

Proposed New Transportation Revenue Sources

- 2 cents a gallon per year fuel tax increase during the next 3 years
- Phase out of funding for the Ohio State Patrol from the gas tax over the next 5 years

Proposed New Transportation Revenue Amounts

\$289 million annually for ODOT

\$121 million annually for Ohio's Cities

\$107 million annually for Ohio's Counties

\$ 61 million annually for Ohio's Townships

\$578 million annually TOTAL

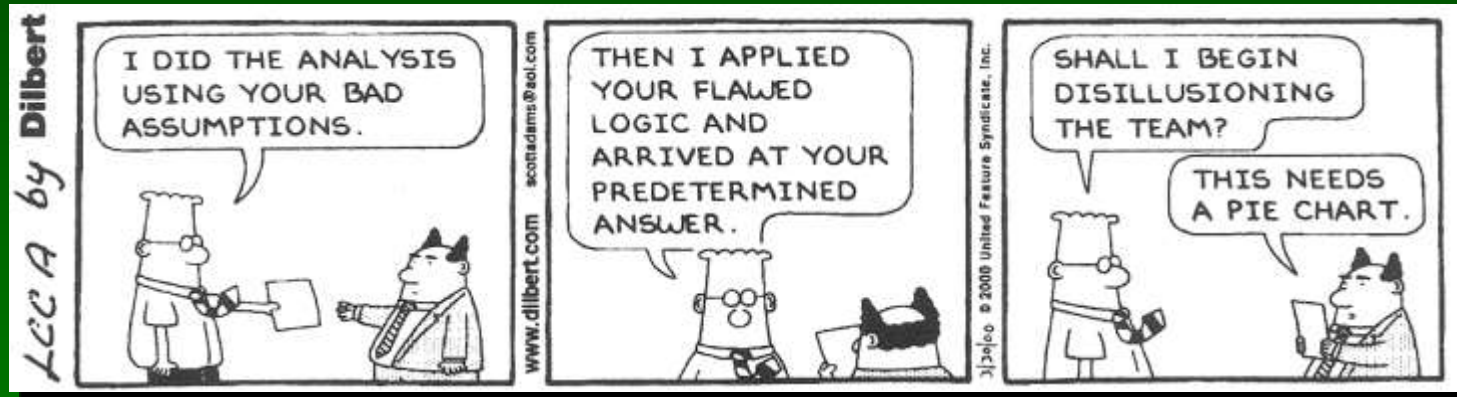
Schedule for Implementation

- 2-12-03** Governor unveils plan
 - 2-25-03** Introduced into House
 - Present** Full Finance and Appropriations
 - 3-11-03** Full Finance vote
 - 3-12-03** House Floor vote
 - 3-13-03** Senate consideration
 - 3-31-03** Signed by the Governor
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Pavement Selection

“The ODOT Way”

Pavement Selection "The ODOT Way"



Scoring Category	Wt.	Imp.	Rel.	Spread Factors					Available Points	
Life-Cycle Cost Initial Cost	40	8	5	Spread Points	0-5% 1	5.01-10% 0.8	10.01-15% 0.5	15.01-25% 0.3	>25% 0	1600
Future Maint. Cost	25	8	2	Spread Points	0-10% 1	10.01-20% 0.8	20.01-30% 0.5	30.01-40% 0.3	>40% 0	400
User Delay Initial Construction	30	3	3	Spread Points	0-25% 1	25.01-50% 0.8	50.01-75% 0.5	75.01-100% 0.3	>100% 0	270
Future Maintenance	30	6	2	Spread Points	0-25% 1	25.01-50% 0.8	50.01-75% 0.5	75.01-100% 0.3	>100% 0	360
Constructability Subgrade	20	7	3	Unbonded Concrete Overlay and Whitetopping = 1.0 New pavement and pavement replacement, all types = 0.7 Rubble and Roll, and Crack and Seat = 0.6					420	
Drainage	20	2	4	New pavement and pavement replacement, all types = 1.0 Unbonded Concrete Overlay, Whitetopping, Rubblize and Roll, and Crack and Seat = 0.8					160	
Uniformity of X-section	20	6	5	New pavement and pavement replacement, all types = 1.0 Rubble and Roll = 0.8 Unbonded Concrete Overlay, Whitetopping, and Crack and Seat = 0.6					600	
Maintenance of Traffic	20	7	3	Alternatives with an advantage = 1. Alternatives with a disadvantage = 0.5 When no alternative has any advantage, all alternatives = 1.0					420	
Environment Recycle-ability	10	3	4	New Flexible and Flexible Replacement = 1.0 Rubble and Roll = 0.9 Crack and Seat = 0.8 New Rigid, Rigid Replacement, and Whitetopping = 0.7 Unbonded Concrete Overlay = 0.3					120	
Ride	10	5	3	All asphalt alternatives = 1.0 All concrete alternatives = 0.7					150	

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User Delay										
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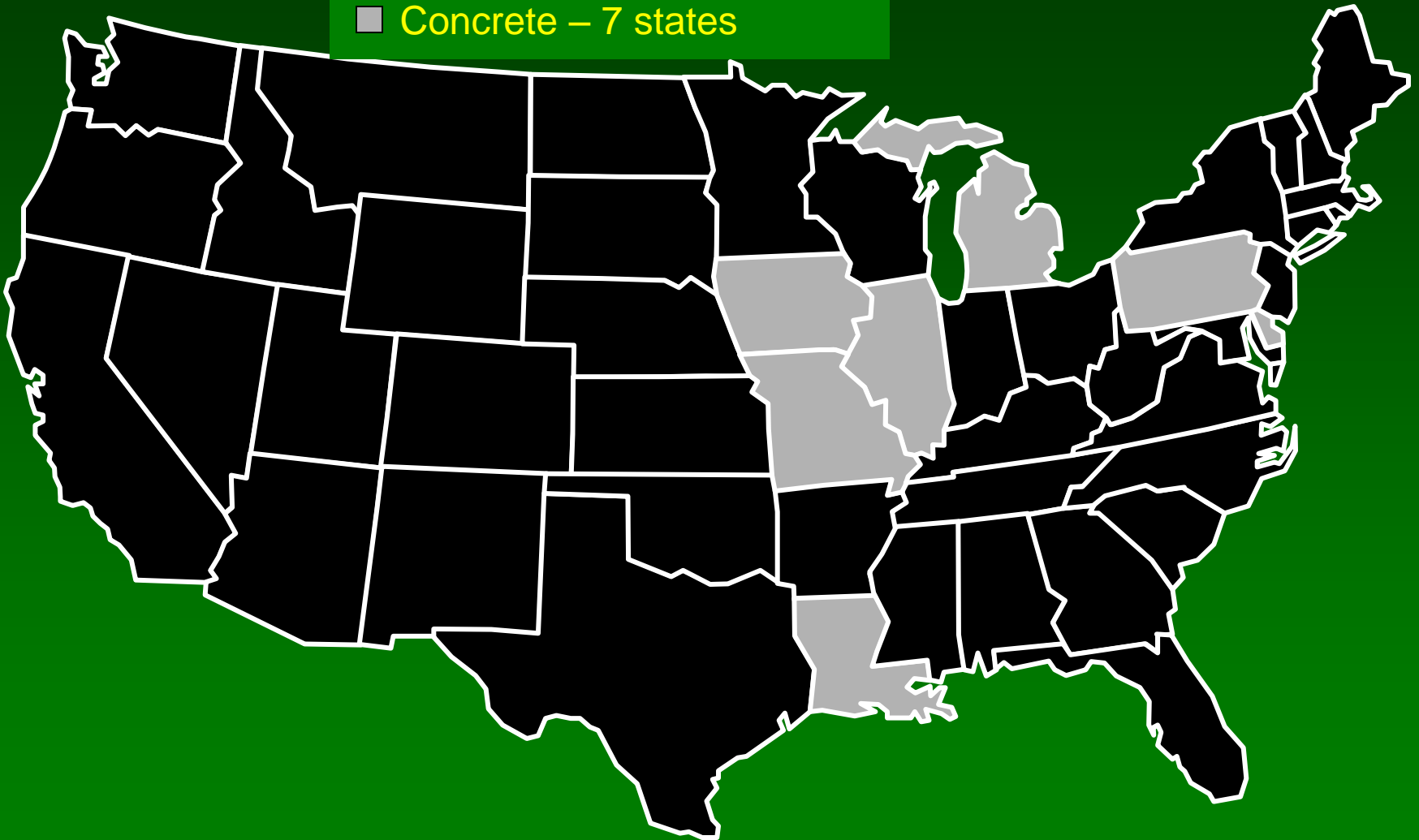
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Breakout by Majority Pavement Type – National Highway System

- Asphalt – 43 states
- Concrete – 7 states

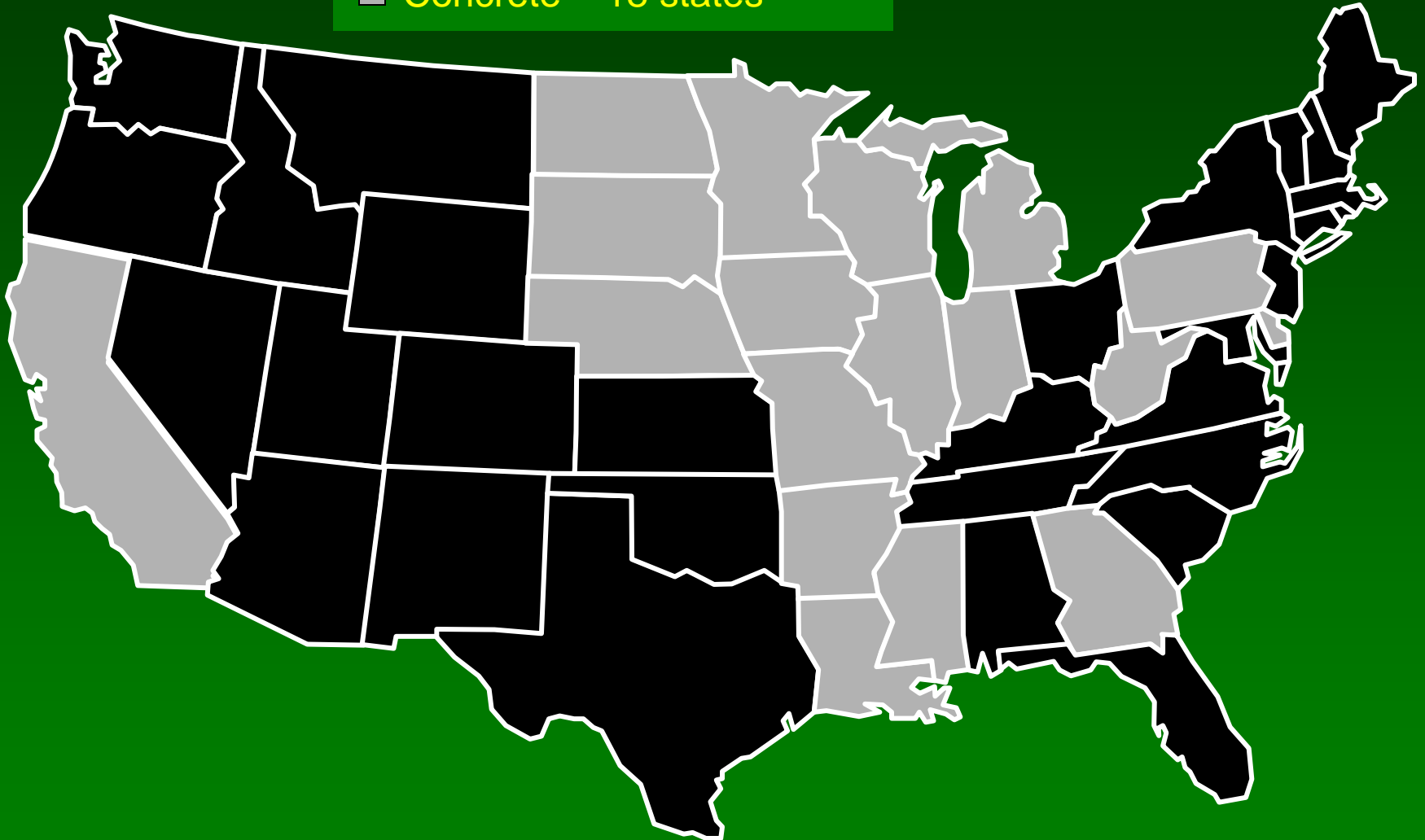


Data source: US DOT, FHWA, Highway Statistics, Section V, Type of Surface, National Highway System



