Ohio
Transportation Facts
1983

OHIO TRANSPORTATION FACTS
1983

Prepared by
BUREAU OF TRANSPORTATION TECHNICAL SERVICES
OHIO DEPARTMENT OF TRANSPORTATION

In Cooperation With

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

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PREFACE

The "Ohio Transportation Facts" is intended to provide current information relevant to transportation and transportation facilities within Ohio. References to sources of information also are given for guidance of those who wish to probe deeper into background material.

In Ohio, more than 98 percent of the trips are made by motor vehicles and are for work, recreation and family business. Statistics show that, of the millions of persons who travel 100 miles or more, better than 85 percent go by automobile. In comparison, travel by domestic air travel, railroads, intercity buses, ships navigating through inland waterways and bicycles account for only 11 percent of such trips.

Due to availability of data, a great deal of this report is concerned with highway transportation. The fact that more highway data is included in no way detracts from the importance of the other modes of transportation.

We invite comments, updates of information which are prepared in your area, and suggestions as to how this publication can be made more useful. Please address information to Charles H. Groves, Administrator, Bureau of Technical Services.

Please return the following sheet if you would like to receive updates to this report.

General Ohio Transportion Facts

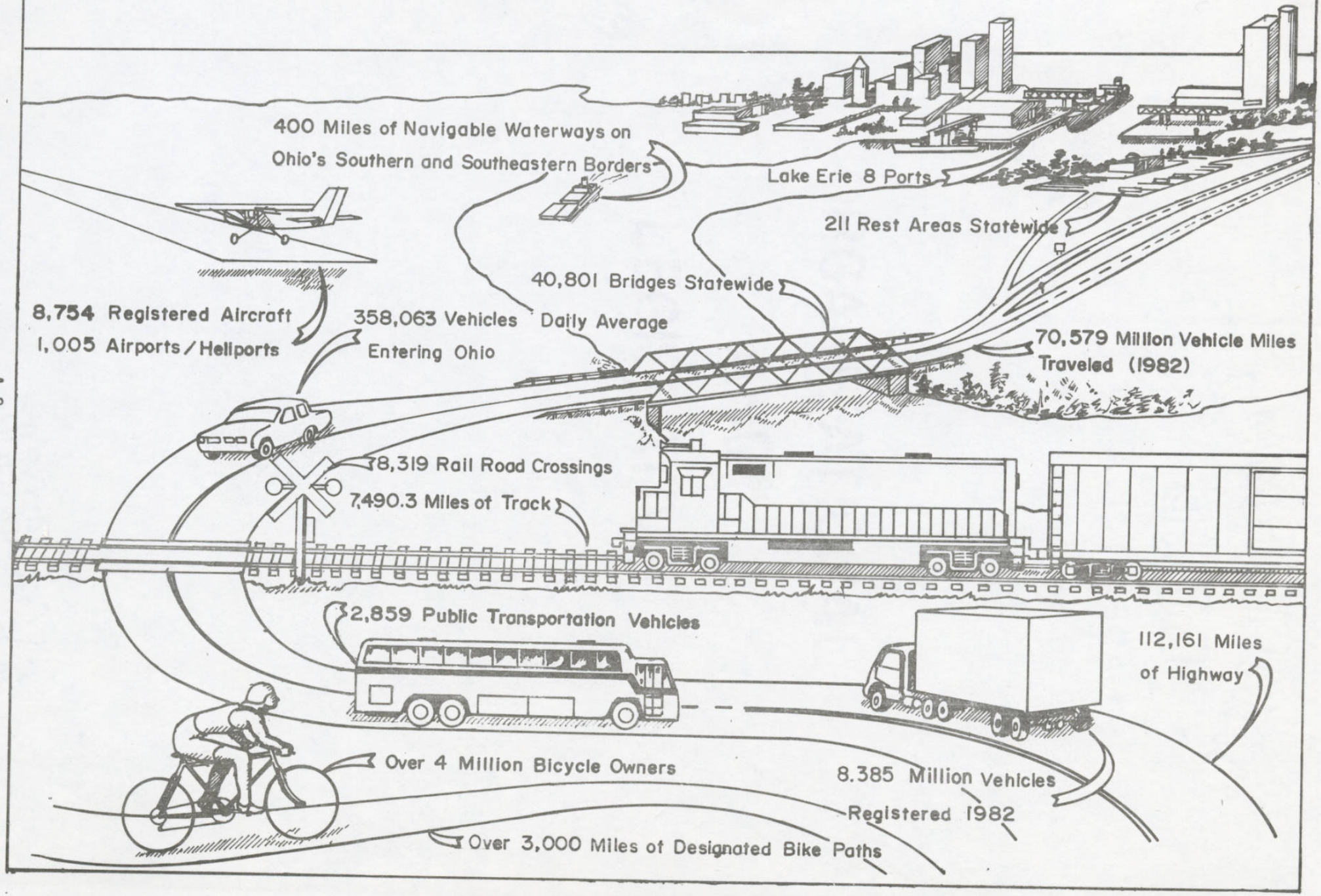
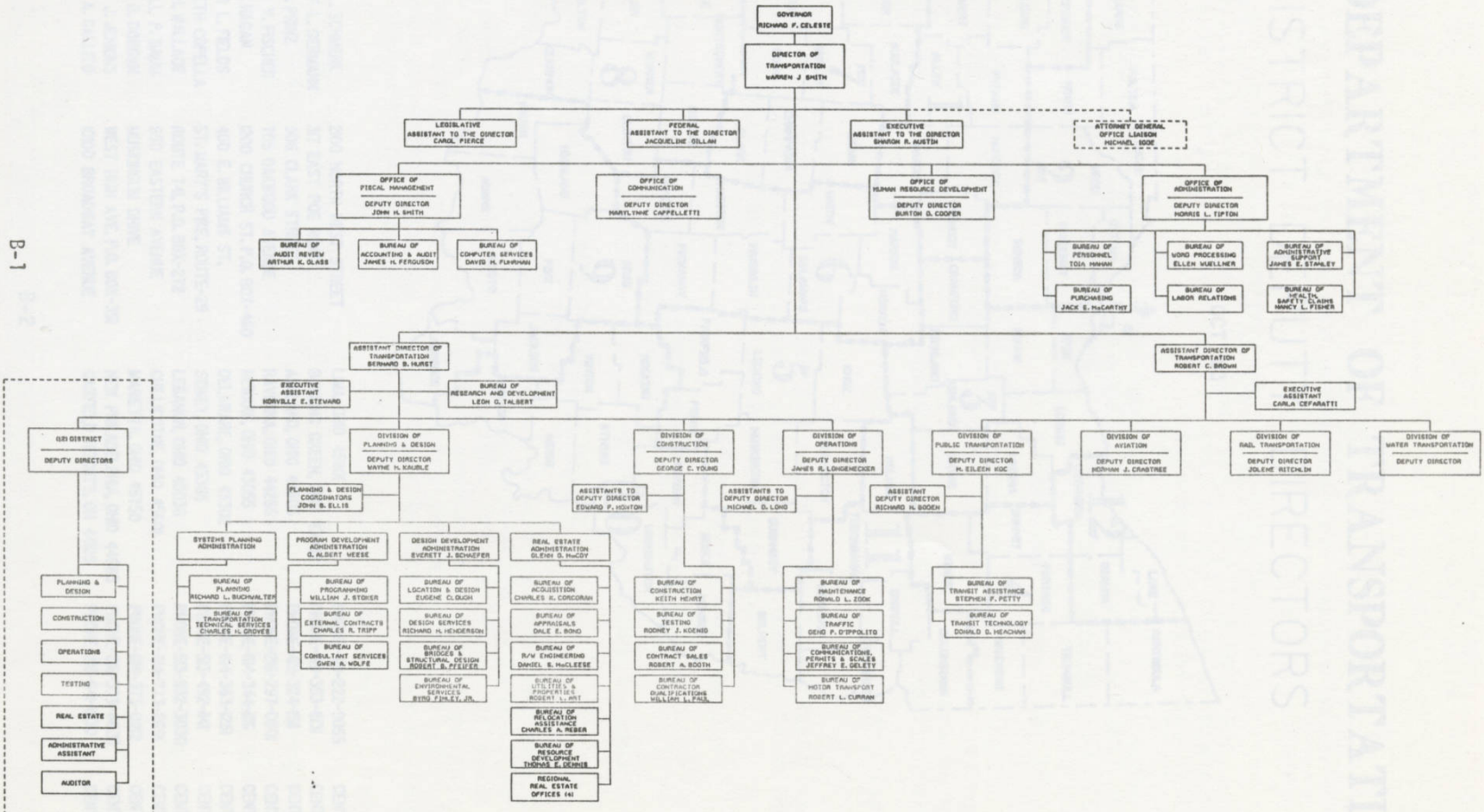


