMENT DEFICIENCY GENERAL
DISTRICT 9



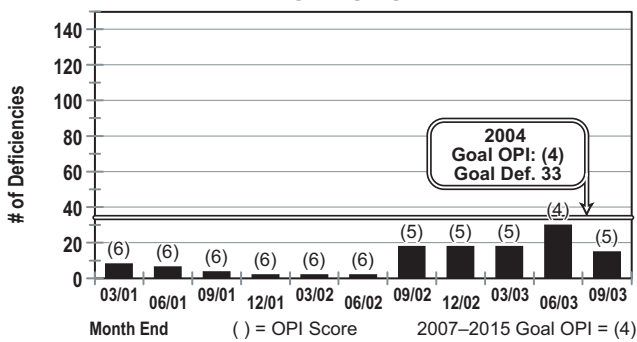
PAVEMENT DROP-OFF PRIORITY
DISTRICT 9



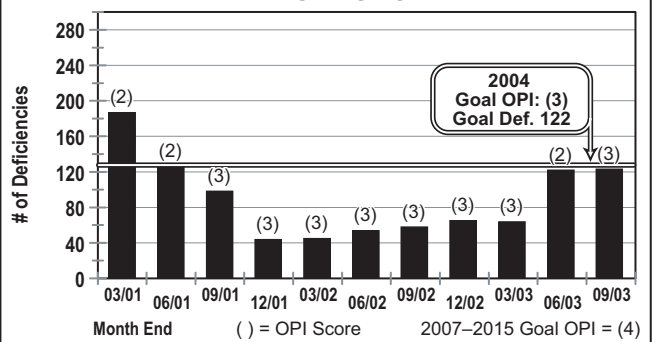
PAVEMENT DROP-OFF GENERAL
DISTRICT 9



VEGETATION OBSTRUCTION PRIORITY
DISTRICT 9

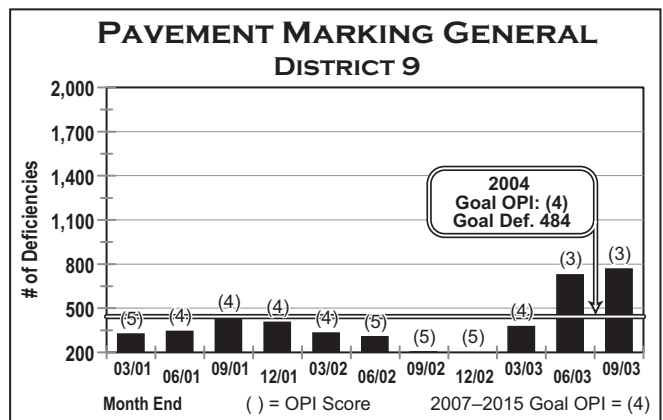
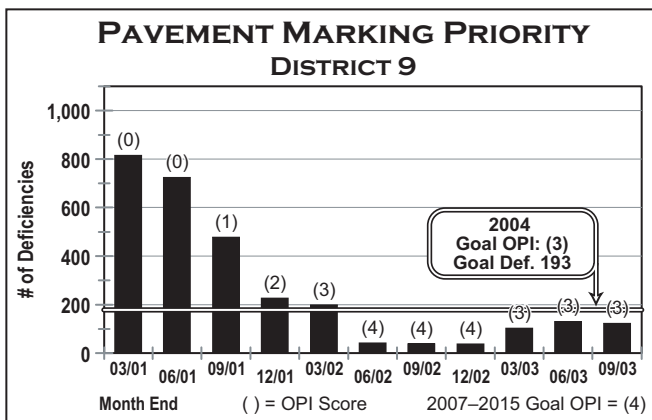
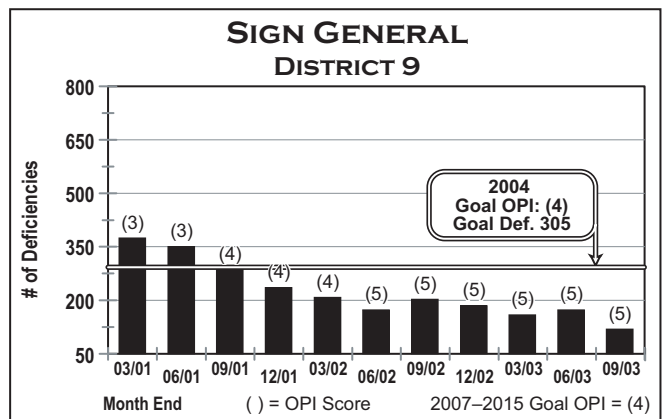
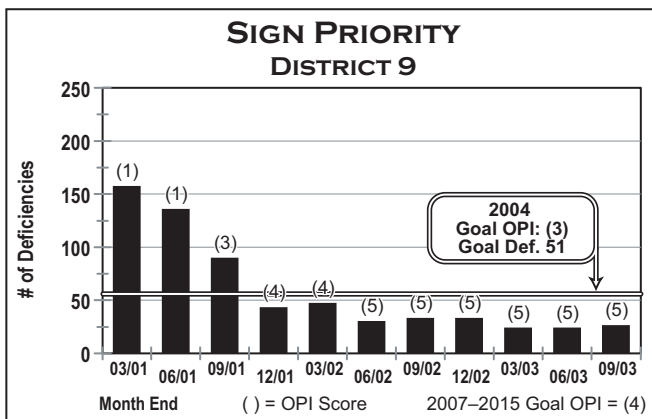
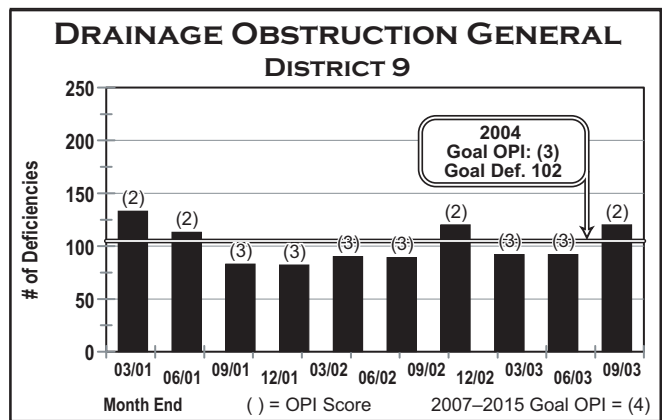
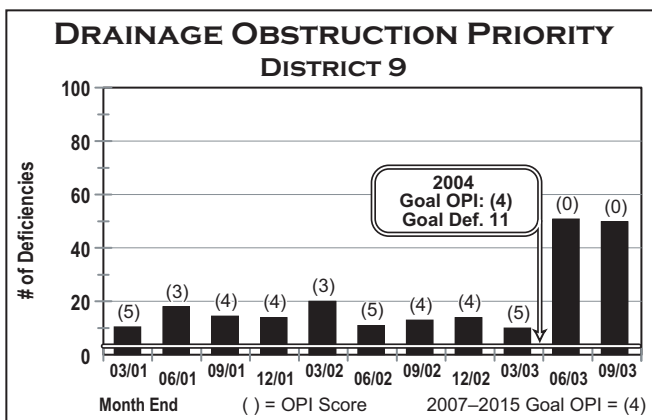
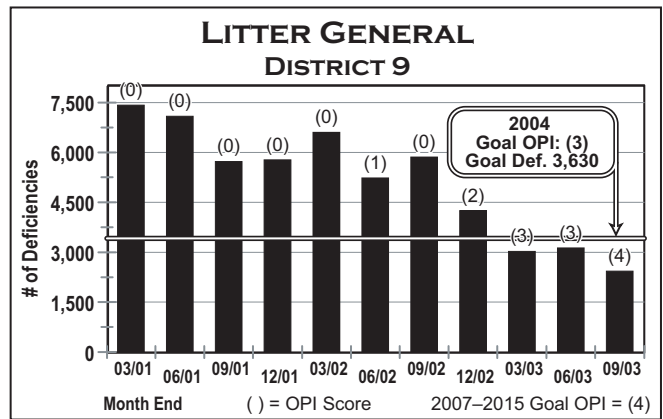
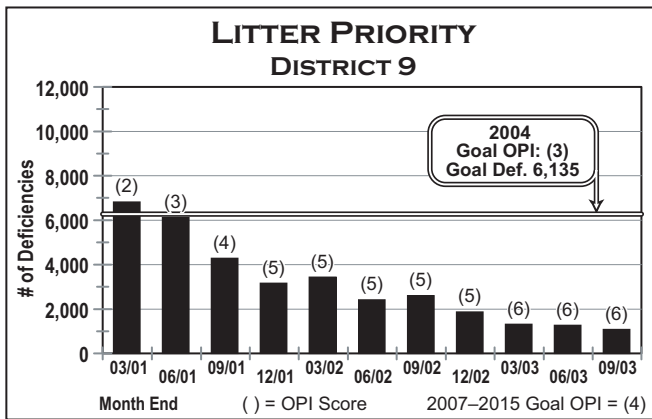