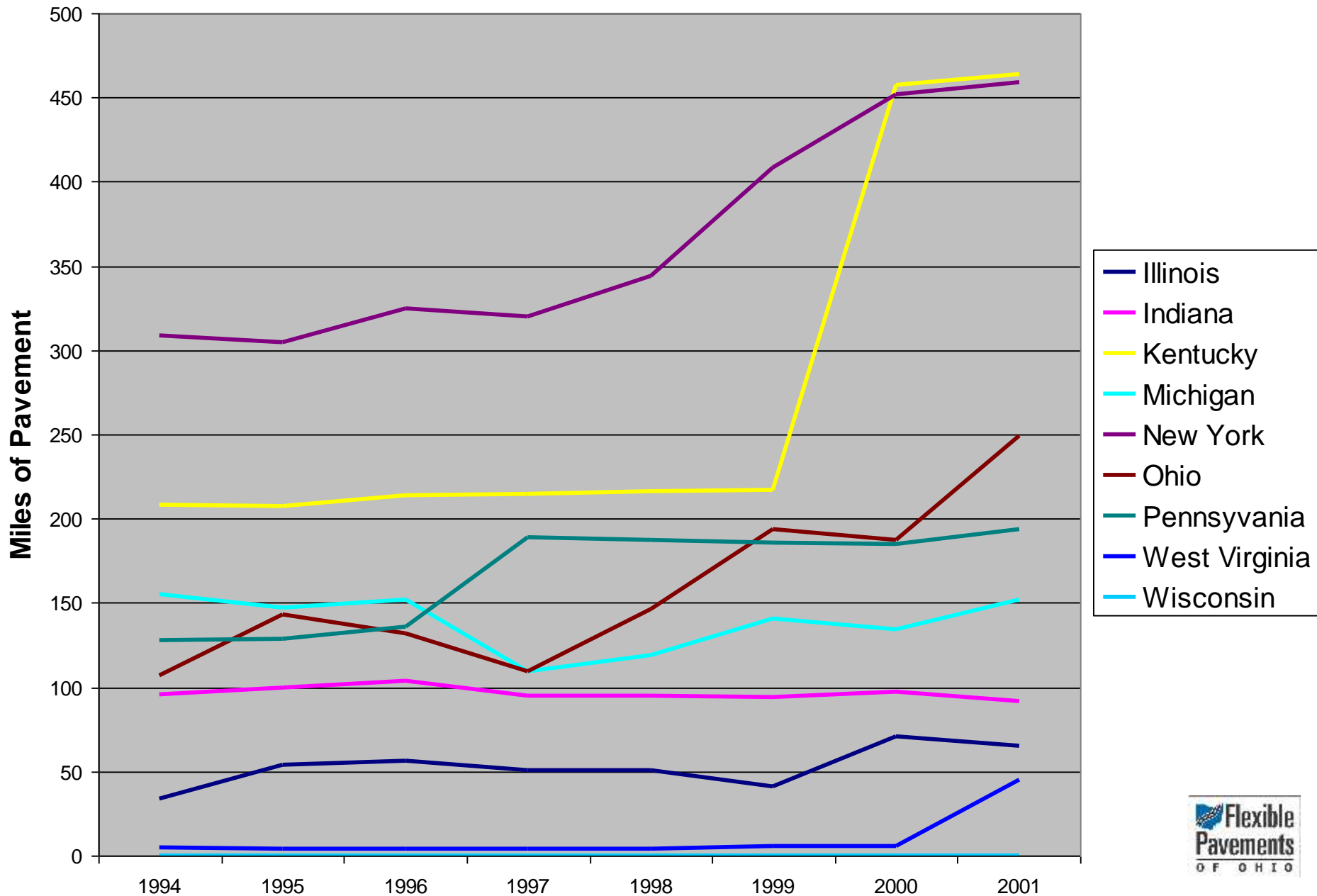
Breakout by Majority Pavement Type – Interstate System

- Asphalt – 32 states
- Concrete – 18 states

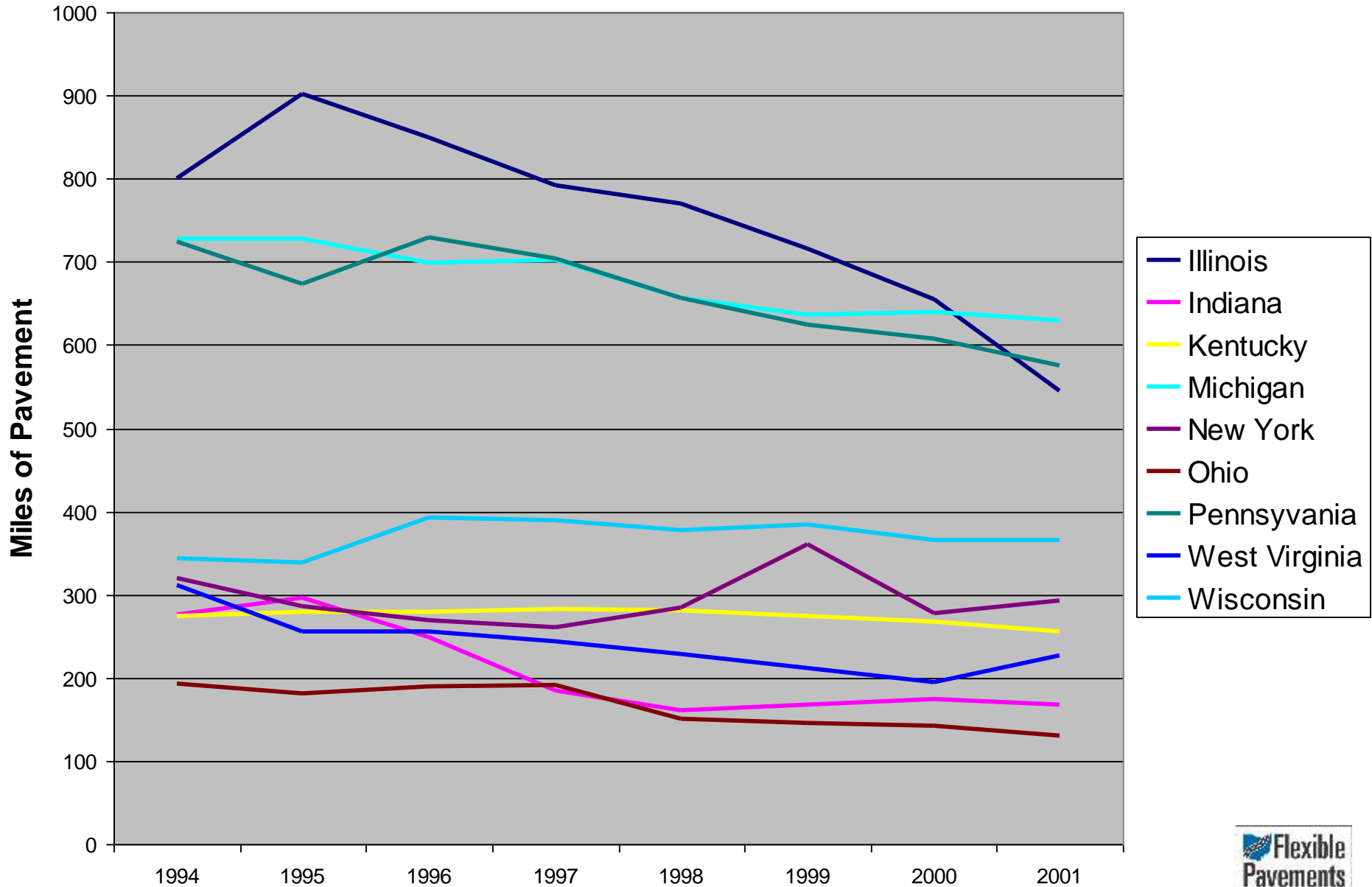


Data source: US DOT, FHWA, Highway Statistics, Section V, Type of Surface, Interstate – Rural and Urban