TABLE OF ORGANIZATION

OHIO DEPARTMENT OF TRANSPORTATION



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT DEPUTY DIRECTORS

OCT '83

DISTRICT-1	JAMES L. SCHMENK	2100 NORTH WEST STREET	LIMA, OHIO 45801	PHONE-419-222-9055	CENTREX-6311,12,13
DISTRICT-2	RANDOLF L. GERMANN	317 EAST POE ROAD	BOWLING GREEN, OHIO 43402	PHONE-419-353-8131	CENTREX-1840
DISTRICT-3	GARY W. PRINZ	906 CLARK STREET	ASHLAND, OHIO 44805	PHONE-419-324-1511	CENTREX-1680,81,82,83
DISTRICT-4	FRANCIS V. FISCHER	705 OAKWOOD AVENUE	RAVENNA, OHIO 44266	PHONE-216-297-0801	CENTREX-6270,71
DISTRICT-5	JOHN W. HAGAN	1200 CHURCH ST. P.O. BOX-460	NEWARK, OHIO 43055	PHONE-614-344-1116	CENTREX-2921
DISTRICT-6	ELUSTER L. FIELDS	400 E. WILLIAMS ST.	DELAWARE, OHIO 43302	PHONE-614-363-1251	CENTREX-1410
DISTRICT-7	G. KENNETH COPELLA	ST. MARY'S PIKE, ROUTE-29	SIDNEY, OHIO 45365	PHONE-513-492-1141	CENTREX-1600
DISTRICT-8	LLOYD H. WALLACE	ROUTE 741, P.O. BOX-272	LEBANON, OHIO 45036	PHONE-513-932-3030	CENTREX-6280
DISTRICT-9	MARSHALL P. BAUM	650 EASTERN AVENUE	CHILLICOTHE, OHIO 45601	PHONE-614-773-2691	CENTREX-6276
DISTRICT-10	GEORGE D. DOUGAN	MUSKINGUM DRIVE	MARIETTA, OHIO 45750	PHONE-614-373-0212	CENTREX-1090
DISTRICT-11	ROBERT J. JENKINS	WEST HIGH AVE. P.O. BOX-351	NEW PHILADELPHIA, OHIO 44663	PHONE-216-339-6633	CENTREX-5612
DISTRICT-12	MARTIN A. GALLITO	10100 BROADWAY AVENUE	GARFIELD HEIGHTS, OH 44105	PHONE-216-641-1930	CENTREX-6264

LEGISLATION ENACTED DURING THE 115th GENERAL ASSEMBLY IN 1983

OF INTEREST TO THE OHIO DEPARTMENT OF TRANSPORTATION

*AM. SUB. H.B. 126 LAND TO TEMPCRAFT TOOL AND MOLD INC.

To authorize the conveyance to Tempcraft Tool and Mold Inc., of a parcel of state-owned land located in the City of Cleveland.

Effective: August 31, 1983

AM. H.B. 166 REAL ESTATE TO LICKING TOWNSHIP

To authorize to conveyance of approximately .064 acres of state-owned real estate located in Licking Township in Licking County to Licking Township.

Effective: August 10, 1983

AM. H.B. 271 STATE AGENCIES BUY DOMESTIC PRODUCTS

Amends sections 125.01, 125.08, 125.09, 125.11, 127.16, 153.012, and 5513.02 of the Revised Code to require state agencies to give preferences in their purchasing activities to American-made and Ohio based companies.

Effective: October 10, 1983

AM. SUB. H.B. 291 BIENNIAL BUDGET

Includes appropriations for the Divisions of Rail, Aviation and Public Transportation for fiscal years 1984 and 1985. Overview of the budget bill is listed in the Fiscal Chapter.

Effective: July 1, 1983

AM. SUB. H.B. 373 OHIO DEPARTMENT OF TRANSPORTATION BUDGET

See following narrative and excerpts.

Effective: July 1, 1983

AM. H.B. 448 INCREASES ALLOWABLE VEHICLE WIDTHS

Amends section 5577.05 of the Revised Code to increase the allowable width and length of certain vehicles operated on public highways, streets and bridges to conform to federal law. Establishes a maximum length of 50 feet for semitrailers operated in a commercial tractor-semitrailer combination but to permit any semitrailer of not less than 50 ft. nor more than 53 ft. long that was on order from the manufacturer before February 1, 1983 to continue to be operated.