VEGETATION OBSTRUCTION GENERAL
DISTRICT 9



DISTRICT 9 OPI

MISSION
VALUES
GOALS
STRATEGIC INITIATIVES
ORGANIZATIONAL PERFORMANCE INDEX



DISTRICT 10 PAVEMENT

DISTRICT 10 PAVEMENT SUMMARY

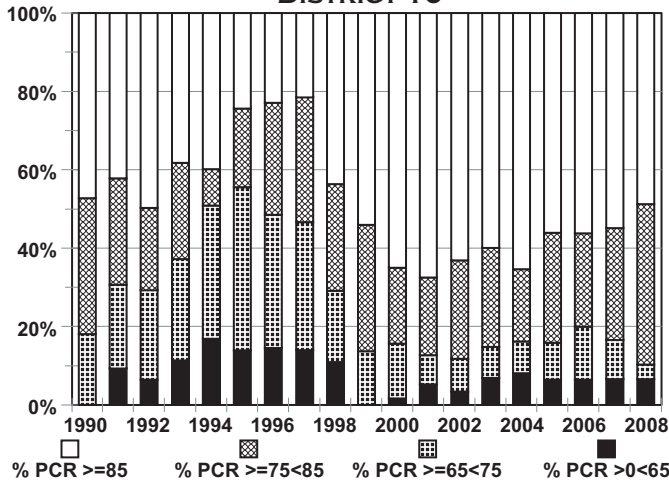
District 10 currently has 93 percent acceptable priority system lane miles, 99.6 percent acceptable general system lane miles and 100 percent acceptable urban system lane miles. These condition performance levels are expected to continue through 2008 and be sustained into the future.

District 10 is responsible for maintaining 4,005 lane miles of pavement in hilly and often wooded terrain. Resources are often diverted to repair landslide (slip) areas to protect from further damage to pavements. In FY 2005, funding has been specifically allocated for slips and slides eliminat-

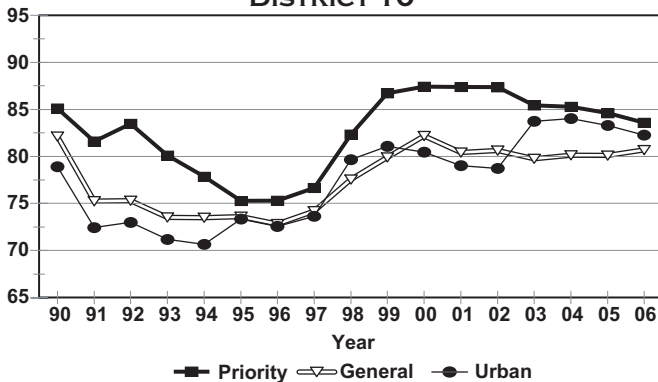
ing the district from having to use its pavement and bridge preservation funds to respond to these emergencies.

Several segments of new roadway which are currently under construction in Athens and Meigs counties will add to the number of lane miles of excellent pavement. District 10 is assisting with the completion of the U.S. Route 33 corridor by adding 56 miles to the system. The new U.S. 33 connection will facilitate freight movements and will improve mobility and safety between the city of Athens south to the Ohio River.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 10**



**WEIGHTED AVERAGE PCR
DISTRICT 10**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$22.80 M
New Construction - Lane Miles	7.28
Major Rehabilitation - Lane Miles	47.17
Minor Rehabilitation - Lane Miles	814.71
Preventive Maintenance - Lane Miles	307.71

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	90%	90%	90%
General > 55 PCR	91.5%	91%	90%
Urban > 55 PCR	88%	89%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	641	11
General	3,282	1
Urban	81	12
Total	4,005	6
Truck VMT	569,705	12
Total VMT	5,348,199	12

OVERALL RATING:

★★★★
GOOD



DISTRICT 10 BRIDGES

DISTRICT 10 BRIDGE SUMMARY

District 10 currently has 3.8 percent deficient general appraisal ratings, 21 percent deficient floor ratings, 7.2 percent deficient wearing surface ratings and 6.5 percent deficient paint ratings. These conditions currently meet three of the four goals with bridge wearing surfaces only 0.16 percent above the 2004 goal. The district expects to meet the wearing surface goal in 2004 along with the other three bridge goals.

By 2008, District 10 will have fewer than 4 percent deficient general appraisal ratings, 3 percent deficient floor condition ratings, 3 percent deficient wearing surface ratings and 10 percent deficient paint condition ratings and will meet all bridge condition goals. The district will be expected to maintain these conditions beyond 2008

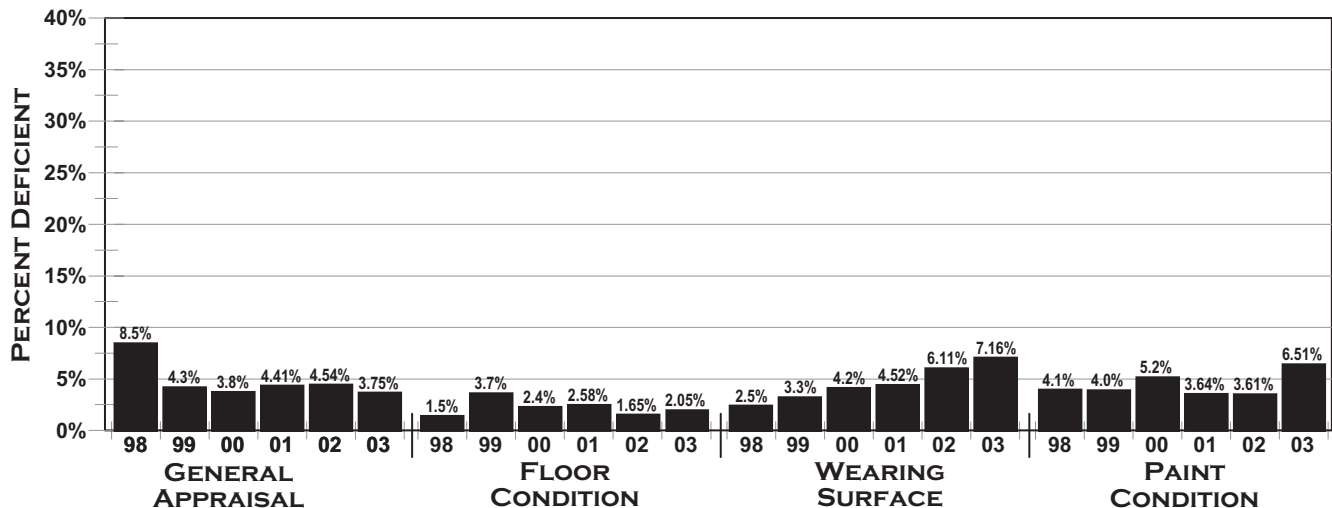
District 10 has an inventory of 1,189 bridges with a total of 4 million square feet of deck area. The interstate system

includes 43 bridges that carry interstate traffic. The district also has three bridges in the major bridge category.

In the past fiscal year, the district replaced four bridges (8,578 square feet) and completed three deck overlays (21,829 square feet) through contracts. The district also performed other maintenance with the district bridge crews. The district strategy is to use their bridge crew for as much work as possible. In 2004, there are 14 projects to sell ranging from total replacement of 10 bridges to sealing of concrete decks.

The district has currently programmed projects to address 87 percent of the current general appraisal deficiencies, 79 percent of the floor condition deficiencies, 76 percent of the wearing surface deficiencies and 90 percent of the paint deficiencies.