Trends in Asphalt Surfaces

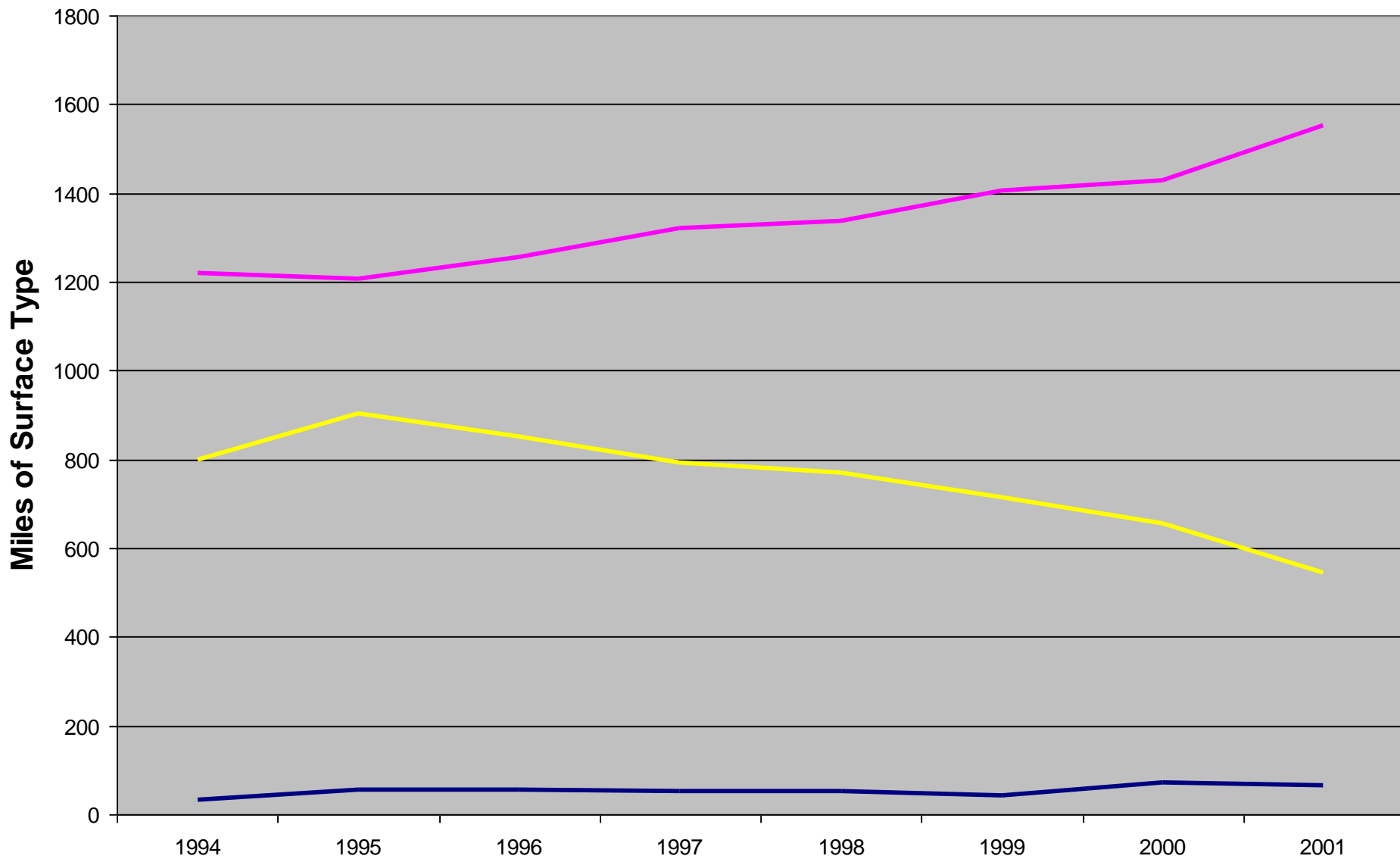


Trends in Concrete Surfaces

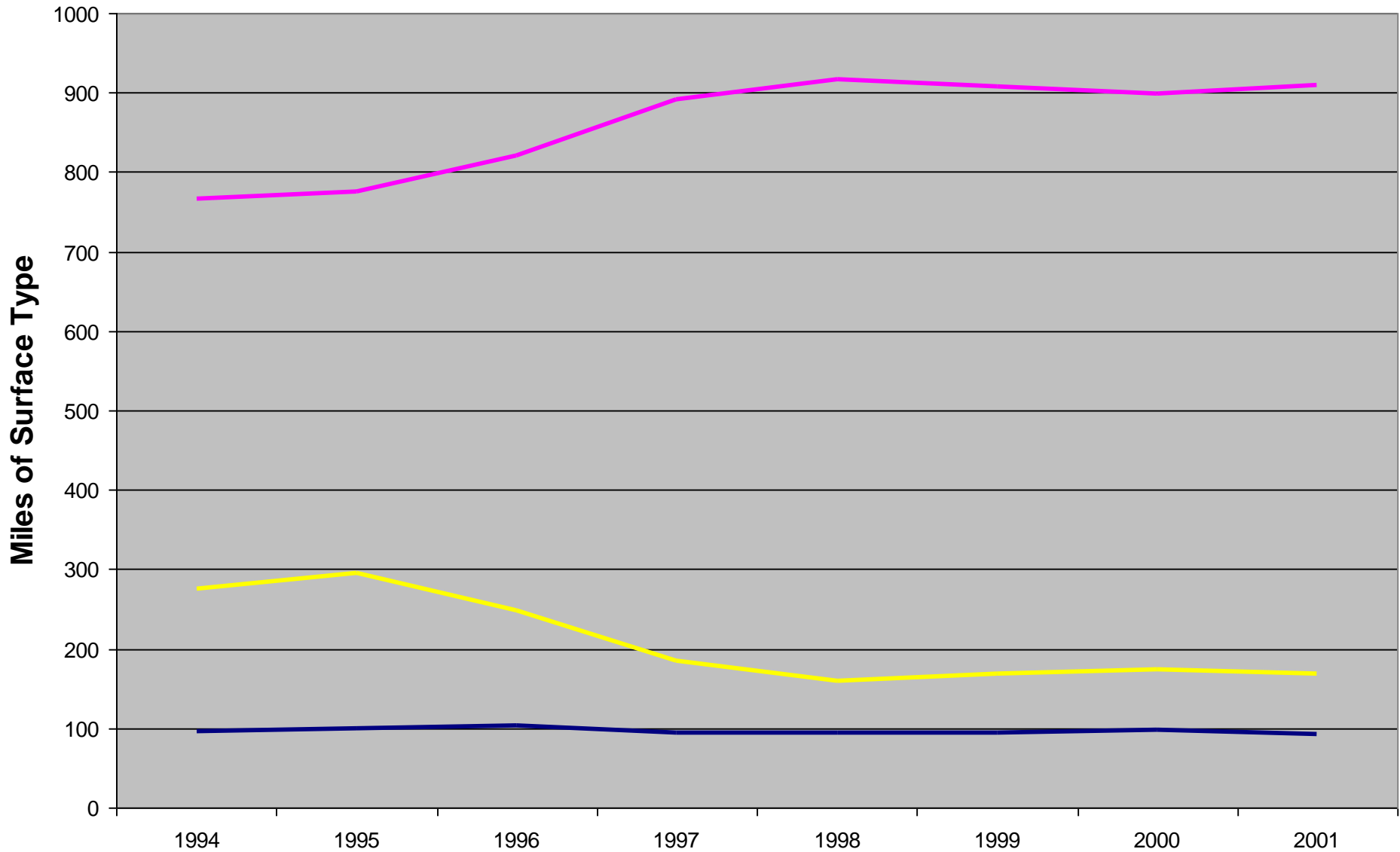


Data source: US DOT, FHWA, Highway Statistics - Interstate System

Surface Type Trends Illinois

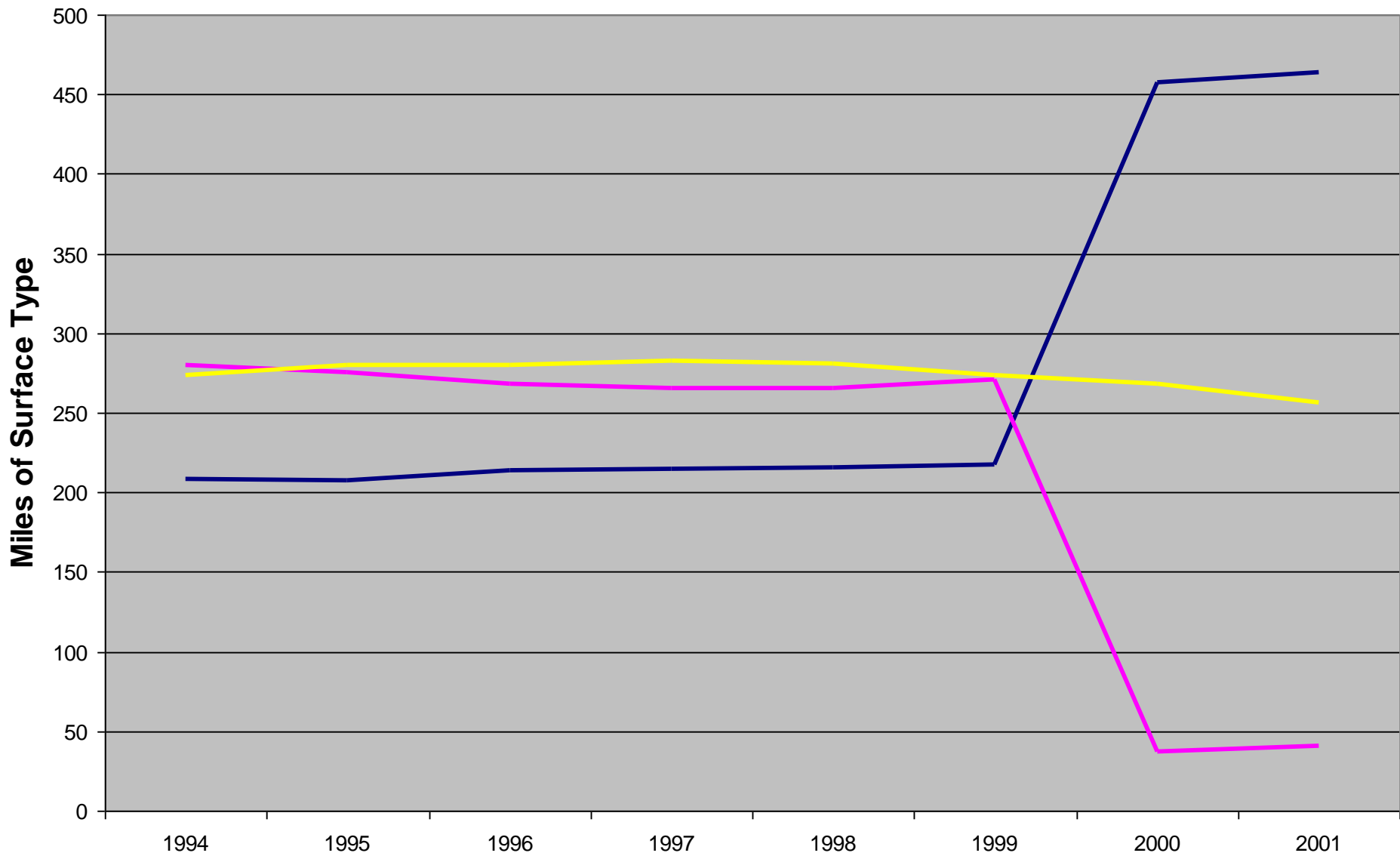


Surface Type Trends Indiana

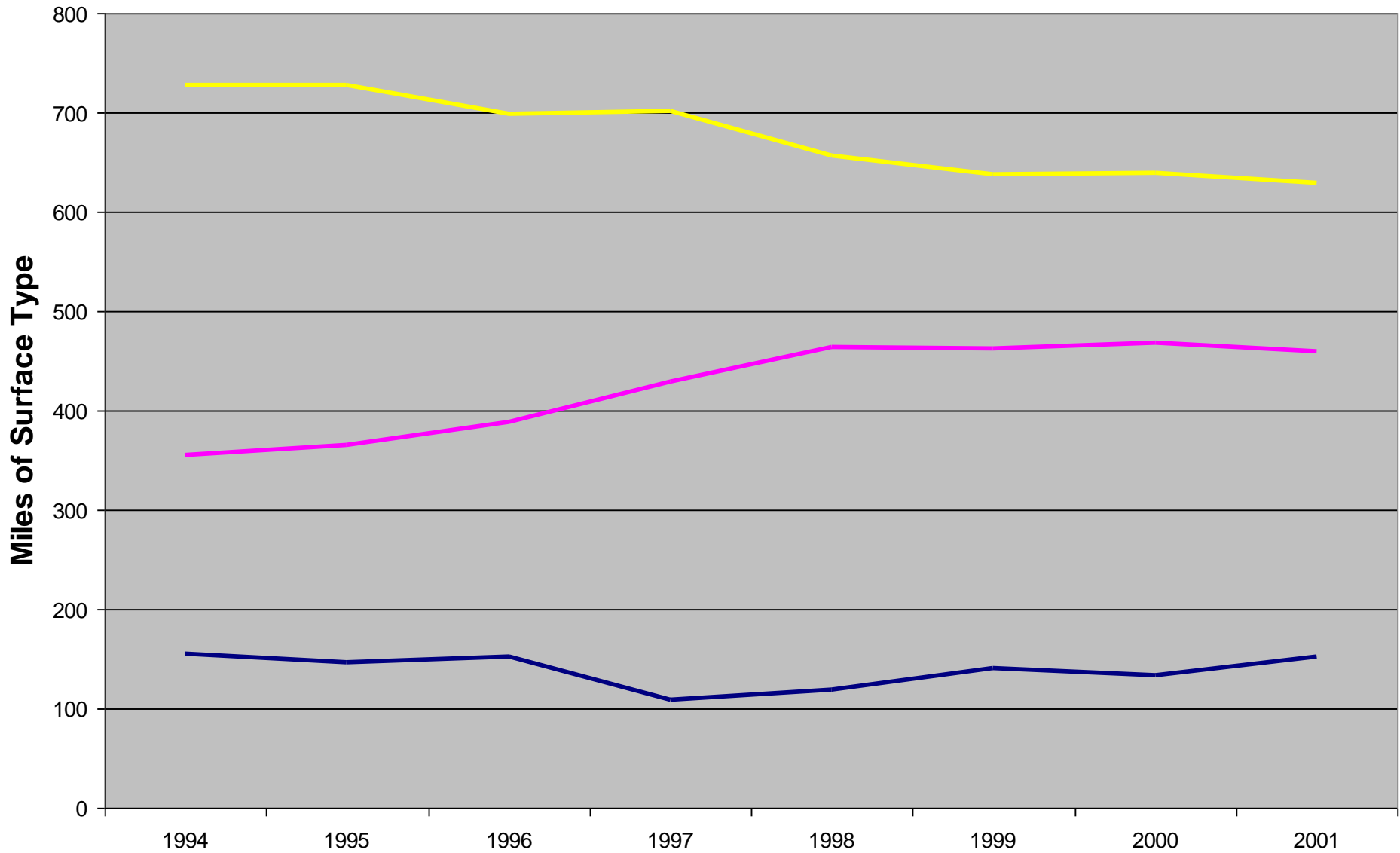
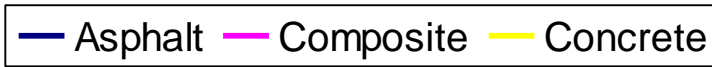