Effective: December 1, 1983

** AM. S.B. 18 LAND TO AKRON GENERAL MEDICAL CENTER

To authorize the conveyance of state-owned property located in the City of Akron to the Akron General Medical Center.

Effective: July 29, 1983

SUB. S.B. 22 DIRECT DEPOSIT OF STATE PAYMENTS

To amend section 115.07 of the Revised Code and 125.21 and enact 9.451 to enable payees of the state to receive their payments by direct deposit.

Effective: September 27, 1983

* AMENDED - AM.
SUBSTITUTE - SUB.
HOUSE BILL - H.B.
** SENATE BILL - S.B.

AM. S.B. 25 DESCRIPTION OF LAKEWOOD REAL ESTATE

To amend parcel No. 16 of section 1 of SUB. S.B. 94 of the 114th General Assembly to correct the legal descriptions of the real estate located in the City of Lakewood.

Effective: May 4, 1983

AM. S.B. 35 ORTA TO SELL PROPERTY WITHIN TWO YEARS

To amend section 4981.12 of the Revised Code to increase from one to two years the time within which the Ohio Rail Transportation Authority must resell rail property it acquires.

Effective: September 27, 1983

AM. S.B. 37 SPEED LIMIT NEAR SCHOOLS FOR RETARDED

To amend section 4511.21 of the Revised Code to extend the school zone speed limit to schools operated by County Boards of Mental Retardation and Developmental Disabilities.

Effective: September 7, 1983

AM. SUB. S.B. 133 PUBLIC EMPLOYEE COLLECTIVE BARGAINING

To amend sections 124.02, 124.03, 124.05 and 124.08 to enact new sections 41167.01 to 4117.23, and to repeal sections 9.41, 4117.01, 4117.02, 4117.03, 4117.04 and 4117.05 of the Revised Code to establish collective bargaining procedures for public employers and public employees.

Source: Ohio Department of Transportation, Legislative Affairs

AMENDED SUBSTITUTE HOUSE BILL NUMBER 373

An analysis with cited code sections:

Ohio Historical Society requirements relating to archaeological survey and salvage work (R.C. 149.54)

Existing law requires the Director of the Ohio Historical Society to adopt rules, in accordance with the Administrative Procedure Act, prescribing minimum education, training, and experience requirements for persons engaging in archaeological work on land in which the state has an interest and prescribing scientific methods for undertaking such work. Existing law also prohibits any person from conducting archaeological survey or salvage activities on public land, a dedicated archaeological preserve, or a registered archaeological landmark without the written permission of the Director. The Director must deny permission if the proposed activities do not comply with his rules.

The bill specifies that the above-described rules and requirements of the Ohio Historical Society do not apply to any department, agency, unit, instrumentality, or political subdivision of the state.

Eminent Domain (R.C. 163.08)

Existing Eminent Domain Law (Chapter 163. of the Revised Code) specifies that, upon the filing of a petition for appropriation of real property, notice of the filing must be given to all involved landowners in a specified manner. A landowner may then file an answer to the petition that must be verified as in a civil action and contain a general denial or a specific denial of each material allegation that the landowner does not permit. The agency's right to make the appropriation, the inability of the parties to agree, and the necessity of the appropriation must be resolved by the court in favor of the agency unless such matters are specifically denied in the answer and facts are presented to support such denial. However, existing law prohibits an answer from denying these matters when the appropriation is sought in time of war or other public exigency that imperatively requires immediate seizure, or when the appropriations is sought for the purpose of building or repairing toll free public roads.

The bill specifies that a petition for appropriation filed by the Director of Transportation which contains a declaration and journalization of his intent to construct a state or interstate highway constitutes a presumption that the appropriation is for the purpose of building or repairing toll free public roads. The bill also specifies that when a hearing is held on the issue of whether a taking sought by the Director of Transportation is for the purpose of making or repairing toll free public roads, the existence of a set of construction plans prepared by or for the Director of Transportation that show the proposed use of the property in connection with the construction or repair of toll free public roads is presumptive evidence of the purpose of the appropriation, even if no money has been appropriated for the construction or repair.

Policital subdivision participation in the state purchase contracts (R.C. 307.86, 731.14, 731.141, 733.22, 735.05, 5513.01, and 5549.21)

The bill authorizes the Director of Transportation to allow any political subdivision (defined as any county, township, or municipal corporation) to participate in contracts the Director has made to purchase machinery, materials, supplies, or other articles. A political subdivision wishing to participate in any of these purchase contracts must file with the Director of Transportation a certified copy of the ordinance or resolution of the political subdivision's legislative authority or governing board requesting authorization to participate in the contract, and agreeing to be bound by the terms and conditions that the Director of Transportation prescribes. Any purchase made by a political subdivision under a contract of the Director of Transportation would be exempt from any competitive bidding required by law for the purchase.

Motor vehicle license tax (R.C. 4504.02, 4504.04, 4504.05, and 4504.06)

Existing law permits a county, by a resolution adopted by the Board of County Commissioners, to levy an annual motor vehicle license tax at the rate of $5 per motor vehicle on all motor vehicles requied to be registered within the county. However, since June 30, 1963, a board of county commissioners has been allowed to levy this tax only if no municipal corporation located totally or partially in the county has previously levied a municipal $5 motor vehicle license tax that is in effect or that has not become effective only because the 30-day period following its enactment has not expired or because a referendum petition has been filed to subject the tax levy to a vote of the electorate (section 4504.02 of the Revised Code). Current law allows a municipal corporation to levy a motor vehicle license tax only on motor vehicles not subject to a previously levied county motor vehicle license (section 4504.06).

The bill would eliminate the prohibition against a county levying the $5 motor vehicle license tax when a municipal corporation located totally or partially in the county has previously levied a municipal motor vehicle license tax, and would eliminate the requirement that the county tax be levied prior to the municipal tax for the county tax to preempt the municipal tax (sections 4504.02 and 4504.06).

The bill would require any county levying a county major vehicle license tax to distribute to each municipal corporation that is located wholly or partially in the county and that levied a municipal motor vehicle license tax immediately before the county adopted its tax, an allocation each month equal to $5 per motor vehicle registered during the preceding month in that part of the municipal corporation located within the county. The first such monthly payment would be made in the second month after the county motor vehicle license tax is imposed. These moneys would have to be paid into the municipal corporation's treasury and could be used only for the particular street and road purposes for which municipal motor vehicle license tax revenues may be used.