BRIDGE DEFICIENCIES DISTRICT 10



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

BRIDGE DEFICIENCY GOALS

System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	3%	3%
Wearing Surface	3%	3%	3%
Paint Condition	10%	10%	10%

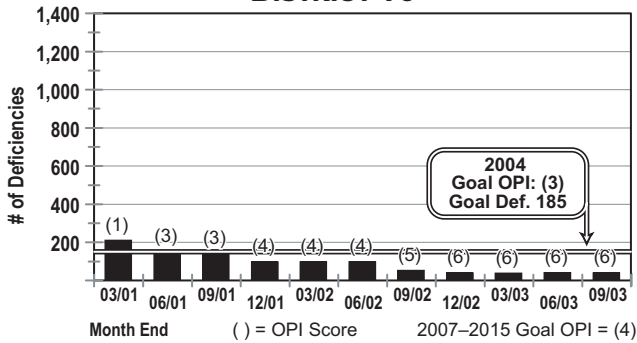
FY 2003 BRIDGE STATISTICS

District Ranking ↓		
Number of Bridges	1,189	8
Total Bridge Deck Area (sq. ft.)	4,067,597	11
Number of Bridges Carrying Interstate	43	11
Interstate Bridge Deck Area (sq. ft.)	255,634	11
Longest Bridge (ft.)	3,000	6
Maximum Deck Area (sq. ft.)	47,275	11

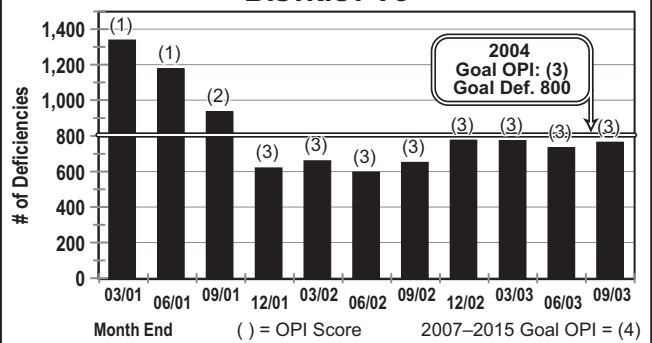


DISTRICT 10 OPI

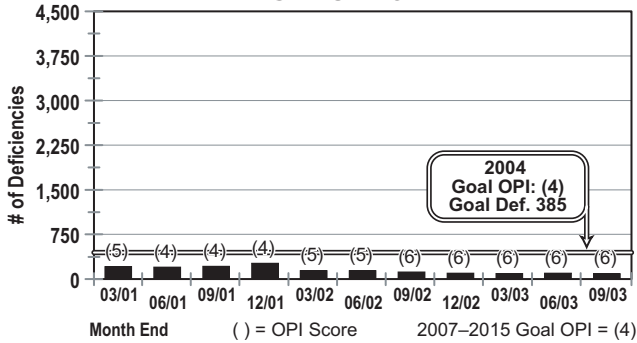
**GUARDRAIL PRIORITY
DISTRICT 10**



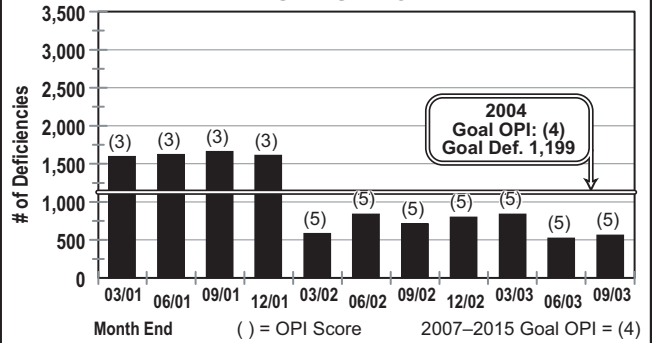
**GUARDRAIL GENERAL
DISTRICT 10**



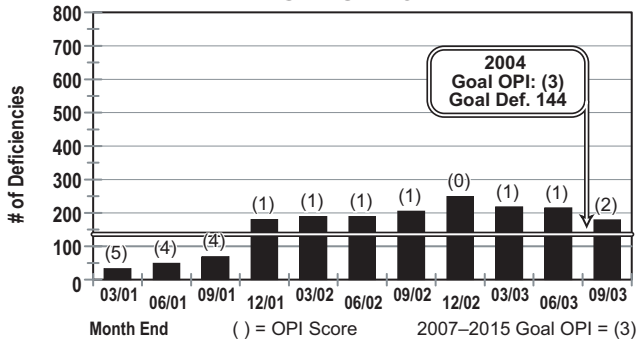
**PAVEMENT DEFICIENCY PRIORITY
DISTRICT 10**



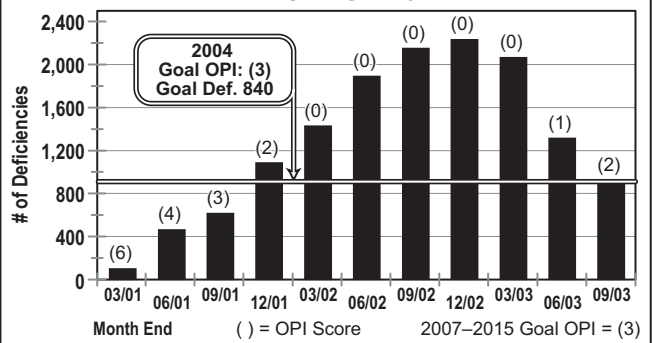
**PAVEMENT DEFICIENCY GENERAL
DISTRICT 10**



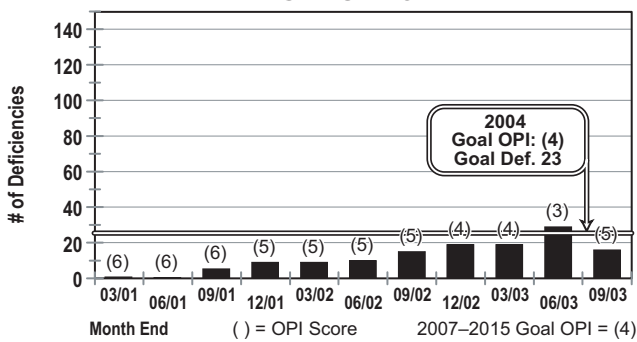
**PAVEMENT DROP-OFF PRIORITY
DISTRICT 10**



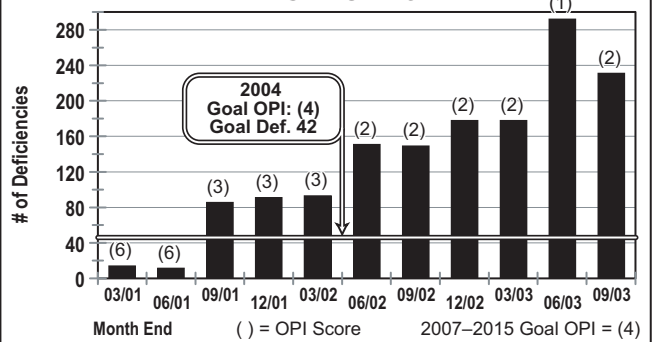
**PAVEMENT DROP-OFF GENERAL
DISTRICT 10**