Surface Type Trends Kentucky

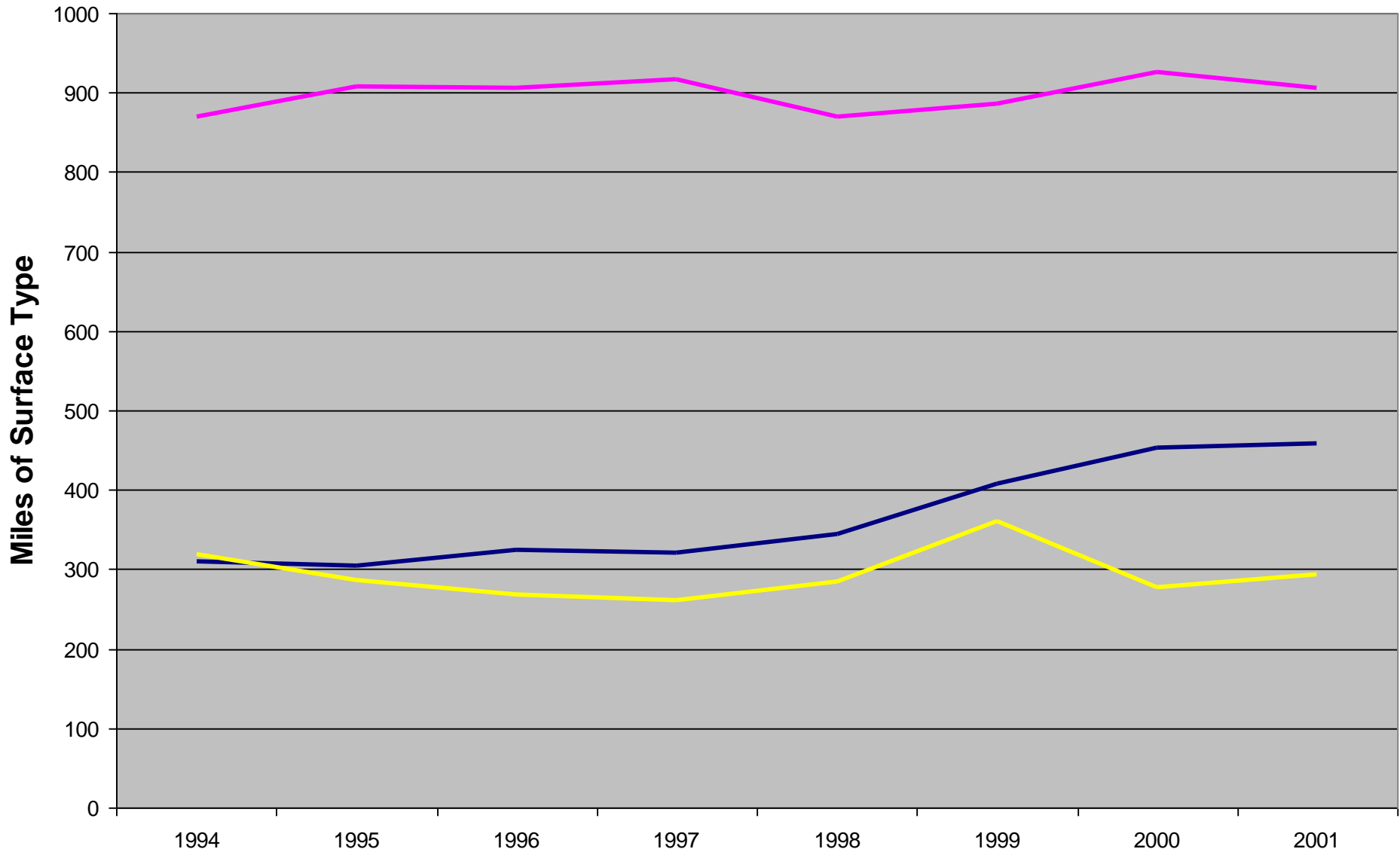
Asphalt Composite Concrete



Surface Type Trends Michigan

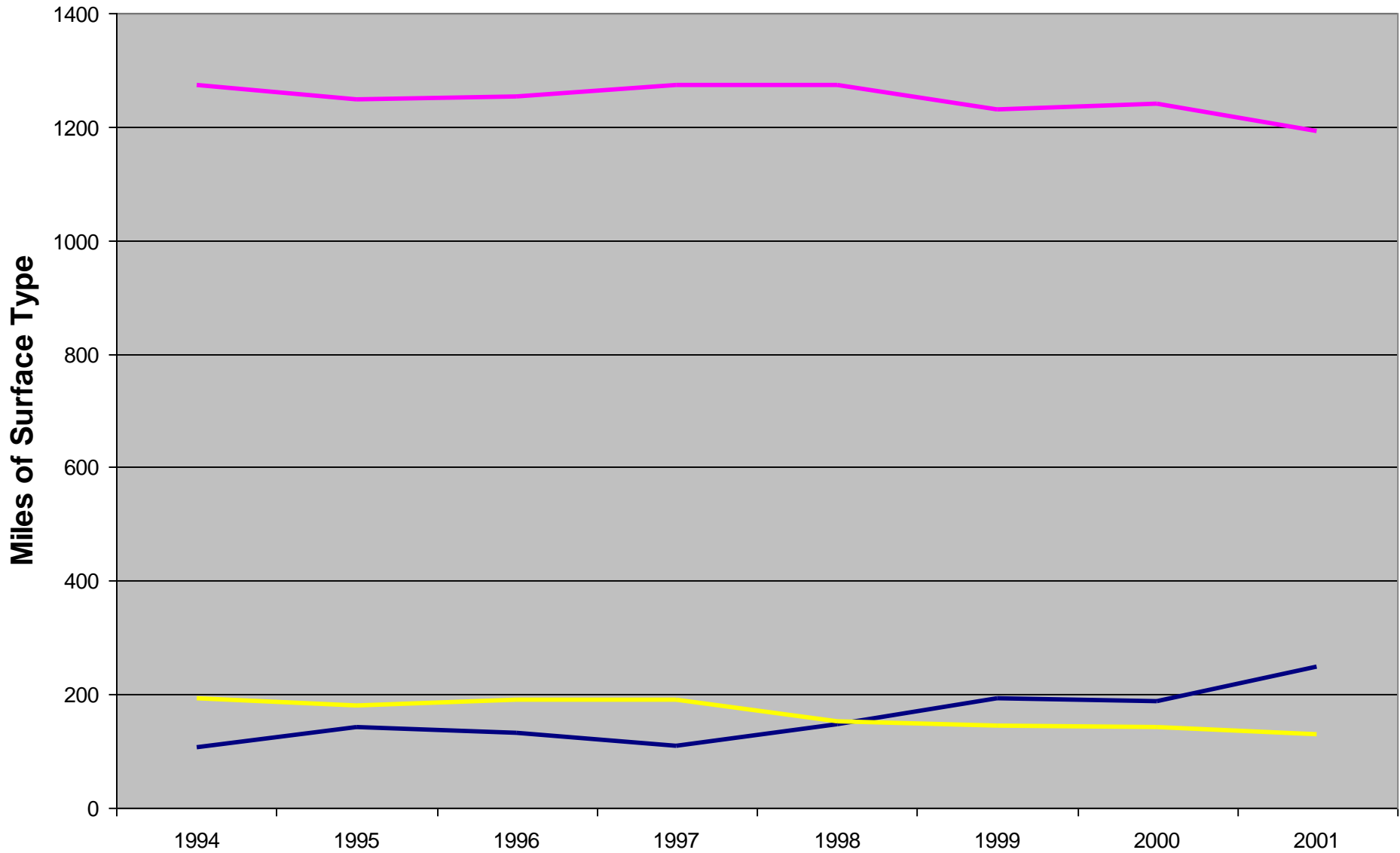


Surface Type Trends New York

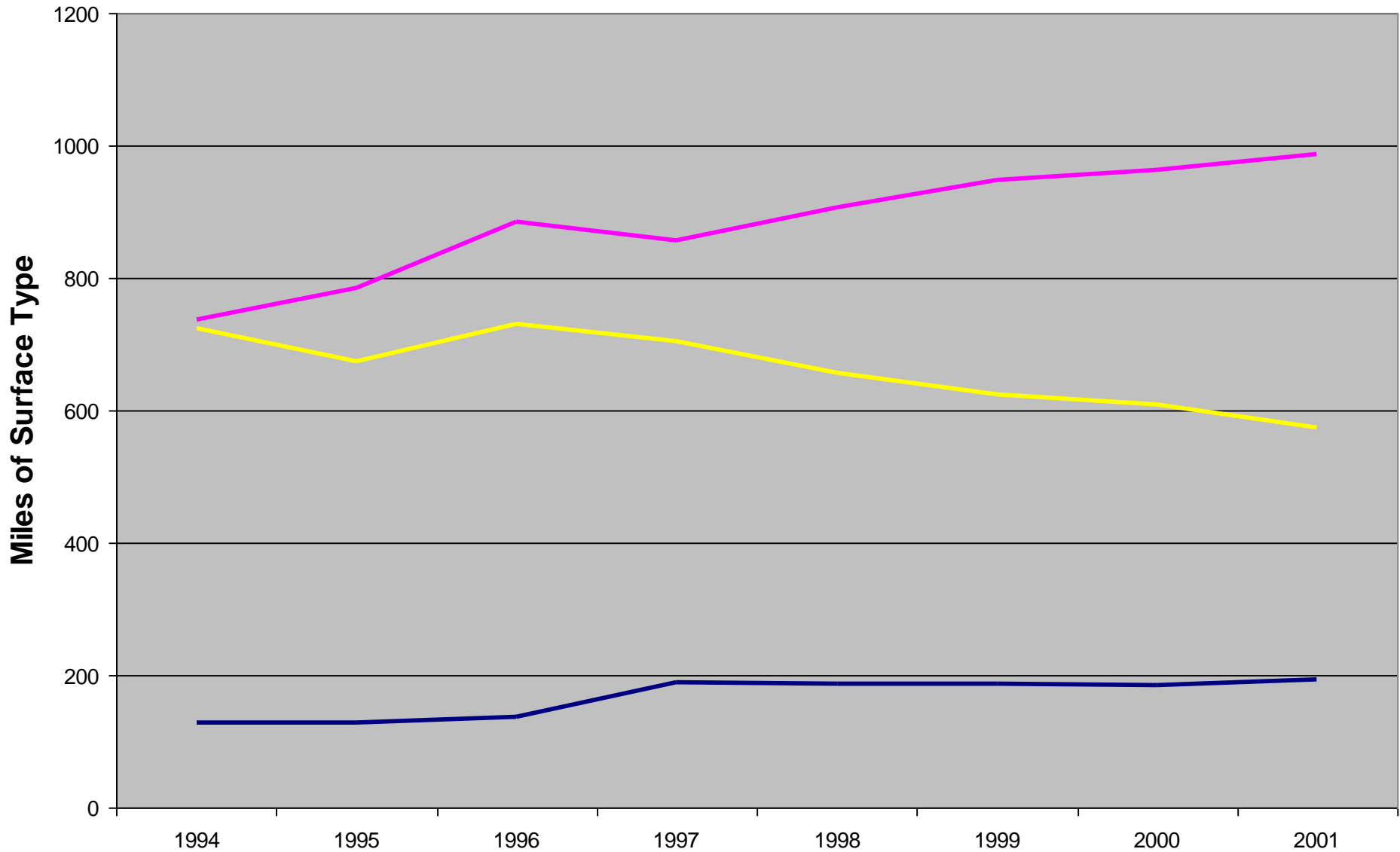


Surface Type Trends Ohio

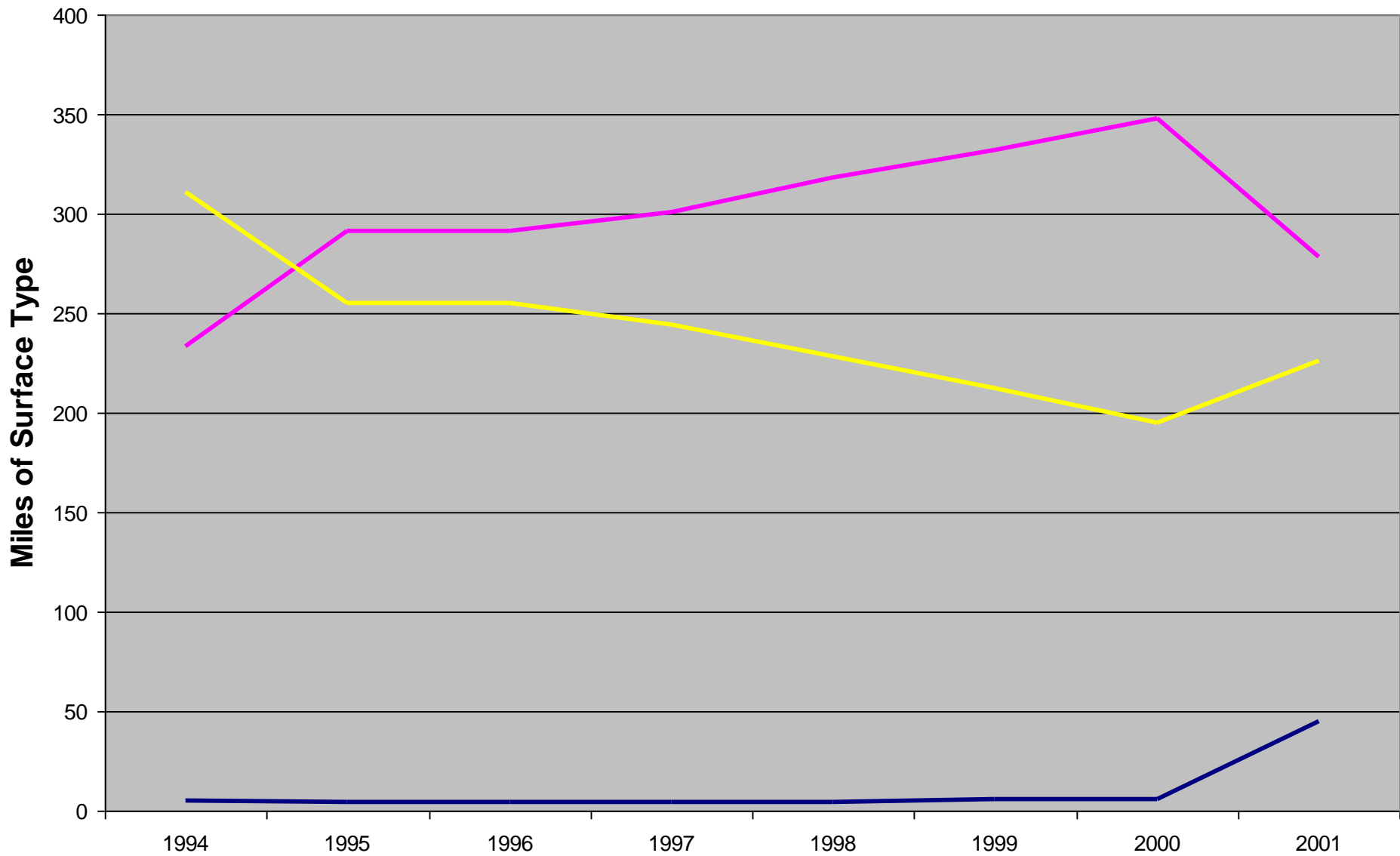
Asphalt Composite Concrete



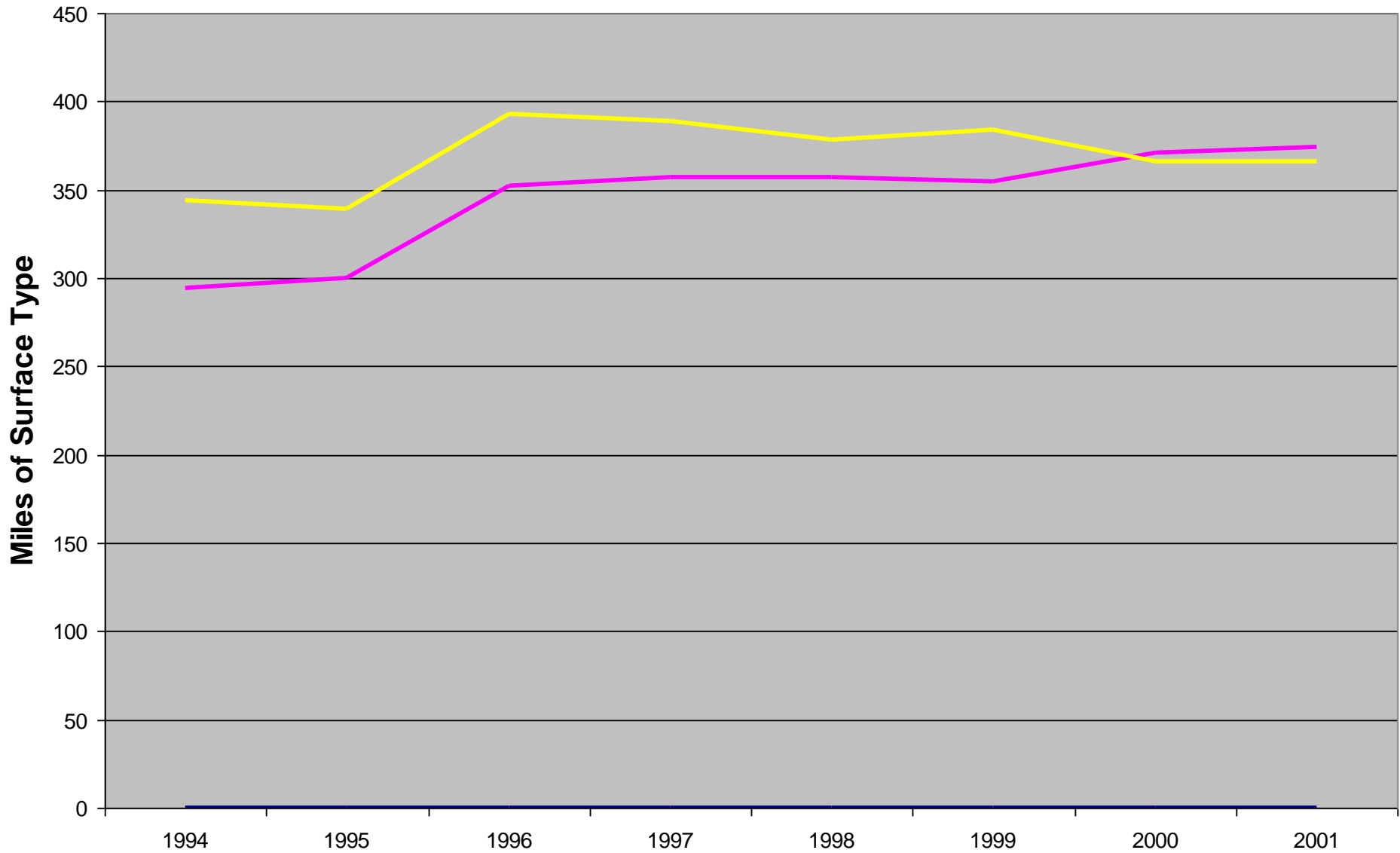
Surface Type Trends Pennsylvania



Surface Type Trends West Virginia

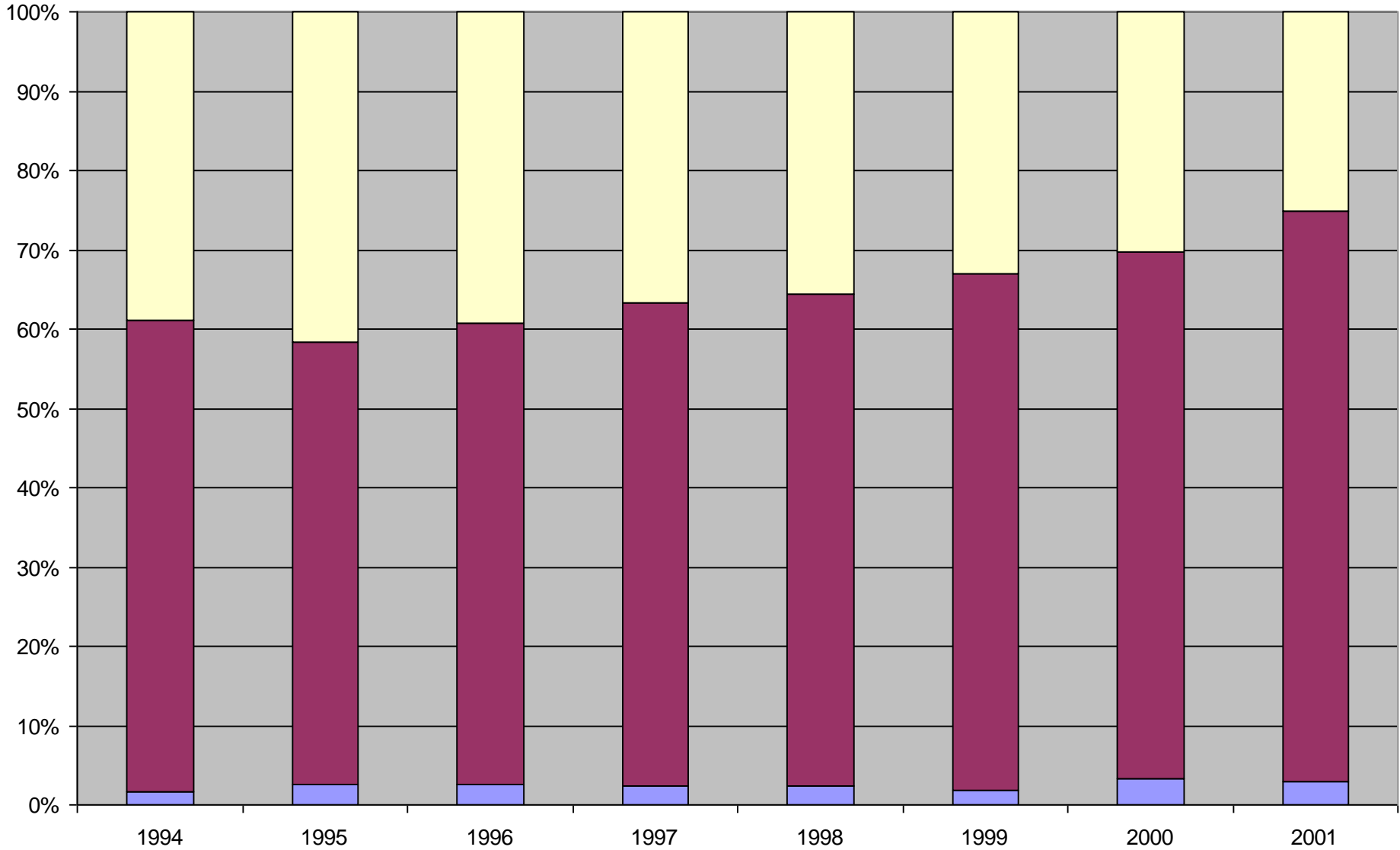