Under existing law, after the costs of administering a county motor vehicle license tax have been paid, that part of the proceeds of the tax

which is the same proportion to the remaining total as the number of motor vehicles registered in the municipal corporations in the county is to the total number of motor vehicles registered in the county in the most recent registration year must be placed in a separate fund to be allocated by the board of county commissioners among the municipal corporations within the county. Before any such allocations may be made, the county engineer must file with the board a comprehensive map of the county roadways including municipal streets that are not part of the designated county highway system but are determined by the county engineer to be necessary or conducive to the orderly and efficient flow of traffic within and through the county. After the board of county commissioners adopts the map, a municipal corporation may apply in writing to the board for moneys from this separate fund for the planning, construction, reconstruction, improvement, maintenance, or repair of any of the municipal streets or the roads or highways shown on the map. If the county engineer approves the municipal corporation's preliminary plan and cost estimates, and finds that the work described in the municipal proposal is necessary or conductive to the orderly and efficient flow of traffic in the county, the board of county commissioners may allocate funds to the municipal corporation (sections 4504.03 and 4504.04).

The bill would permit only those municipal corporations that are not levying a municipal motor vehicle license tax to apply for moneys from this part of a county's proceeds from a county motor vehicle license tax.

Increase of fee - BMV (section 4507.23)

Increases fee from $1.00 to $1.50 for a duplicate operator's or chauffeur's license.

Subcontract procedure (section 5525.061)

"The Director of Transportation shall not authorize or approve any subcontract pursuant to this chapter unless the subcontract is evidenced in writing and is in conformity with all applicable state and federal laws and regulations." (added in Senate Finance Committee)

Annual meetings to discuss county roads and bridges (R.C. 5543.06)

Existing law requires the county engineer to call an annual meeting within the county of all of the appropriate township and county authorities to instruct the authorities on methods of repairing and maintaining the county's roads and bridges in order to maintain a uniform system of highway work for the county. The time and location of the meeting must be approved by the Director of Transportation. In addition, the Director may designate a person other than the County Engineer to instruct the county and township authorities.

Motor vehicle fuel tax (R.C. 5737.01)

Under existing law, the Motor Vehicle Fuel Tax consists of a fixed portion set at 7¢ per gallon and a variable portion which is adjusted by the Tax Commissioner in accordance with a formula. The formula the Tax Commissioner must use to compute the variable portion of the tax employs a

"maintenance index factor" and a "consumption factor." If the Commissioner's computation shows a negative amount there is no tax increase for that year; if a positive amount is shown, that amount, up to a maximum of 5¢, is the increased cents per gallon tax rate. Currently, the variable portion of the tax rate is at the 5¢ per gallon maximum.

For purposes of computing the variable portion of the tax rate, existing law defines "consumption factor" as the net number of gallons of gasoline against which the motor vehicle fuel tax was imposed for a designated fiscal year, as determined by the Tax Commissioner. The bill changes the definition of "consumption factor" to include the net number of gallons of "motor vehicle fuel" instead of gasoline. The definition of "motor vehicle fuel" includes any volatile on inflammable liquid commonly used to generate power for the propulsion of motor vehicles.

Section 5735.145

Changes definition of "qualified fuel" to cover fuel derived from alcohol that is combined with gasoline to create a blend of not more than ten percent by volume of alcohol used, sold, or distributed as a motor vehicle fuel.

Section 5735.146

Procedure by which alcohol blend is sold by any person or sold to a dealer licensed (ORC 5735.02) shall register with the Tax Commissioner.

Repeal: 149.54, 163.08, 307.86, 731.14, 731.141, 733.22, 735.05, 4504.02, 4504.04, 4504.05, 4504.06, 4507.23, 5511.06, 5513.01, 5543.06, 5549.21, 5735.01, and 5735.145.

Blanket fidelity bond program (R.C. 9.831 and temporary sections 3 and 4)

Existing law enacted by Am. S.B. 95 of the 113th General Assembly authorizes the Department of Administrative Services (DAS) to establish a self-insured blanket fidelity bond program on behalf of the Department of Highway Safety (DHS). The amount of the bond coverage must be in accord with laws dealing with the bonding of deputy registrars of motor vehicles, which requires each deputy to give bond in the amount of at least $25,000 unless the Registrar of Motor Vehicles determines that a higher amount is necessary based upon a uniform schedule of bond amounts the Registrar establishes and under which the bond amount is determined by the volume of registrations a deputy handles. The bonds may be individual or schedule bonds or may be included in any blanket bond coverage carried by the Department of Highway Safety.

Under current law, DAS and DHS must agree upon the conditions and limitations of the blanket bond. The DAS, in consideration of payment of a premium and as surety agent, must indemnify DHS to the limits of the liability agreed upon. The agreement must be in accord with that law requires the DAS to purchase all types of insurance, including fidelity bonds, covering officers or employees of a state department if the policy has an annual premium of more than $1,000 and the state is authorized to

procure the insurance. The form of the blanket fidelity bond is prescribed by the Registrar.

"Fidelity bond" is defined to mean a contract whereby one party agrees to indemnify another party against losses arising from: the embezzlement or theft by, or the negligence or lack of integrity of, persons holding positions of trust with the indemnified party; the default of debtors or losses in trade of the indemnified party; and breaches of contract.

An uncodified provision of Am. S.B. 95 (113th) sunsetted the above described provisions of the blanket fidelity bond program effective October 25, 1983.

The bill reenacts the blanket fidelity bond program effective October 25, 1983, and specifies that the reenacted program is a continuation of this existing program.

Motor Vehicle Salvage Dealer's Licensure Law (Temporary sections 3 and 4)

Existing law enacted by Amended Senate Bill 121 of the 113th General Assembly requires all motor vehicle dealers, salvage motor vehicle auctions and salvage motor salvage vehicle pools to obtain an annual license from the Registrar of Motor Vehicles and establishes a Motor Vehicle Salvage Dealer's Licensing Board to share administrative responsibilities for licensing with the Registrar. The Board is composed of the Registrar of Motor Vehicles and four members appointed by the Governor with the advice and consent of the senate. The law is sunsetted as of January 1, 1984, unless reenacted by subsequent legislation. At that time, the Legislative Service Commission must prepare legislation to reenact the provisions and submit the legislation to the chairman of the appropriate committee.

The bill eliminates the sunset clause, thereby perpetuating the Motor Vehicle Salvage Dealer's Licensure Law and the Motor Vehicle Salvage Dealer's Licensing Board. The bill also eliminates the requirement that the Legislative Service Commission prepare legislation to reenact these provisions.