**VEGETATION OBSTRUCTION PRIORITY
DISTRICT 10**

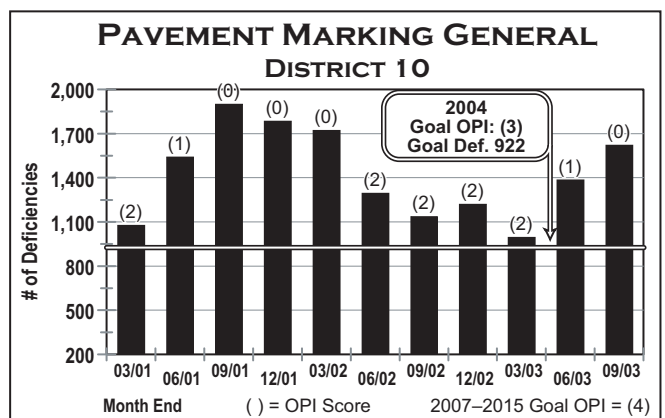
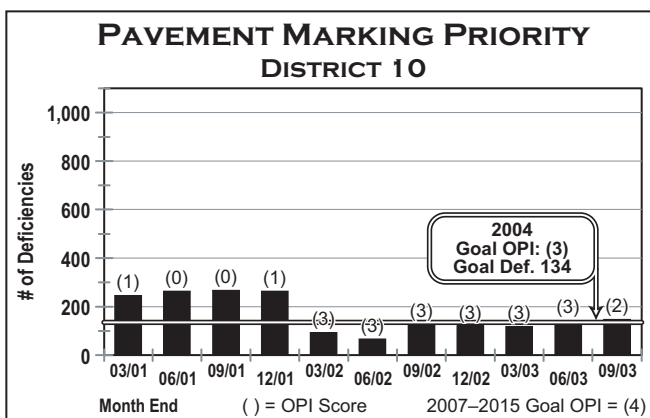
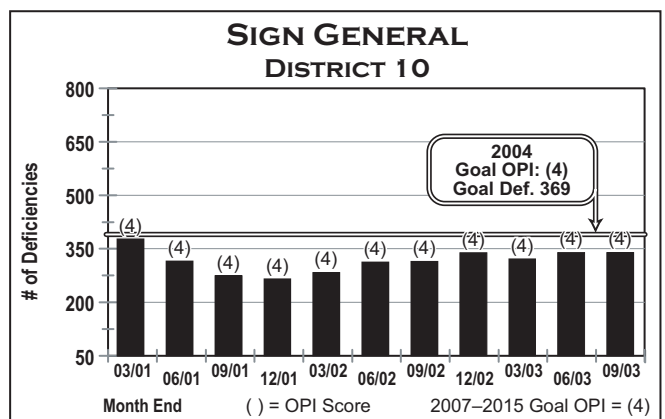
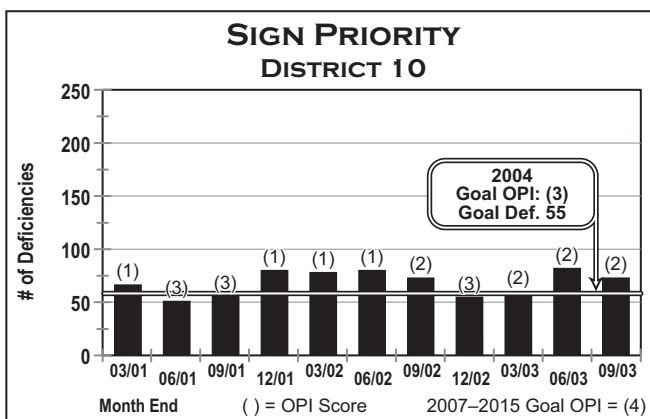
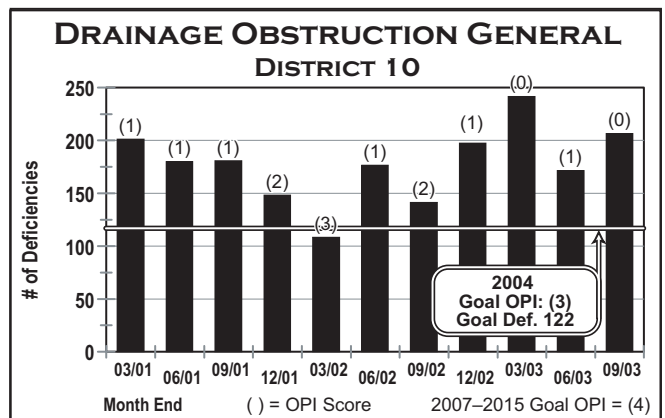
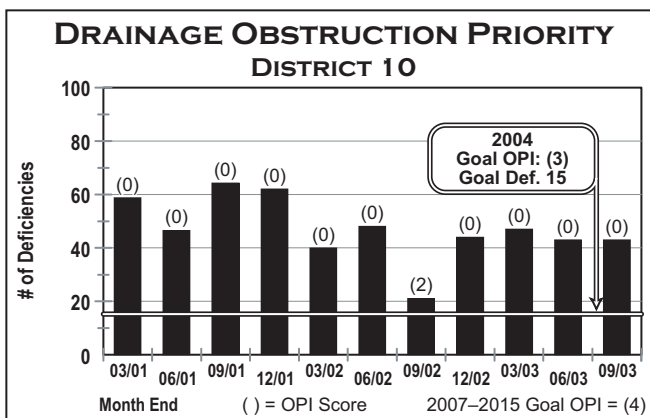
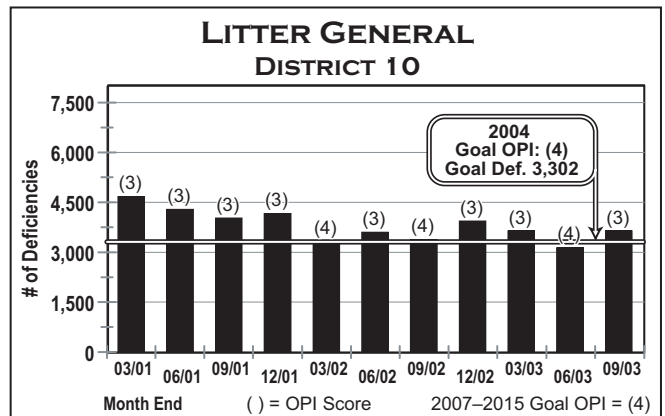
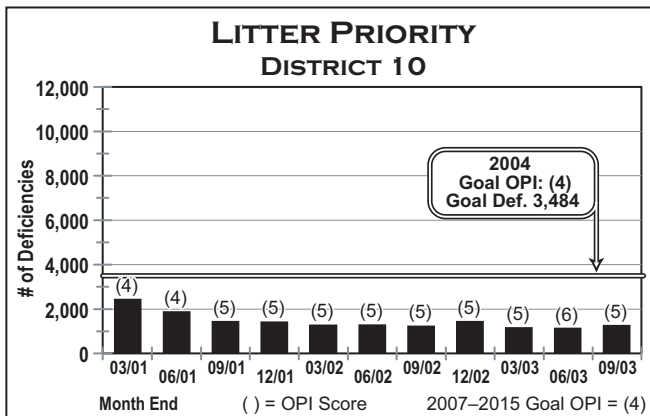


**VEGETATION OBSTRUCTION GENERAL
DISTRICT 10**



DISTRICT 10 OPI

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DISTRICT 11 PAVEMENT

DISTRICT 11 PAVEMENT SUMMARY

District 11 has nearly 99 percent acceptable pavements for the priority and general systems and 93 percent acceptable pavements for the urban system. The district is forecasted to meet all 2004 pavement goals. The district will meet the 2008 pavement condition goals of 90 percent acceptable pavements and will continue these pavement conditions beyond 2008.

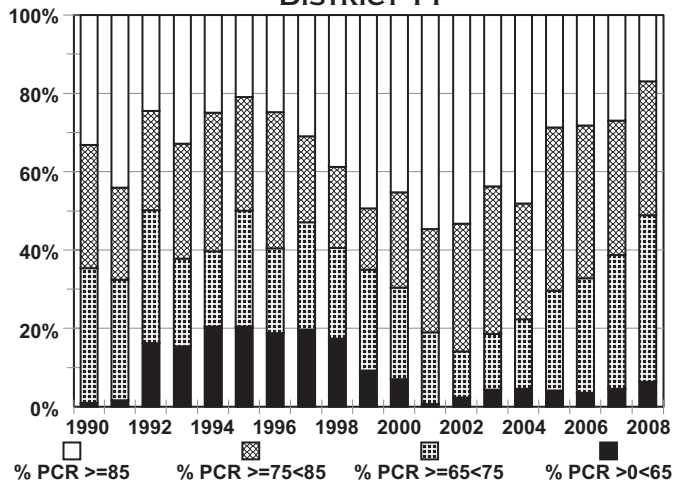
District 11 is responsible for approximately 3,384 lane miles of pavement. The most heavily traveled route is Interstate 70 in Belmont County accounting for about 15 percent of the district's priority system. This district is mostly rural with the most unique problem being rutting on the general system caused by Amish buggies. Another concern for District 11 is the growing number of coal trucks on these rural

routes. These trucks are generally hauling short distances but many times each day. Most of these routes were not constructed for such an extreme type of traffic.

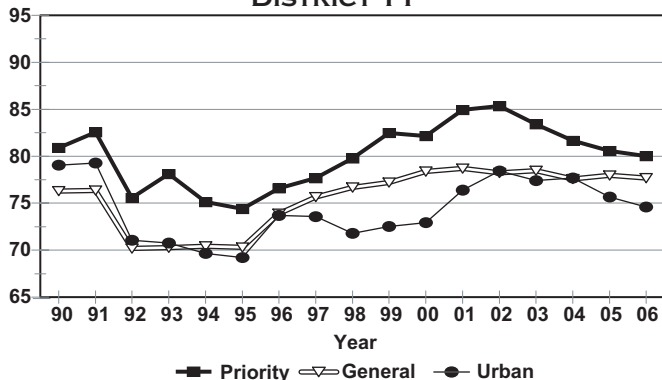
The district is currently constructing the second part of a two part Design-Build major rehabilitation project on Interstate 77 in Tuscarawas County. This project is approximately 4.75 miles of rubblize and roll pavement and is expected to be completed in 2004.

District 11 relies solely on county forces to complete all crack sealing. Each county is provided a list of candidate miles for crack sealing which are scheduled into the annual county work plan.