Trends in Surface Type Wisconsin



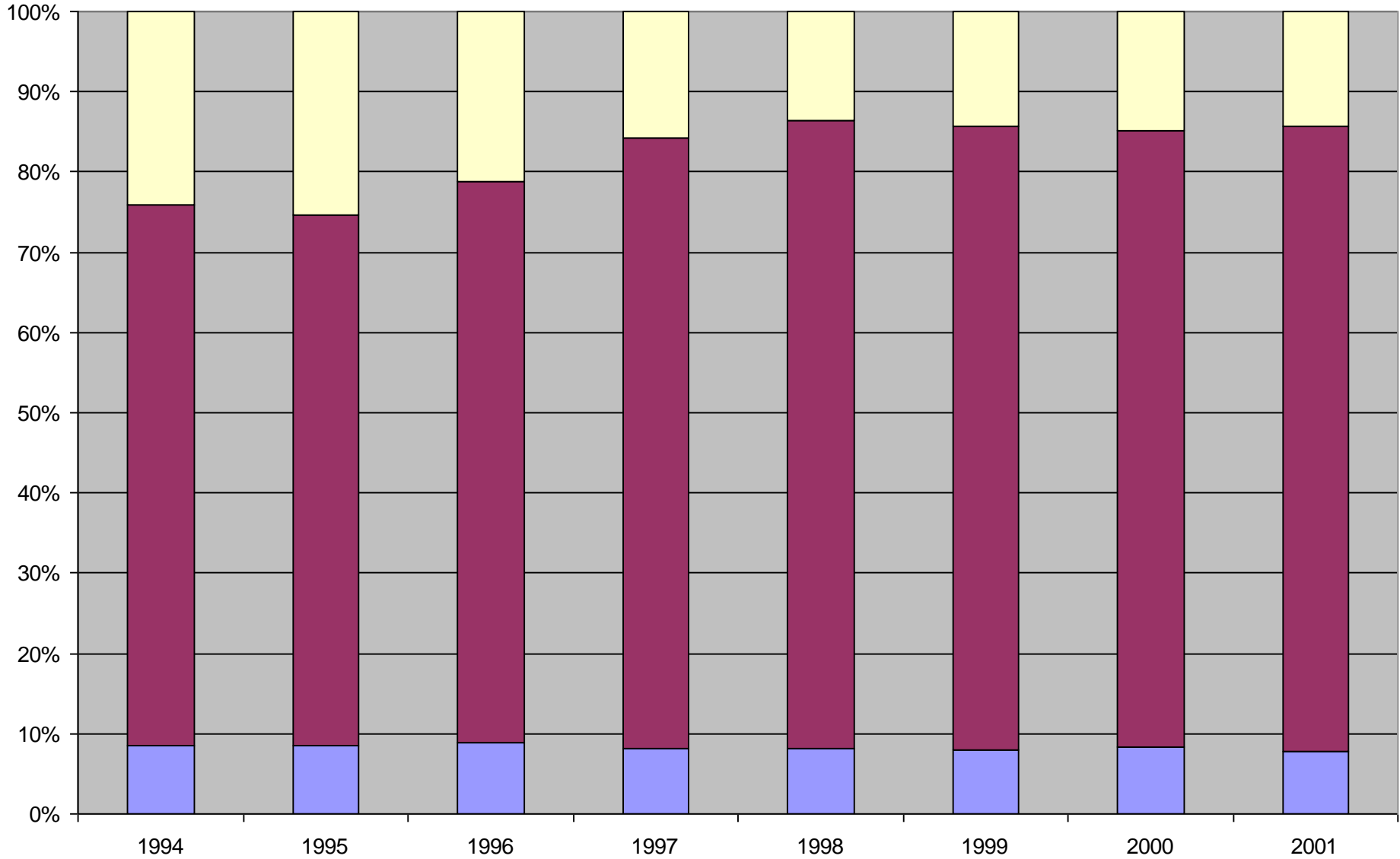
Percent of Type of Surface Illinois

Asphalt Composite Concrete



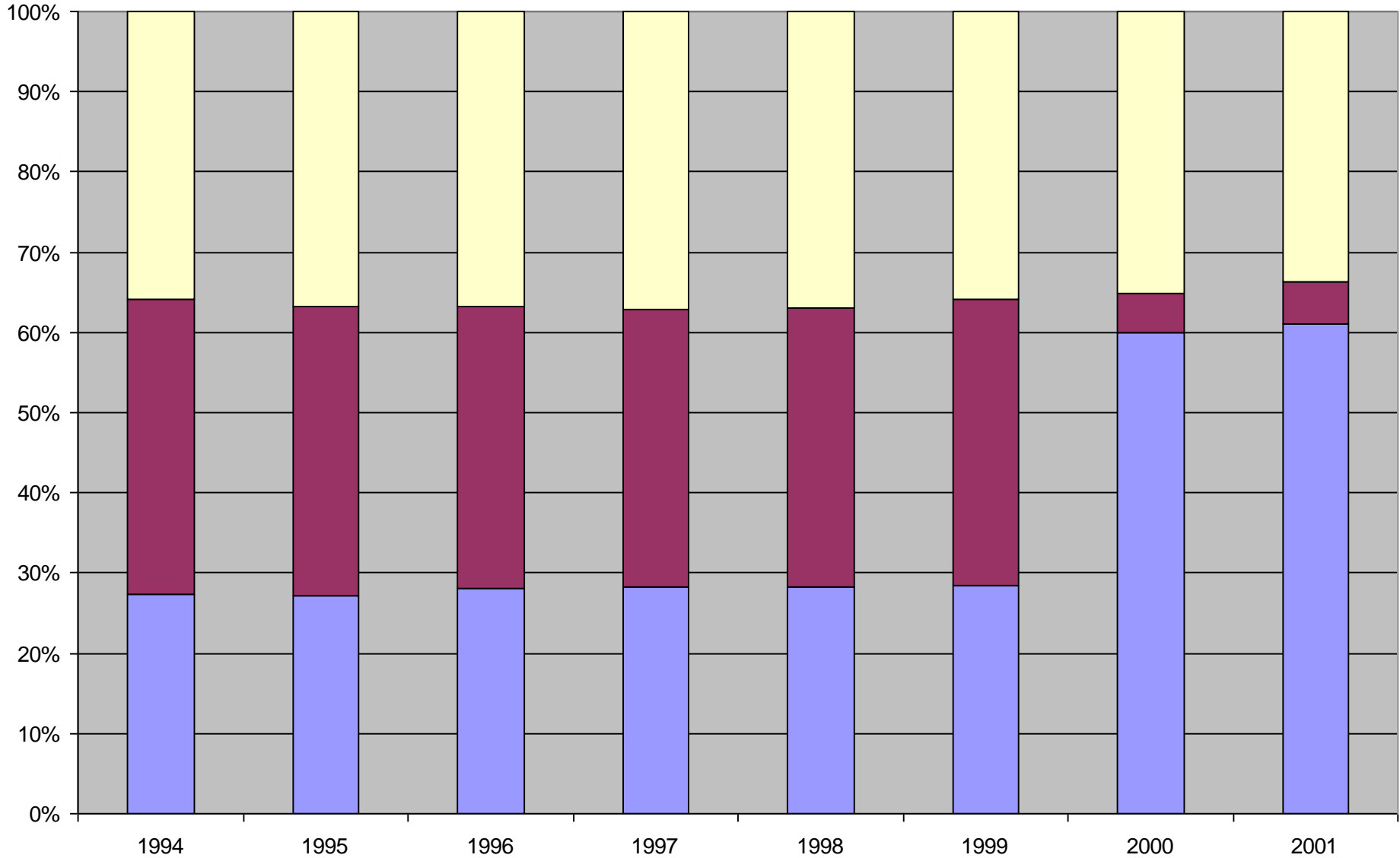
Percent of Type of Surface Indiana

Asphalt Composite Concrete



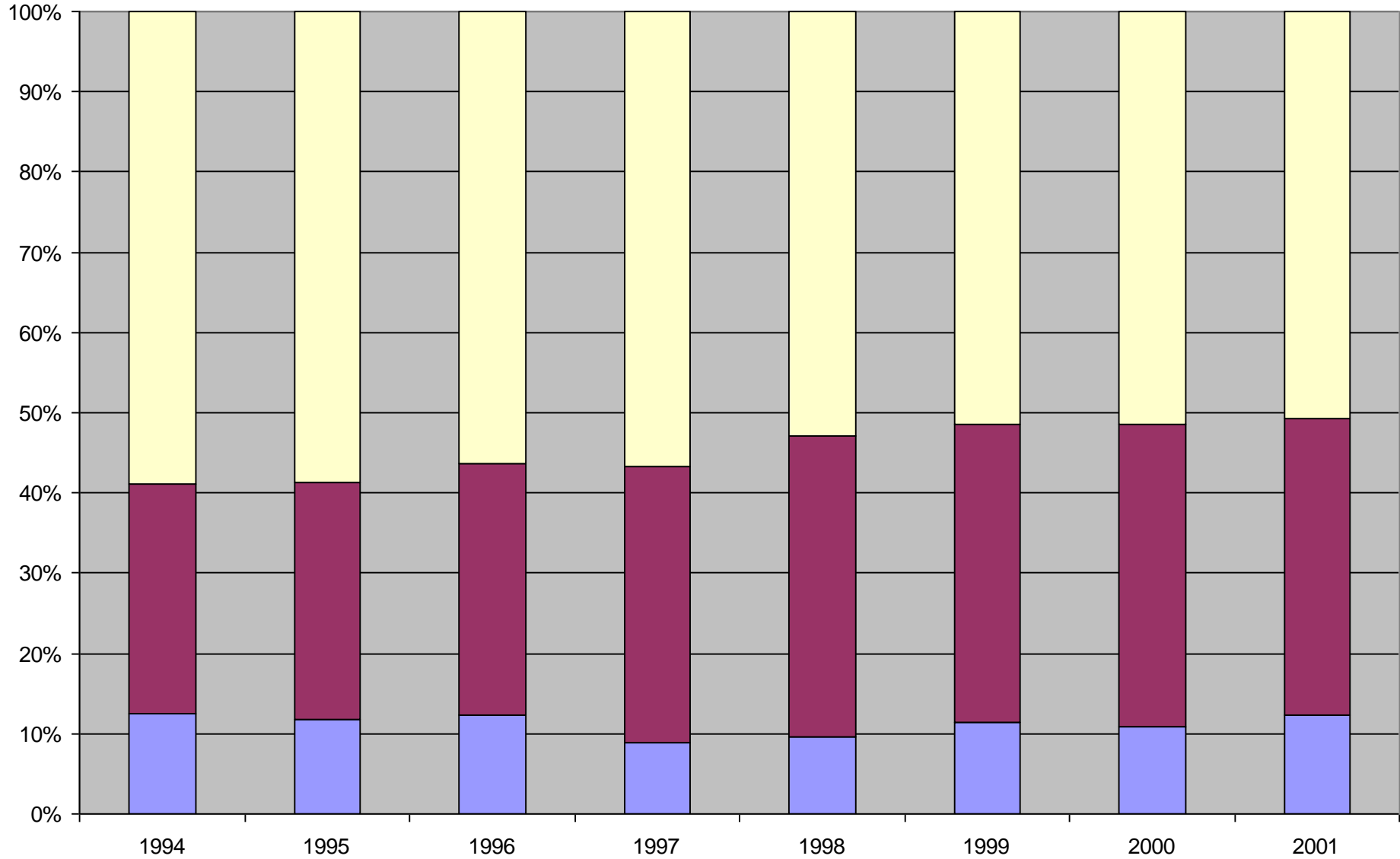
Percent of Type of Surface Kentucky

Asphalt Composite Concrete



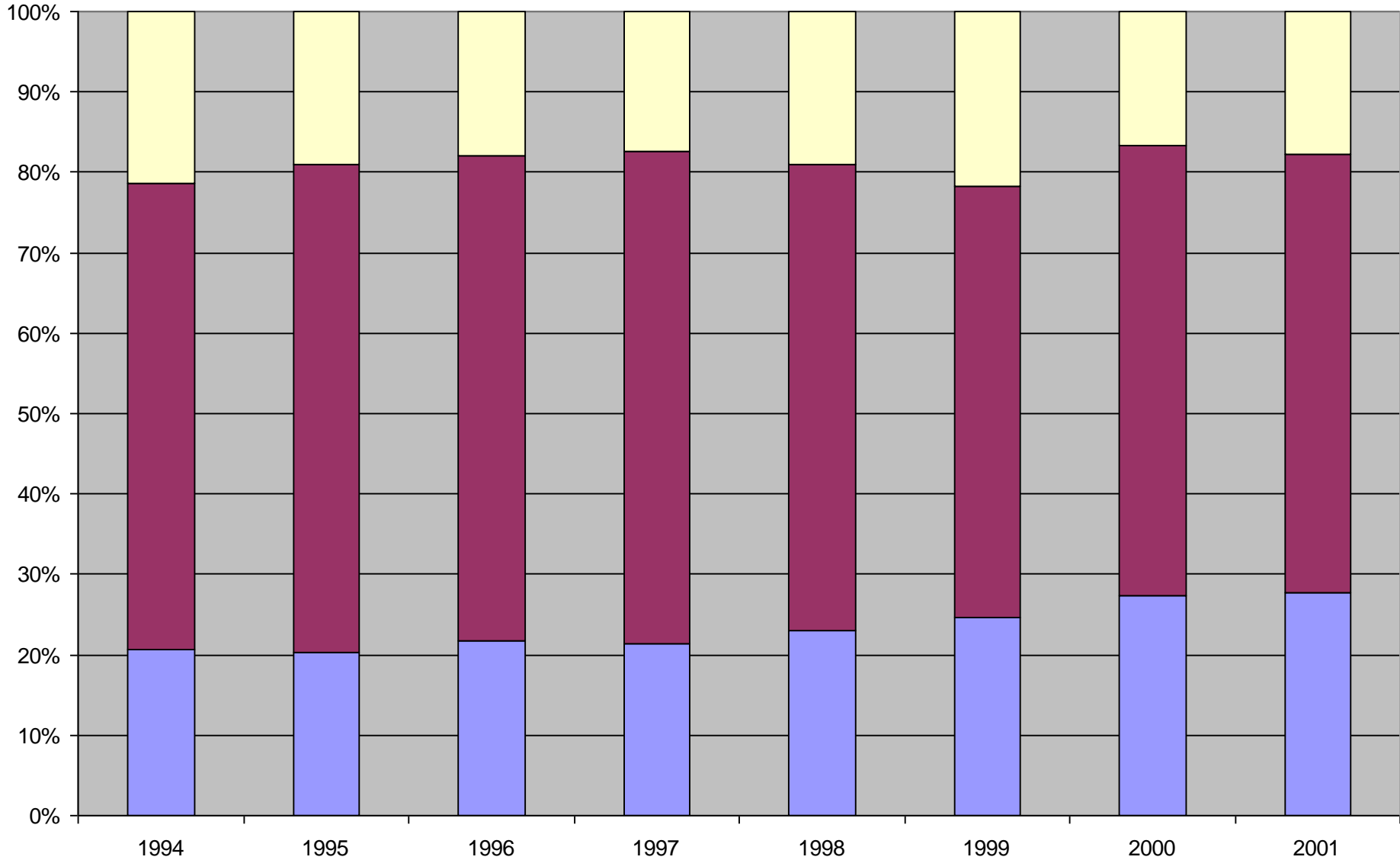
Percent of Type of Surface Michigan

Asphalt Composite Concrete



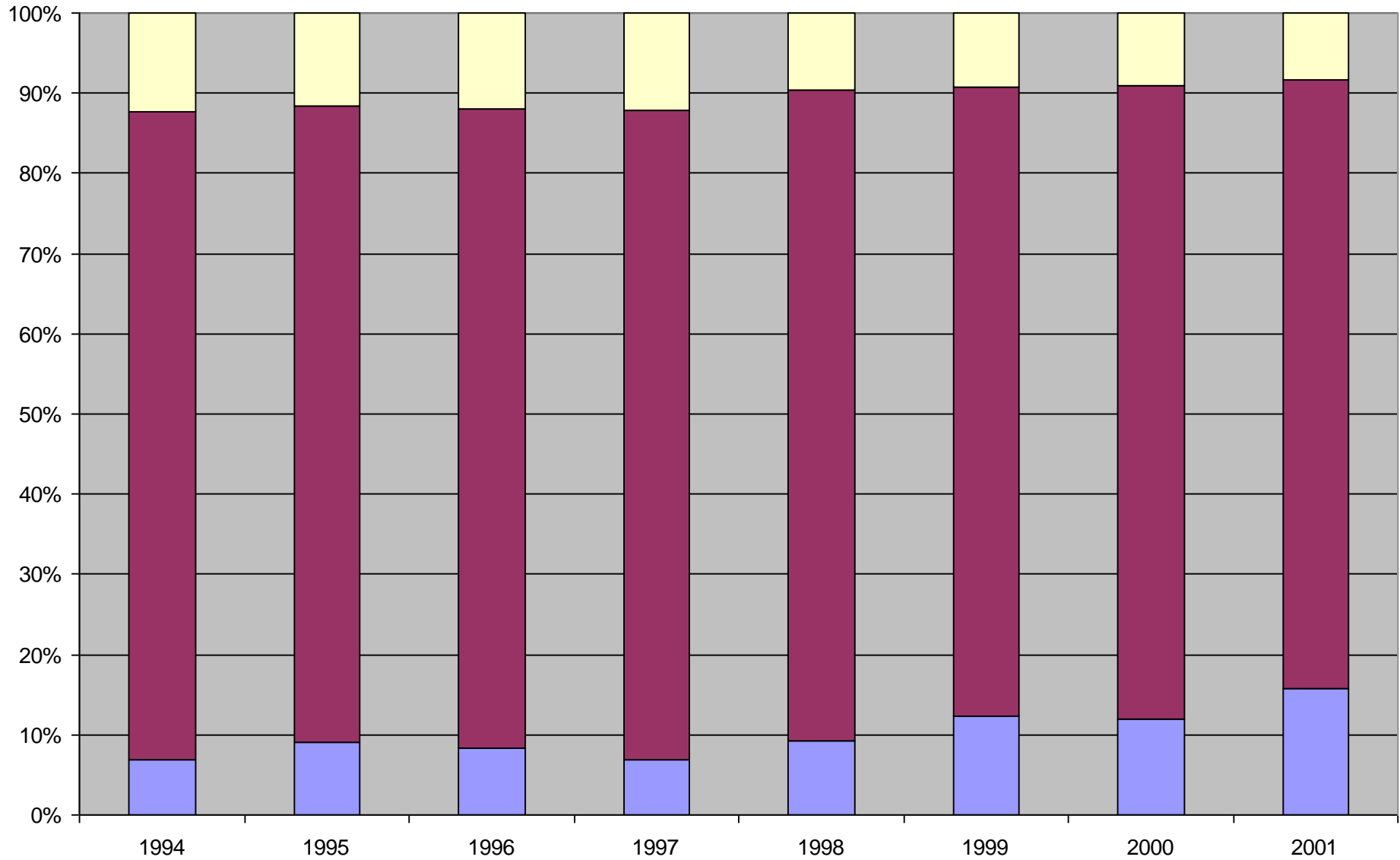