Park district roads (R.C. 5511.06)

Current law authorizes the Director of Transportation to cooperate in the construction, reconstruction, improvement, repair, and maintenance of park drives or park roads within the boundaries of park districts or any roads leading from state highways into any such park. The cost of the construction, reconstruction, improvement, repair, and maintenance of any park drives, park roads, or roads leading from state highways into the park areas is limited to $350,000 per year and $50,000 per mile.

The bill increases the annual limitation from $350,000 to $700,000 but does not increase the $50,000 per mile limitation.

Department of Transportation report on 1982 Federal Surface Transportation Assistance Act (Temporary section II)

The bill requires the Department of Transportation to compile the following information regarding the 1982 Federal Surface Transportation Assistance Act (STAA):

(1) The amount of obligation authority available to Ohio under the STAA prior to July 1, 1983, and prior to September 30, 1983; the total amount of federal dollars obligated to date during federal fiscal year 1983 under the STAA;

(2) The number and federal dollar value of projects in Ohio that are ready for obligation of federal highway funds under the STAA during the remainder of federal Fiscal Year 1983; and

(3) The number and federal dollar value of projects in Ohio that are projected to be ready for obligation of federal highway funds under the STAA during the remainder of federal fiscal year 1983.

The Department must report this information to the President of the Senate, Speaker and Minority Leader of the House of Representatives, Chairman and Ranking Minority Member of the House Finance-Appropriations Committee, Chairman of the House Highways Safety Committee, and the Chairman of the General Subcommittee of the House Finance-Appropriations Committee in interim reports on July 15, 1983, August 15, 1983, and September 15, 1983, and in a final report on October 15, 1983.

Department of Taxation study of field audit activities (Temporary section 12)

The bill requires the Department of Taxation to conduct a study of its field audit activities for the highway use tax and the motor vehicle fuel taxes and report its findings to the General Assembly on or before March 1, 1985. The study must include, but is not limited to, the following information: (1) the number of persons utilized by the department during fiscal year 1982 and fiscal year 1983 for field audit activities for the highway Use Tax and motor Vehicle Fuel taxes and the total amount of additional taxes and disallowed credits produced as a result of the field audit activities; (2) the number of persons utilized by the department during fiscal year 1984 and the first six months of fiscal year 1985 for the field audit activities for the highway use tax and motor vehicle fuel taxes and the total amount of additional taxes and disallowed credits produced as a result of the field audit activities; and (3) the total cost of conducting the field audit activities described above in (1) and (2), including the Department's administrative costs.

The Legislative Service Commission shall study the feasiblity of the International Registration Plan (temporary section 13).

The Legislative Budget Office of the LSC in cooperation with the Department of Health shall study the appropriation item 440-502 Hospital Claims to be and for nursing home reimbursement.

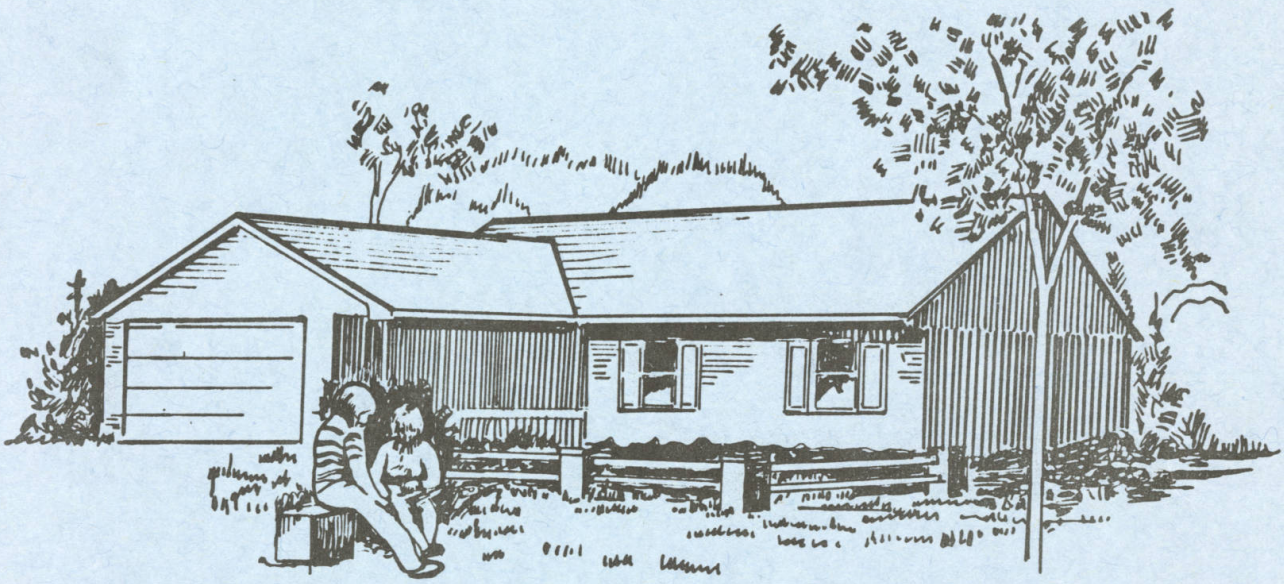
4507.23 to be effective September 19, 1983.
(increase of operation's fees) Section 15

Appropriation Items of Am. Sub. H.B. 373

Tables 1, 2 & 3 giving an overview of the budget bill are listed in the Fiscal Chapter.

Source: Ohio Department of Transportation, Legislative Affairs

DEMOGRAPHIC INFORMATION



THIS SECTION PRESENTS INFORMATION ON POPULATION, NUMBER OF HOUSING UNITS, VEHICLE REGISTRATIONS AND CHANGES IN THESE ITEMS OVER TIME FOR EACH COUNTY IN OHIO.

OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TECHNICAL SERVICES

OHIO COUNTY POPULATION, HOUSING UNITS AND PASSENGER CARS

OHIO COUNTY	1970 POPULATION	1970 HOUSES	1970 PASS-CARS	1980 POPULATION	1980 HOUSES	1980 PASS-CARS	ODOT DIST
ADAMS	18,957	6,890	9,082	24,328	9,117	5,934	9
ALLEN	111,144	35,477	55,457	112,241	41,887	62,035	1
ASHLAND	43,303	13,790	20,644	46,178	17,079	22,752	3
ASHTABULA	98,237	33,835	49,746	104,215	40,528	33,456	4
ATHENS	55,747	16,570	20,506	56,399	19,877	23,126	10
AUGLAIZE	38,602	12,374	19,203	42,554	15,499	22,973	7
BELMONT	80,917	27,768	37,073	82,569	31,863	42,654	11
BROWN	26,635	8,936	12,522	31,920	11,846	12,537	9
BUTLER	226,207	69,284	108,105	258,787	92,528	110,399	8
CARROLL	21,579	7,881	10,765	25,598	10,323	13,086	11
CHAMPAIGN	30,491	10,172	15,289	33,649	12,503	16,993	7
CLARK	157,115	50,071	78,190	150,236	56,398	86,124	7
CLERMONT	95,372	27,530	50,331	128,483	44,760	64,670	8
CLINTON	31,464	10,412	16,011	34,603	12,866	17,701	8
COLUMBIANA	108,310	35,960	53,259	113,572	43,029	64,577	11
COSHOCTON	33,486	12,044	16,710	36,024	14,230	19,533	5
CRAWFORD	50,364	16,914	26,497	50,075	19,537	29,199	3
CUYAHOGA	1,720,835	577,483	813,948	1,498,400	596,637	840,556	12
DARKE	49,141	16,464	25,195	55,096	20,016	32,126	7
DEFIANCE	36,949	11,318	18,332	39,987	14,257	20,768	1
DELAWARE	42,908	13,269	22,080	53,840	18,816	22,078	6
ERIE	75,909	25,812	39,698	79,655	31,335	30,829	3
FAIRFIELD	73,301	24,866	38,932	93,678	33,883	39,879	5
FAYETTE	25,461	8,802	12,629	27,467	10,380	14,161	6
FRANKLIN	833,249	271,253	399,071	869,126	347,237	433,903	6
FULTON	33,071	10,788	17,499	37,751	13,330	22,000	2
GALLIA	25,239	8,226	10,809	30,098	11,443	14,997	10
GEAUGA	62,977	17,878	31,177	74,474	24,286	39,436	12
GREENE	125,057	36,266	63,438	129,769	45,040	73,598	8
GUERNSEY	37,665	13,389	17,389	42,024	16,648	21,318	5
HAMILTON	925,944	311,938	421,630	873,224	343,322	421,928	8
HANCOCK	61,217	20,485	31,367	64,581	24,610	36,349	1
HARDIN	30,813	10,179	14,281	32,719	11,997	13,735	1
HARRISON	17,013	6,186	8,425	18,152	7,058	9,679	11
HENRY	27,058	9,429	13,463	28,383	10,806	14,953	2
HIGHLAND	28,996	10,648	14,776	33,477	13,898	17,029	9
HOCKING	20,322	7,518	9,639	24,304	9,580	7,519	10
HOLMES	23,024	8,796	7,844	29,416	8,786	7,213	11
HURON	49,587	15,823	24,570	54,608	20,184	25,262	3
JACKSON	27,174	9,571	12,714	30,592	11,662	8,726	9
JEFFERSON	96,193	31,392	44,415	91,564	35,668	48,882	11
KNOX	41,795	14,007	21,068	46,304	17,269	23,715	5
LAKE	197,200	57,485	101,334	212,801	75,166	130,218	12
LAWRENCE	56,868	19,180	26,540	63,849	23,564	22,018	9
LICKING	107,799	35,731	53,628	120,981	45,002	61,396	5
LOGAN	35,072	14,703	19,229	39,155	18,549	17,936	7
LORAIN	256,843	75,916	130,550	274,909	95,953	149,495	3
LUCAS	483,551	150,466	243,823	471,741	184,998	233,624	2
MADISON	28,318	8,703	13,159	33,004	11,361	12,556	6
MAHONING	304,545	96,985	152,494	289,487	108,583	166,634	4
MARION	64,724	21,257	31,985	67,974	25,308	26,219	6
MEDINA	82,717	24,058	44,445	113,150	38,021	64,357	3

OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TECHNICAL SERVICES

OHIO COUNTY POPULATION, HOUSING UNITS AND PASSENGER CARS

OHIO COUNTY	1970 POPULATION	1970 HOUSES	1970 PASS-CARS	1980 POPULATION	1980 HOUSES	1980 PASS-CARS	ODOT DIST
MEIGS	19,799	7,329	9,692	23,641	9,290	7,935	10
MERCER	35,558	11,387	17,047	38,334	14,233	22,054	7
MIAMI	84,342	27,792	45,639	90,381	33,688	47,400	7
MONROE	15,739	5,474	6,623	17,382	6,492	7,565	10
MONTGOMERY	608,413	198,046	302,677	571,697	227,582	328,417	8
MORGAN	12,375	4,879	5,648	14,241	6,134	6,666	10
MORROW	21,348	6,811	10,852	26,480	9,497	8,741	6
MUSKINGUM	77,826	26,639	36,429	83,340	31,898	42,275	5
NOBLE	10,428	3,830	4,785	11,310	4,792	5,759	10
OTTAWA	37,099	15,250	19,966	40,076	23,057	22,756	2
PAULDING	19,329	6,255	9,413	21,302	7,629	11,400	1
PERRY	27,434	9,400	13,151	31,032	11,473	14,140	5
PICKAWAY	40,071	11,905	18,862	43,662	15,132	17,681	6
PIKE	19,114	6,348	9,073	22,802	8,715	8,500	9
PORTAGE	125,868	35,038	59,280	135,856	47,530	72,017	4
PREBLE	34,719	10,957	18,550	38,223	13,960	20,966	8
PUTNAM	31,134	9,674	14,666	32,991	10,993	17,124	1
RICHLAND	129,997	41,631	66,677	131,205	49,171	71,913	3
ROSS	61,211	19,769	29,458	65,004	23,743	33,634	9
SANDUSKY	60,983	19,924	31,005	63,267	23,205	33,754	2
SCIOTO	76,951	27,262	37,610	84,545	31,675	32,653	9
SENECA	60,696	18,957	30,853	61,901	22,247	32,875	2
SHELBY	37,748	11,822	18,219	43,089	15,299	20,669	7
STARK	372,210	118,940	184,019	378,823	143,147	212,006	4
SUMMIT	553,371	179,240	276,999	524,472	200,366	299,940	4
TRUMBULL	232,579	71,295	121,516	241,863	88,205	131,670	4
TUSCARAWAS	77,211	26,123	39,714	84,614	32,226	47,035	11
UNION	23,786	8,014	12,691	29,536	10,619	15,075	6
VAN WERT	29,194	10,195	15,761	30,458	11,628	17,594	1
VINTON	9,420	3,440	4,200	11,584	4,403	4,310	10
WARREN	85,505	24,167	41,616	99,276	33,292	43,486	8
WASHINGTON	57,160	19,004	27,016	64,266	23,960	33,648	10
WAYNE	87,123	25,907	39,922	97,408	34,331	31,748	3
WILLIAMS	33,669	11,637	17,405	36,369	13,948	14,257	2
WOOD	89,722	26,024	42,063	107,372	37,723	49,645	2
WYANDOT	21,826	7,039	11,238	22,651	8,299	12,496	1
STATE TOTAL	10,657,423	3,468,582	5,201,307	10,797,624	4,108,105	5,572,645	

Source: Data Compiled from Census Tape STF1A

POPULATION BY STANDARD METROPOLITAN STATISTICAL AREA,
OHIO, ACTUAL, APRIL 1, 1970 AND PRELIMINARY APRIL 1, 1980.