**PRIORITY PAVEMENT CONDITIONS
DISTRICT 11**



**WEIGHTED AVERAGE PCR
DISTRICT 11**



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$28.33 M
New Construction - Lane Miles	14.68
Major Rehabilitation - Lane Miles	2.12
Minor Rehabilitation - Lane Miles	654.55
Preventive Maintenance - Lane Miles	317.96

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	90%	90%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	75%	83%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	778	8
General	2,504	9
Urban	102	11
Total	3,384	11
Truck VMT	998,297	10
Total VMT	7,502,086	9

OVERALL RATING:

★★★★
GOOD



DISTRICT 11 BRIDGES

DISTRICT 11 BRIDGE SUMMARY

Currently, 97 percent of the district bridges have an acceptable general appraisal rating, 98 percent of these bridges have an acceptable floor condition rating, 99 percent have an acceptable wearing surface rating and 92 percent of the district bridges have an acceptable painting condition rating. District 11 is on track to meet all of the 2004 bridge goals. By 2008, District 11 will meet all bridge goals and have fewer than 4 percent deficient general appraisal ratings, 4 percent floor condition ratings, 3 percent wearing surface ratings and 10 percent paint condition ratings. They are expected to continue these pavement conditions beyond 2008.

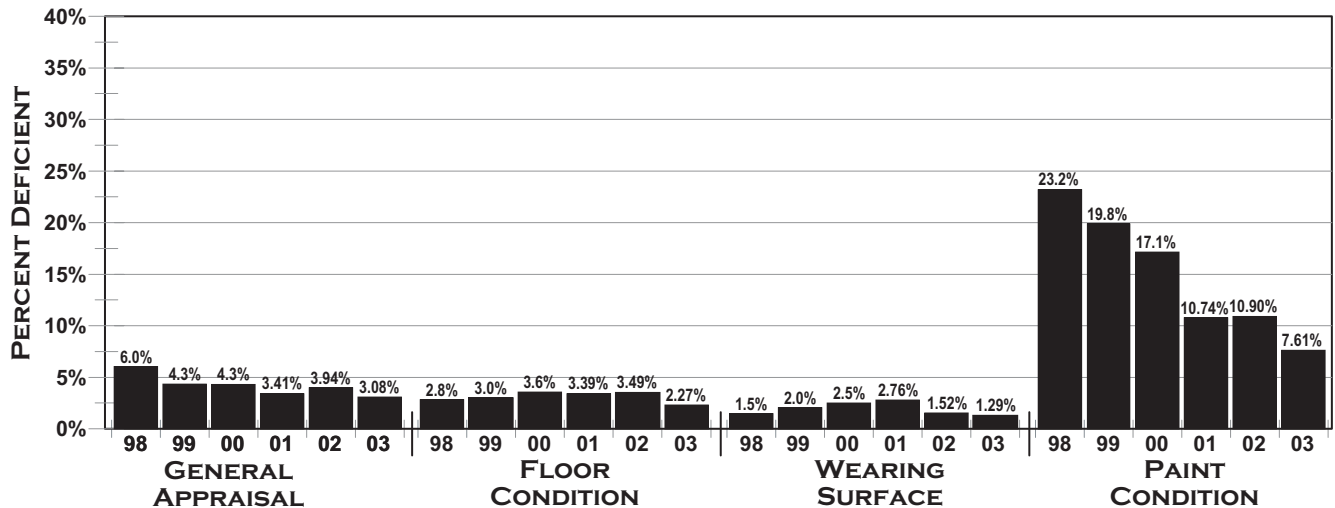
District 11 has 1,005 bridges with 5.8 million square feet

of deck area. Interstate highway traffic travels on 82 of these structures and 14 bridges are categorized as major bridges.

In the past year, the district has sold projects to replace 24 structures (28,366 square feet), rehabilitated eight structures (34,633 square feet) and replaced the wearing surfaces on seven bridges (54,931 square feet). No bridge painting projects were performed.

Currently, projects are programmed for 87 percent of the bridges with general appraisal deficiencies, 76 percent of the bridges with deficient floor conditions, 41 percent of the bridges with wearing surface deficiencies and 97 percent of the bridges with paint deficiencies.

BRIDGE DEFICIENCIES DISTRICT 11



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle's tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

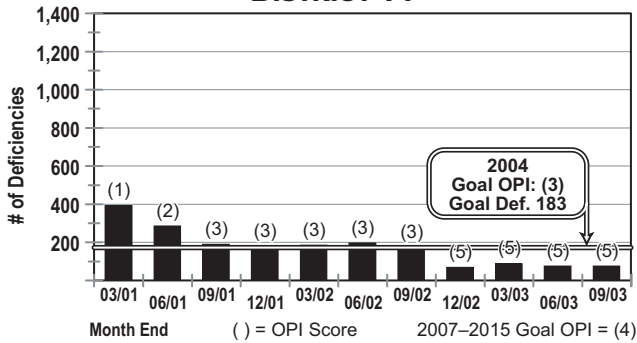
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	3%	3.5%	4%
Wearing Surface	3%	3%	3%
Paint Condition	10%	10%	10%

FY 2003 BRIDGE STATISTICS		
		District Ranking ↓
Number of Bridges	1,005	10
Total Bridge Deck Area (sq. ft.)	5,819,463	8
Number of Bridges Carrying Interstate	82	9
Interstate Bridge Deck Area (sq. ft.)	559,932	9
Longest Bridge (ft.)	1,657	9
Maximum Deck Area (sq. ft.)	115,261	8

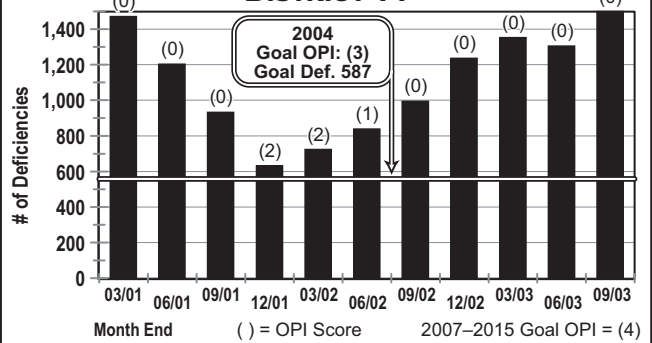


DISTRICT 11 OPI

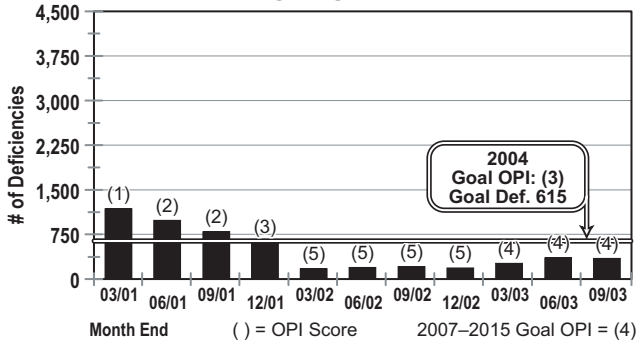
GUARDRAIL PRIORITY DISTRICT 11



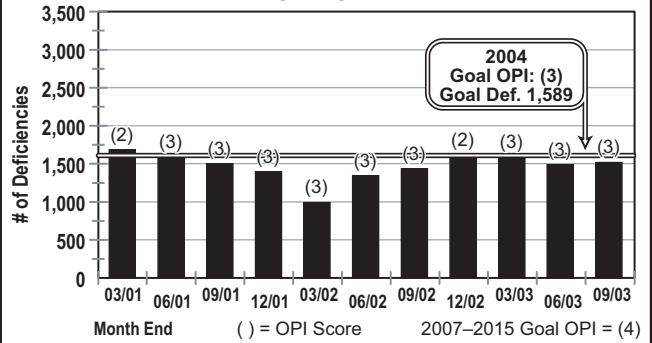
GUARDRAIL GENERAL DISTRICT 11



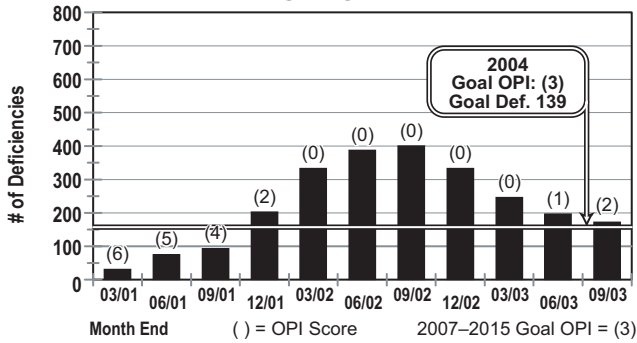
PAVEMENT DEFICIENCY PRIORITY DISTRICT 11