Percent of Type of Surface New York

Asphalt Composite Concrete



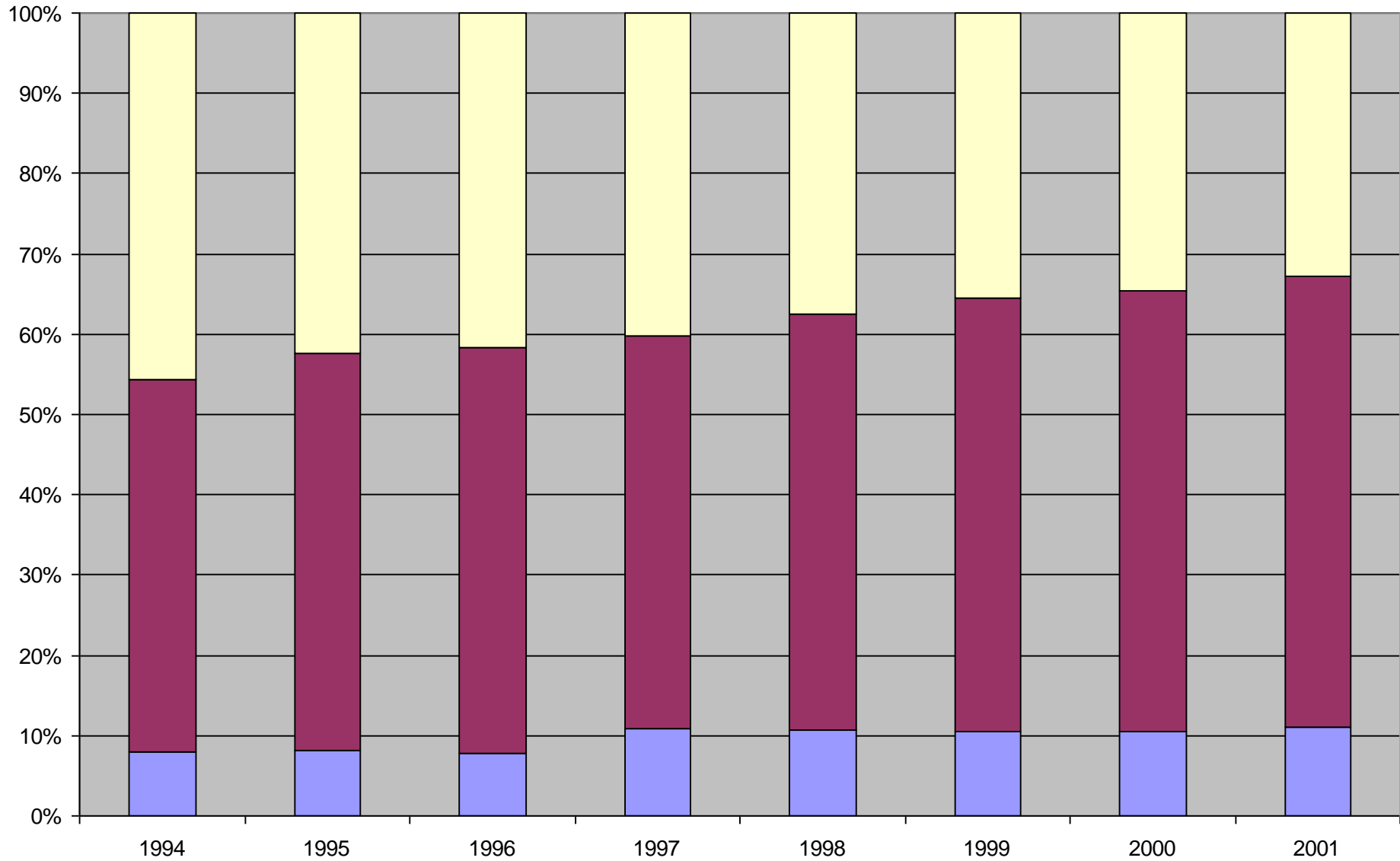
Percent of Type of Surface Ohio

Asphalt Composite Concrete



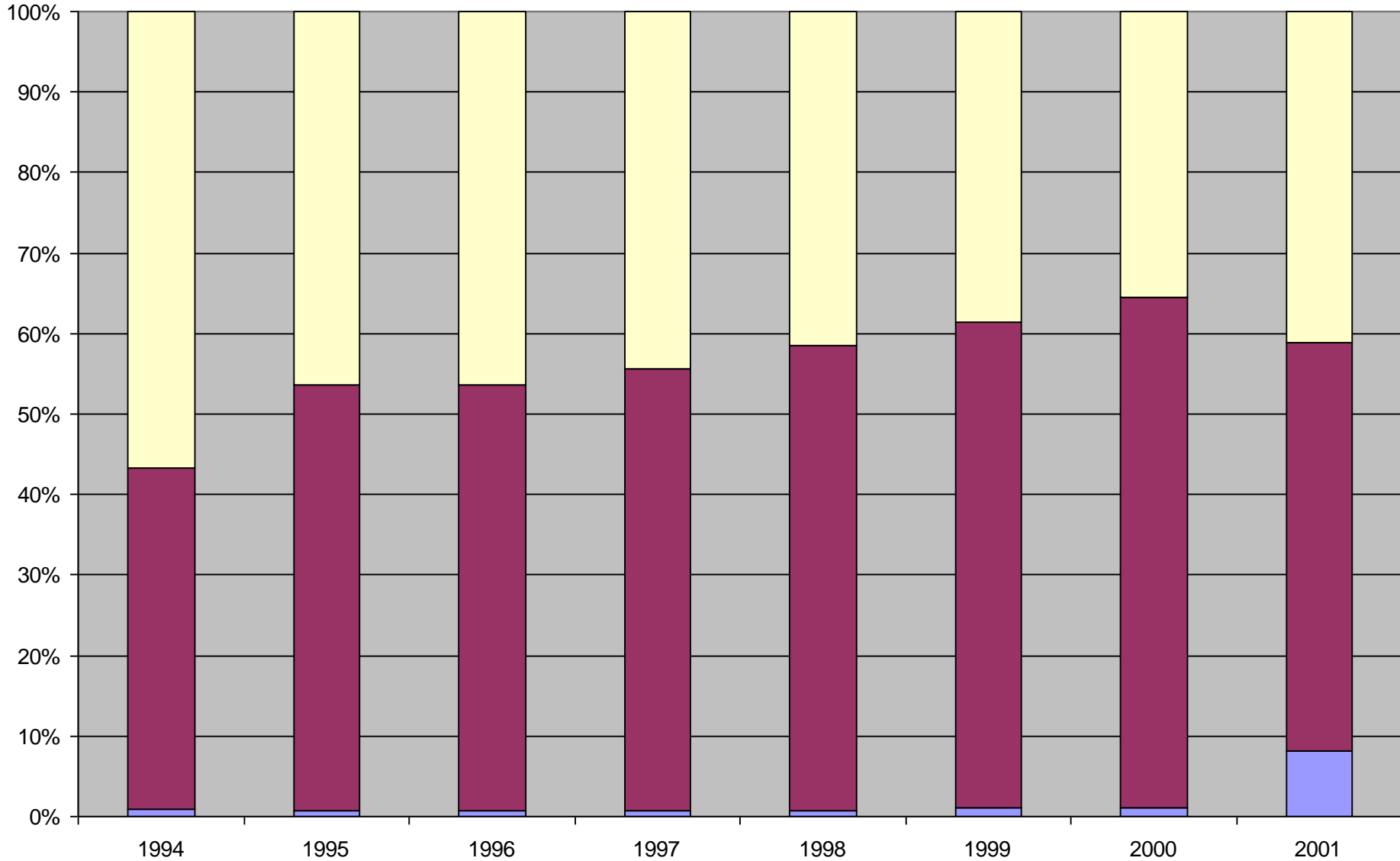
Percent of Type of Surface Pennsylvania

Asphalt Composite Concrete



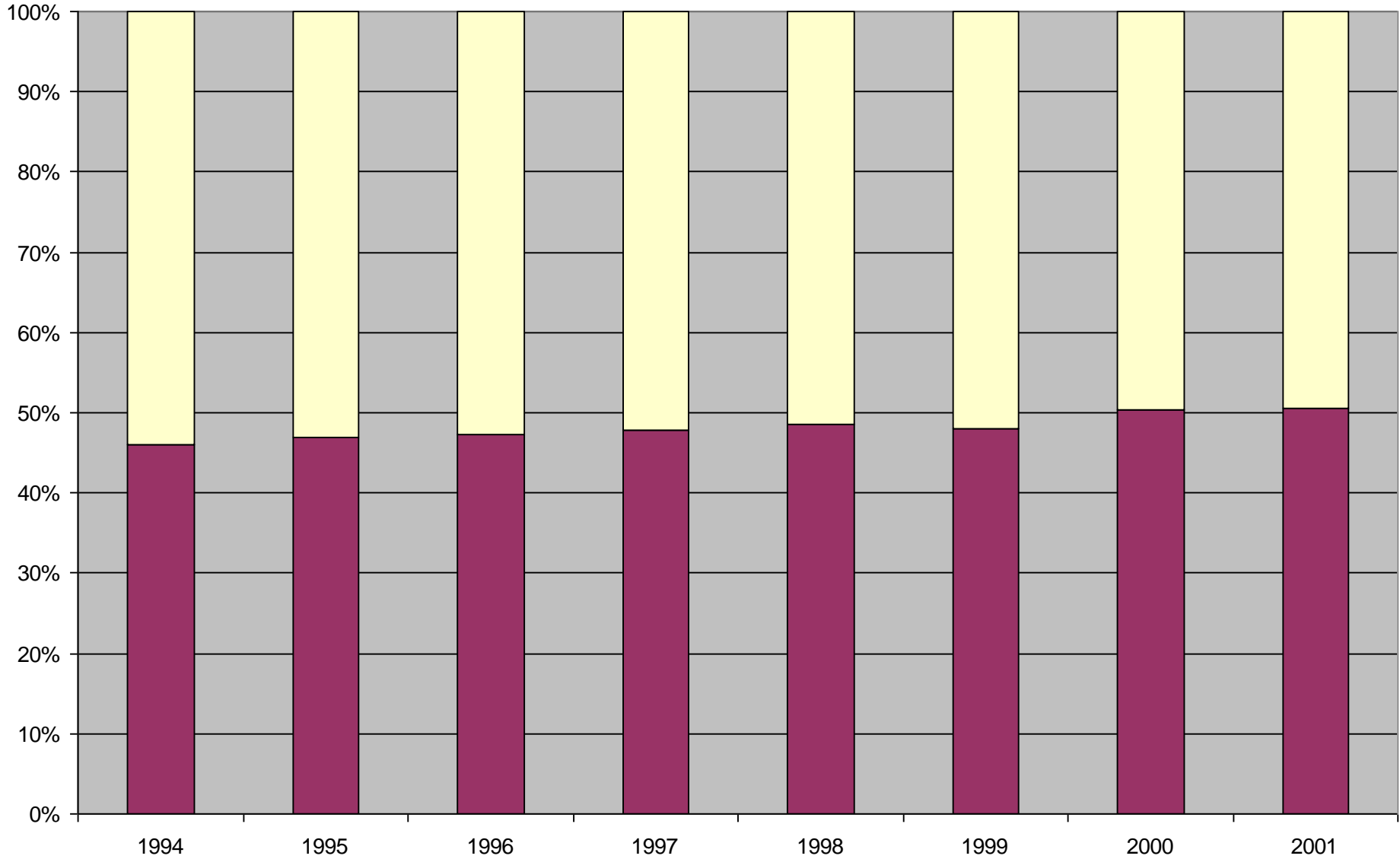
Percent of Type of Surface West Virginia

Asphalt Composite Concrete



Percent of Type of Surface Wisconsin

Asphalt Composite Concrete



Perpetual Pavement



Absolutely Asphalt ...For Cost, For Convenience, For Comfort !!

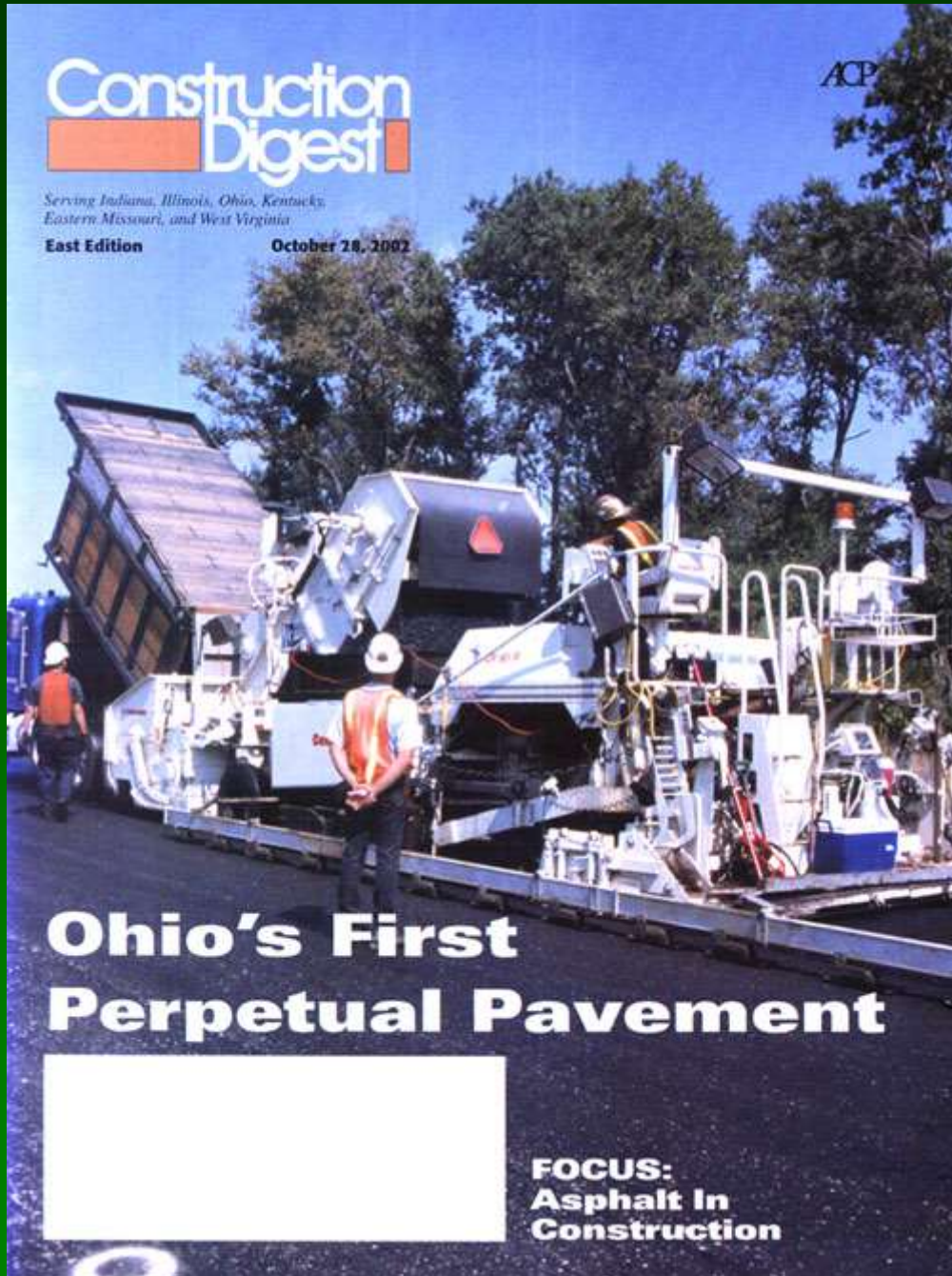
Construction Digest

*Serving Indiana, Illinois, Ohio, Kentucky,
Eastern Missouri, and West Virginia*

East Edition

October 28, 2002

ACP



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**FOCUS:
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Construction**



**FLEXIBLE
PAVEMENTS
OF OHIO**

The 2001 Master Craftsman Award
went to a pavement surface that lasted 27 years
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“Smoothseal”

The perfect thin overlay for Preventive Maintenance

“Smoothseal” is produced to meet ODOT Supplemental Specification 854, Fine Graded Polymer Asphalt Concrete. Specially formulated for thin applications ranging from 3/4" to 1" thick, highly durable "Smoothseal" is recognized as the perfect material for preventive maintenance overlays.

For more information contact Flexible Pavements of Ohio, 1-888-4HOTMIX
or visit www.flexiblepavements.org