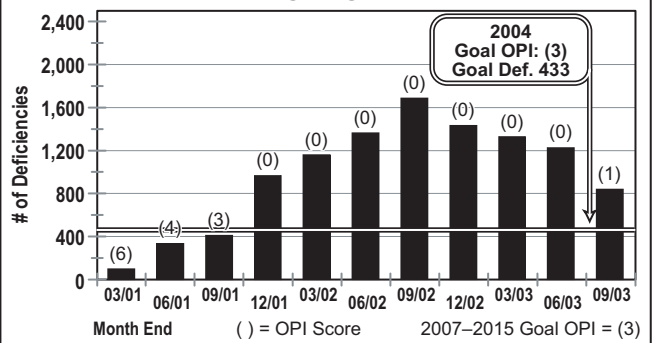
PAVEMENT DEFICIENCY GENERAL DISTRICT 11



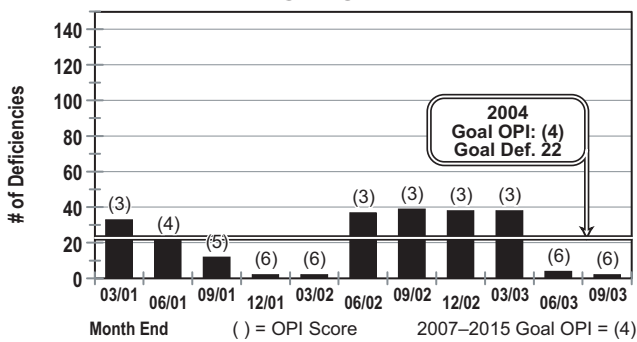
PAVEMENT DROP-OFF PRIORITY DISTRICT 11



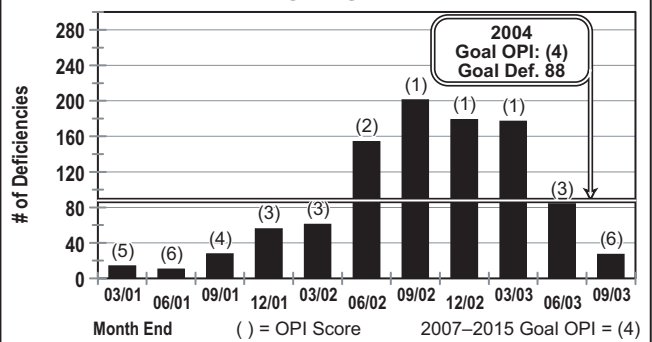
PAVEMENT DROP-OFF GENERAL DISTRICT 11



VEGETATION OBSTRUCTION PRIORITY DISTRICT 11

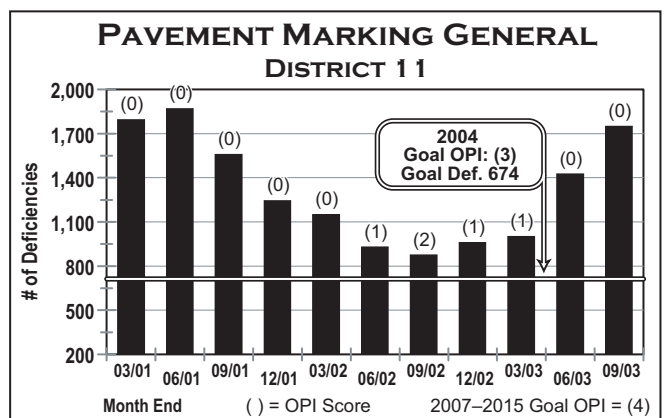
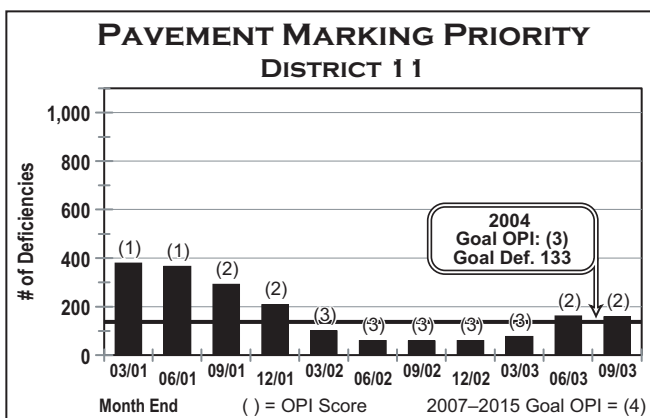
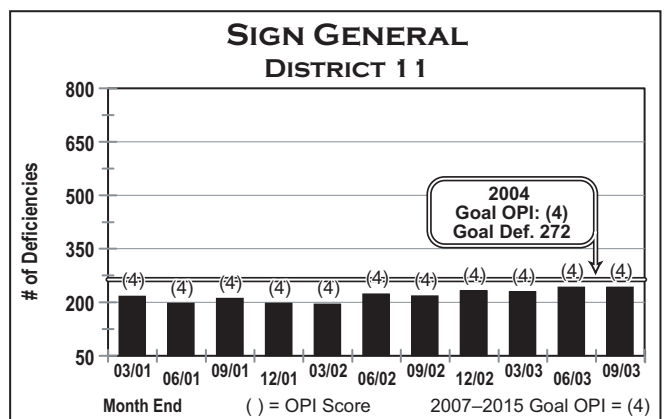
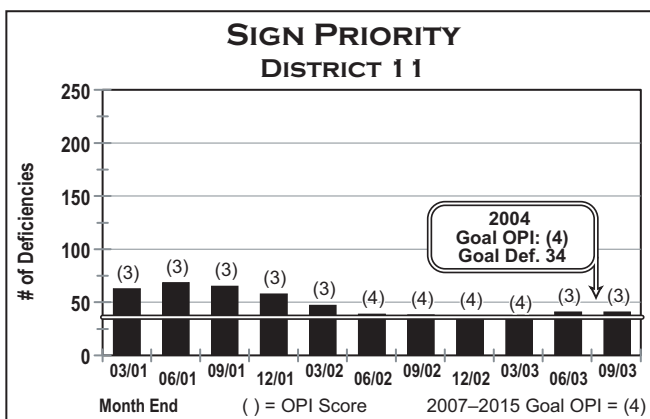
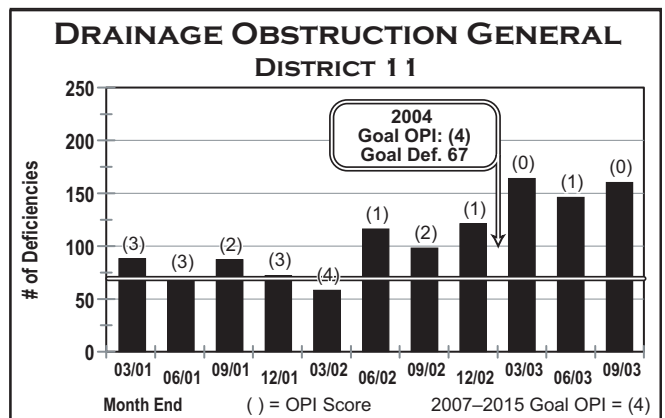
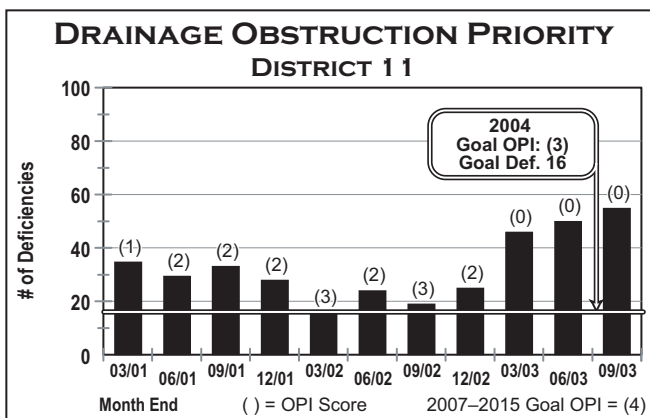
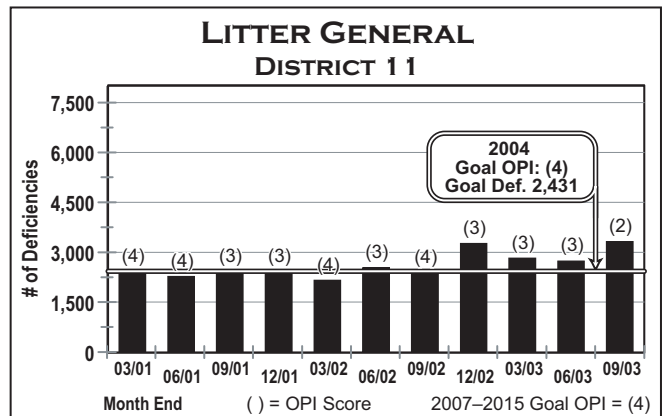
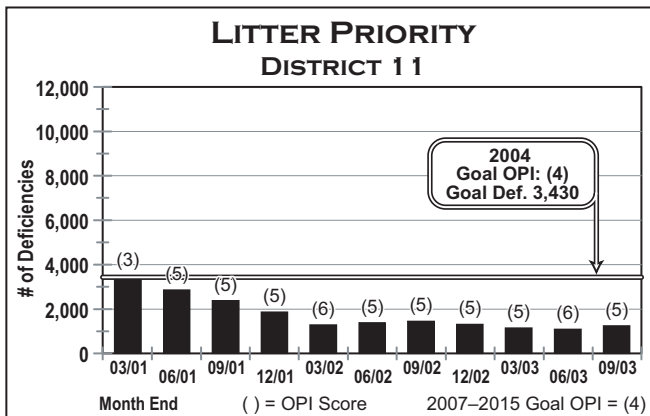


VEGETATION OBSTRUCTION GENERAL DISTRICT 11



DISTRICT 11 OPI

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DISTRICT 12 PAVEMENT

DISTRICT 12 PAVEMENT SUMMARY

Currently, District 12 has 90.5 percent acceptable priority system pavements, nearly 100 percent acceptable general system pavements and 94.5 percent acceptable urban system pavements. These condition ratings are currently above the 2004 condition goals. In 2004, Pavement Condition Ratings (PCR) on the priority system are projected to fall more than 6 percent to 84.2 percent acceptable as pavements just above the deficiency level of 65 PCR are forecasted to deteriorate to below 65 PCR.

District 12 is expected to reach both the general system and urban system goals for 2004. By 2008, District 12 is forecasting to be below the 90 percent acceptable goal on general system and to just reach the priority system goal.

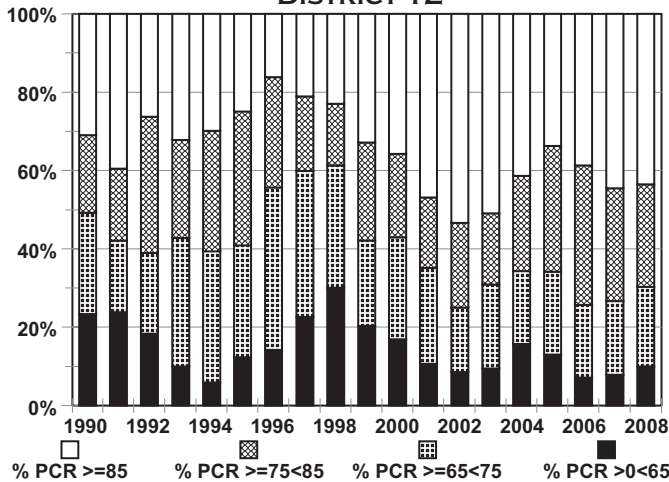
After increasing the spending on the urban system from \$7.4 million to \$10 million in 2001, \$9 million in 2002, and \$13 million in 2003, District 12 will now reach the

2004 urban system goal. The priority system pavements have steadily improved during the past four years to reach the performance standard set for FY 2004. However, some of these pavements are expected to deteriorate in the next year, driving the district below the acceptable pavement goal.

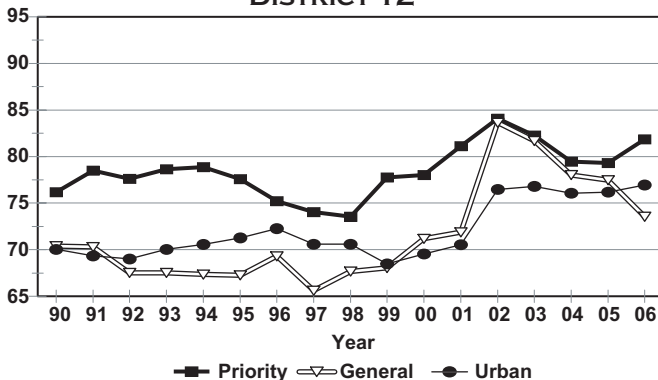
In FY 2002, District 12 delivered and sold approximately \$49 million in pavement projects including two major new projects and two major pavement rehabilitations. These improvements include a mix of capacity additions. To meet district maintenance goals in 2004, \$9 million was transferred toward maintenance contracts and an additional \$5.5 million will be supplementing the maintenance program through 2008.

District 12 has not reached Steady State and will require continued investment in the rehabilitation of poorly performing pavements.

PRIORITY PAVEMENT CONDITIONS DISTRICT 12



WEIGHTED AVERAGE PCR DISTRICT 12



FY 2004 - 2007 SUMMARY

Average Annual Preservation Program	\$57.80 M
New Construction - Lane Miles	27.00
Major Rehabilitation - Lane Miles	146.52
Minor Rehabilitation - Lane Miles	654.55
Preventive Maintenance - Lane Miles	317.96

DISTRICT PAVEMENT GOALS

System	FY 2004	FY 2006	FY 2008
Priority > 65 PCR	88%	89%	90%
General > 55 PCR	90%	90%	90%
Urban > 55 PCR	92%	91%	90%

SYSTEM	LANE MILES	DISTRICT RANKING
Priority	1,185	4
General	576	12
Urban	1,267	1
Total	3,028	12
Truck VMT	1,638,719	9
Total VMT	23,006,268	4

OVERALL RATING:

★★★

SATISFACTORY



DISTRICT 12 BRIDGES

DISTRICT 12 BRIDGE SUMMARY

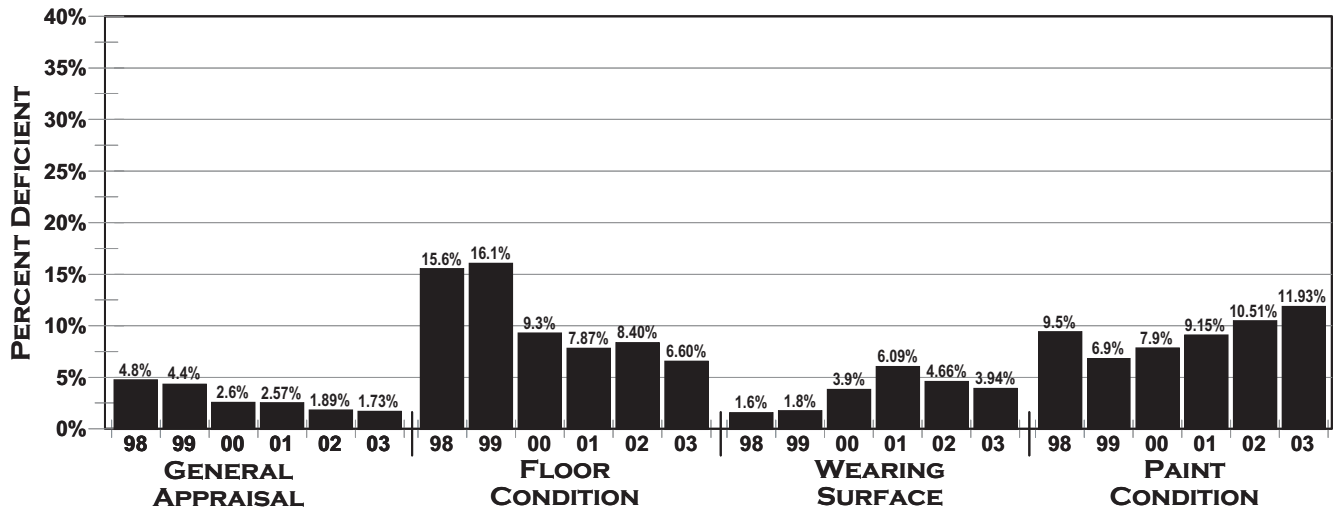
District 12 currently has 1.7 percent deficient general appraisal ratings, 6.6 percent deficient floor condition ratings, 3.9 percent deficient wearing surface ratings and 11.9 percent deficient paint condition ratings. These condition will meet the 2004 bridge goals for general appraisal and floor condition. Both bridge wearing surface and bridge paint deficiencies are slightly above the 2004 goals. In 2008, District 12 will have fewer than 4 percent deficient general appraisal ratings, 5 percent deficient floor condition ratings, 6 percent deficient wearing surface ratings and 15 percent deficient paint condition ratings.

District 12 has the largest square footage inventory of bridges in the state. The 15 million square feet of deck area belong to the second least number of bridges (941) in any district. These large structures include 322 bridges that carry interstate traffic. Their inventory of 27 major bridges includes

more than double the number of major bridges found in any other district. In FY 2003, District 12 delivered and sold approximately \$12 million in bridge projects.

The district has continued to identify corridors for bridge projects where a series of structures along a stretch of highway are worked on 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.

BRIDGE DEFICIENCIES DISTRICT 12



General Appraisal – a composite measure of the major structural items of a bridge, such as piers and abutments.

Floor Condition – the major horizontal structural element which carries the riding surface.

Wearing Surface – the actual riding course, or pavement surface, which is exposed to the vehicle’s tires.

Paint Condition – intended to prohibit corrosion of the structural steel.

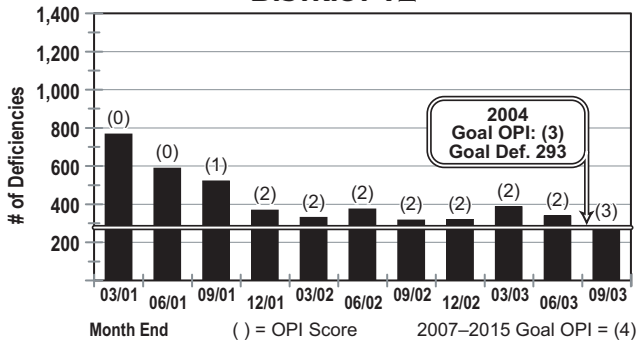
BRIDGE DEFICIENCY GOALS			
System	FY 2004	FY 2006	FY 2008
General Appraisal	4%	4%	4%
Floor Condition	8%	6.5%	5%
Wearing Surface	3%	4.5%	6%
Paint Condition	10%	13%	15%

FY 2003 BRIDGE STATISTICS		
		District Ranking ↓
Number of Bridges	941	11
Total Bridge Deck Area (sq. ft.)	15,025,043	1
Number of Bridges Carrying Interstate	322	4
Interstate Bridge Deck Area (sq. ft.)	6,482,858	1
Longest Bridge (ft.)	6,580	2
Maximum Deck Area (sq. ft.)	590,739	1

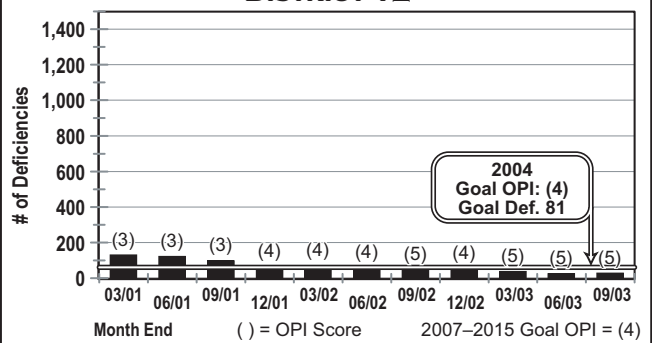


DISTRICT 12 OPI

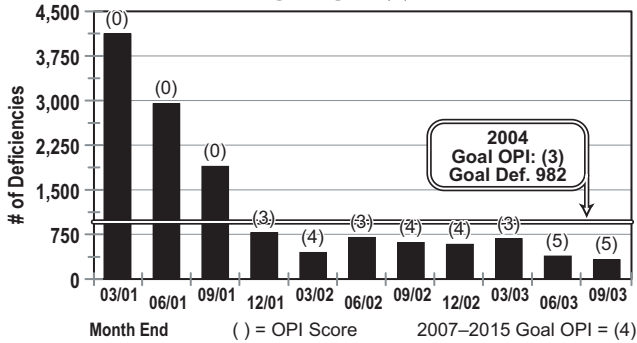
GUARDRAIL PRIORITY DISTRICT 12



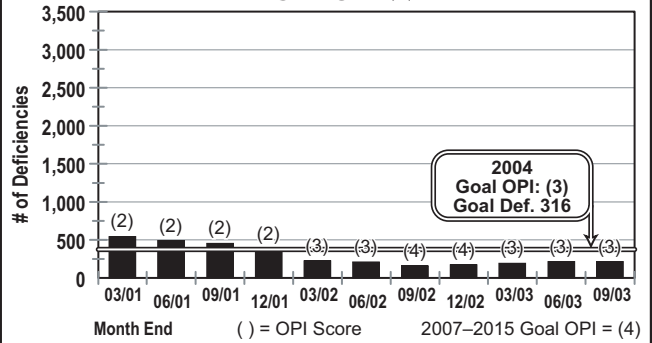
GUARDRAIL GENERAL DISTRICT 12



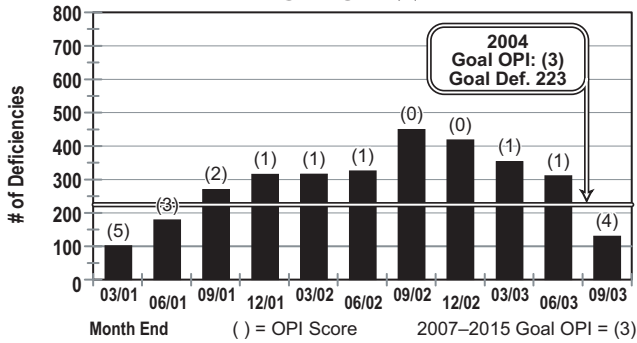
PAVEMENT DEFICIENCY PRIORITY DISTRICT 12



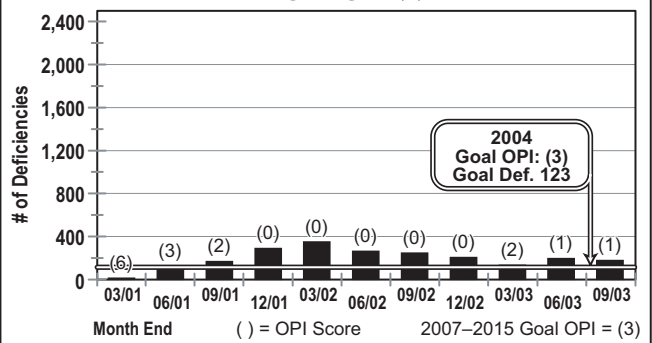
PAVEMENT DEFICIENCY GENERAL DISTRICT 12



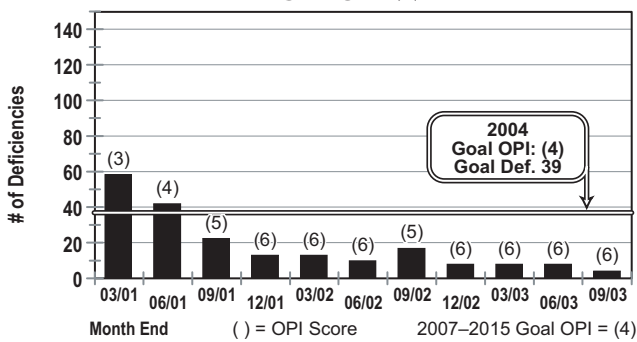
PAVEMENT DROP-OFF PRIORITY DISTRICT 12



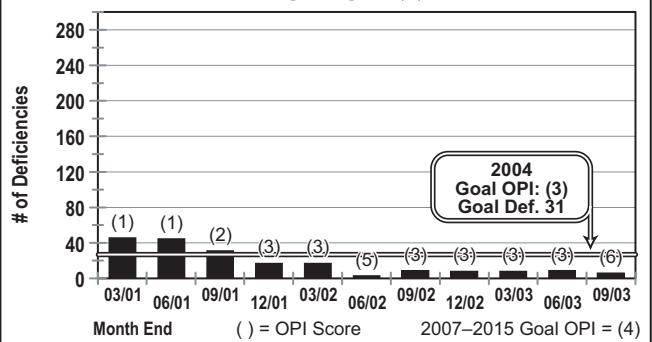
PAVEMENT DROP-OFF GENERAL DISTRICT 12



VEGETATION OBSTRUCTION PRIORITY DISTRICT 12



VEGETATION OBSTRUCTION GENERAL DISTRICT 12



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