A standard metropolitan statistical area (SMSA) is a county or group of continguous counties which contains at least one city of 50,000 inhabitants or more, or "twin cities" with a combined population of at least 50,000. In addition to the county, or counties, containing such a city, or cities, contiguous counties are included in an SMSA if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city.

Standard Metropolitan Statistical Area and Constituent Counties	POPULATION 1970 (April 1)	1980 (April 1)
AKRON	679,239	659,978
Portage County. . . .	125,868	135,768
Summit County	553,371	524,210
CANTON	393,789	402,979
Carroll County* . . .	21,579	25,473
Stark County.	372,210	377,506
CINCINNATI	1,387,207	1,390,748
Clermont County . . .	95,372	128,361
Hamilton County . . .	925,944	865,138
Warren County	85,505	98,682
Boone County, KY. . .	32,812	45,560
Campbell County, KY .	88,704	82,645
Kenton County, KY . .	129,440	136,150
Dearborn County, Ind.	29,430	34,212
CLEVELAND	2,063,729	1,893,710
Cuyahoga County. . .	1,720,835	1,493,738
Geauga County. . . .	62,977	74,279
Lake County.	197,200	212,145
Medina County. . . .	82,717	113,008
COLUMBUS	1,017,847	1,086,032
Delaware County . . .	42,908	53,507
Fairfield County* . .	73,301	93,549
Franklin County . . .	833,249	861,426
Madison County* . . .	28,318	32,856
Pickaway County . . .	40,071	43,694
DAYTON	852,531	825,732
Greene County	125,067	129,904
Miami County.	84,342	90,452
Montgomery County . .	608,413	567,194
Preble County	34,719	38,182
HAMILTON-MIDDLETOWN	226,207	258,380
Butler County	226,207	258,380
HUNTINGTON-ASHLAND*	286,935	n.a.
Lawrence County*. . .	56,868	63,778
Boyd County, KY*. . .	52,376	n.a.
Greenup County, KY* .	33,192	n.a.

Standard Metropolitan Statistical Area and Constituent Counties	POPULATION 1970 (April 1)	1980 (April 1)
HUNTINGTON-ASHLAND (continued)		
Cabell County, W.Va* . . .	106,918	104,798
Wayne County, W.Va*. . . .	37,581	45,095
LIMA	210,074	217,756
Allen County County. . . .	111,144	112,018
Auglaize County*	38,602	42,461
Putnam County.	31,134	32,938
Van Wert County.	29,194	30,339
LORAIN-ELYRIA	256,843	273,983
Lorain County.	256,843	273,983
MANSFIELD	129,997	131,310
Richland County.	129,997	131,310
PARKERSBURG-MARIETTA	148,132	160,877
Washington County.	57,160	64,184
Wirt County, W.Va.	4,154	4,650
Wood County, W.Va.	86,318	92,043
SPRINGFIELD	187,606	183,042
Champaign County*.	30,491	33,641
Clark County	157,115	149,401
STEUBENVILLE-WEIRTON	166,385	168,499
Jefferson County	96,193	90,474
Brooke County, W.Va. . . .	30,443	30,016
Hancock County, W.Va . . .	39,749	48,009
TOLEDO	762,658	789,868
Fulton County*	33,071	37,750
Lucas County	483,551	471,280
Ottawa County.	37,099	40,034
Wood County.	89,722	107,280
Monroe County, Mich. . . .	119,215	133,524
WHEELING*	181,954	185,292
Belmont County*.	80,917	82,341
Marshall County, W.Va* . .	37,598	41,391
Ohio County, W.Va.*. . . .	63,439	51,560
YOUNGSTOWN-WARREN	537,124	527,734
Mahoning County	304,545	289,629
Trumbull County	232,579	238,105

*Added to SMSA in April 27, 1973.

SOURCE: (1970) U.S. Department of Commerce, Bureau of Census, 1970 Census of Population, Number of Inhabitants, United States Summary, PC(1)-AL.
(1980 U.S. Department of Commerce, Bureau of Census, Final Field Counts, Preliminary Ohio Population, issued December 1980.

OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TECHNICAL SERVICES

OHIO COUNTY POPULATION

PROJECTIONS

OHIO COUNTY	1970 POPULATION	1980 POPULATION	1985 POPULATION	1990 POPULATION	1995 POPULATION	2000 POPULATION	2005 POPULATION	ODOT DISTRIC
ADAMS	18,957	24,328	27,085	29,535	31,568	33,074	33,962	9
ALLEN	111,144	112,241	113,099	114,684	116,797	119,671	123,858	1
ASHLAND	43,303	46,178	47,837	49,391	50,878	52,329	53,795	3
ASHTABULA	98,237	104,215	106,860	109,631	112,470	115,147	117,614	4
ATHENS	55,747	56,399	58,989	61,613	63,812	65,366	66,458	10
AUGLAIZE	38,602	42,554	44,631	46,680	48,605	50,441	52,371	7
BELMONT	80,917	82,569	84,147	85,491	86,490	87,291	88,030	11
BROWN	26,635	31,920	34,729	37,295	39,539	41,385	42,810	9
BUTLER	226,207	258,787	274,802	289,593	302,070	311,624	318,545	8
CARROLL	21,579	25,598	27,622	29,448	31,037	32,343	33,302	11
CHAMPAIGN	30,491	33,649	35,330	36,923	38,371	39,615	40,678	7
CLARK	157,115	150,236	145,697	142,523	140,591	140,037	141,603	7
CLERMONT	95,372	128,483	146,503	162,383	175,778	186,487	194,232	8
CLINTON	31,464	34,603	36,222	37,723	39,037	40,221	41,408	8
COLUMBIANA	108,310	113,572	116,186	118,913	121,549	124,021	126,554	11
COSHOCTON	33,486	36,024	37,424	38,818	40,121	41,296	42,377	5
CRAWFORD	50,364	50,075	49,385	49,017	48,904	49,112	49,852	3
CUYAHOGA	1,720,835	1,498,400	1,380,497	1,290,608	1,225,063	1,185,999	1,182,978	12
DARKE	49,141	55,096	58,183	61,134	63,807	66,226	68,426	7
DEFIANCE	36,949	39,987	41,920	44,088	46,324	48,596	51,071	1
DELAWARE	42,908	53,840	59,777	64,961	69,305	72,491	74,363	6
ERIE	75,909	79,655	81,375	83,194	84,828	86,179	87,592	3
FAIRFIELD	73,301	93,678	104,100	113,251	120,978	126,744	130,144	5
FAYETTE	25,461	27,467	28,429	29,339	30,197	31,026	31,847	6
FRANKLIN	833,249	869,126	882,071	895,981	907,698	917,927	929,909	6
FULTON	33,071	37,751	40,296	42,776	45,119	47,268	49,323	2
GALLIA	25,239	30,098	32,729	35,026	37,004	38,593	39,760	10
GEAUGA	62,977	74,474	80,087	85,180	89,976	94,100	97,235	12
GREENE	125,057	129,769	131,311	133,380	135,623	137,849	140,569	8
GUERNSEY	37,665	42,024	44,922	47,731	50,300	52,606	54,731	5
HAMILTON	925,944	873,224	842,816	823,577	812,820	810,726	821,573	8
HANCOCK	61,217	64,581	66,010	67,583	69,096	70,519	71,974	1
HARDIN	30,813	32,719	33,426	34,172	35,004	35,903	36,859	1
HARRISON	17,013	18,152	18,786	19,369	19,892	20,365	20,789	11
HENRY	27,058	28,383	28,953	29,621	30,348	31,164	32,156	2
HIGHLAND	28,996	33,477	35,833	37,897	39,654	41,127	42,369	9
HOCKING	20,322	24,304	26,173	27,785	29,078	29,966	30,462	10
HOLMES	23,024	29,416	32,896	36,486	40,185	44,039	48,084	11
HURON	49,587	54,608	57,189	59,929	62,686	65,357	68,029	3
JACKSON	27,174	30,592	32,531	34,381	36,088	37,541	38,814	9
JEFFERSON	96,193	91,564	88,924	87,039	85,744	85,035	85,208	11
KNOX	41,795	46,304	48,299	50,061	51,505	52,599	53,459	5
LAKE	197,200	212,801	219,458	225,569	230,640	234,348	237,278	12
LAWRENCE	56,868	63,849	67,804	71,443	74,726	77,604	80,205	9
LICKING	107,799	120,981	127,444	133,329	138,340	142,101	144,585	5
LOGAN	35,072	39,155	41,307	43,233	44,936	46,471	47,952	7
LORAIN	256,843	274,909	283,768	293,644	303,542	313,084	322,927	3
LUCAS	483,551	471,741	465,460	463,956	465,749	470,898	481,343	2
MADISON	28,318	33,004	35,060	36,935	38,550	39,841	40,770	6
MAHONING	304,545	289,487	281,175	275,304	271,157	269,244	271,025	4
MARION	64,724	67,974	69,364	71,060	72,897	74,810	76,983	6

OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TECHNICAL SERVICES

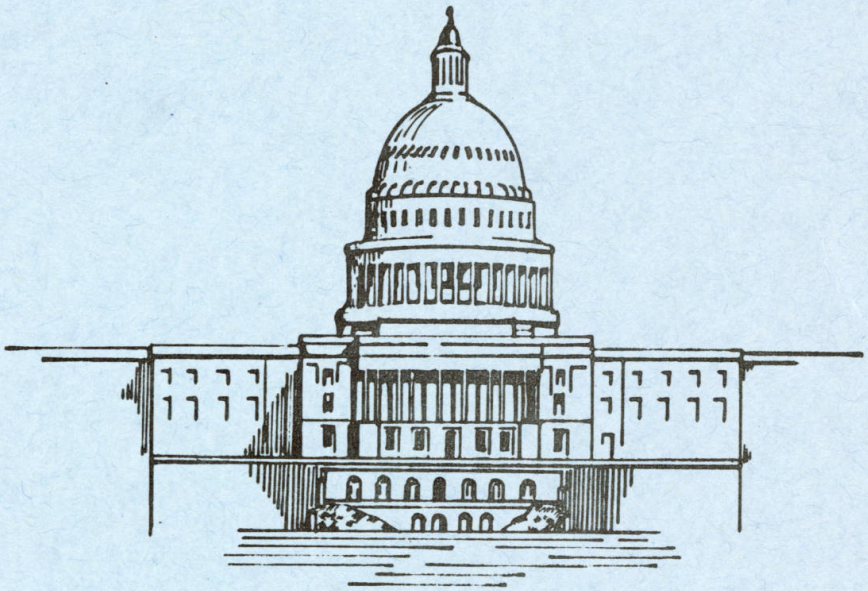
OHIO COUNTY POPULATION

PROJECTIONS

OHIO COUNTY	1970 POPULATION	1980 POPULATION	1985 POPULATION	1990 POPULATION	1995 POPULATION	2000 POPULATION	2005 POPULATION	ODOT DISTRICT
MEDINA	82,717	113,150	129,365	143,516	155,635	165,037	171,083	3
MEIGS	19,799	23,641	25,715	27,497	28,934	29,982	30,609	10
MERCER	35,558	38,334	39,911	41,691	43,532	45,409	47,456	7
MIAMI	84,342	90,381	93,036	95,637	98,118	100,339	102,419	7
MONROE	15,739	17,382	18,457	19,416	20,245	20,956	21,583	10
MONTGOMERY	608,413	571,697	551,031	536,487	527,131	523,894	529,862	8
MORGAN	12,375	14,241	15,376	16,422	17,352	18,174	18,941	10
MORROW	21,348	26,480	29,042	31,400	33,514	35,257	36,490	6
MUSKINGUM	77,826	83,340	86,422	89,588	92,525	95,114	97,582	5
NOBLE	10,428	11,310	11,887	12,446	12,986	13,567	14,201	10
OTTAWA	37,099	40,076	41,437	42,608	43,518	44,160	44,677	2
PAULDING	19,329	21,302	22,466	23,691	24,914	26,181	27,529	1
PERRY	27,434	31,032	33,218	35,424	37,477	39,277	40,890	5
PICKAWAY	40,071	43,662	45,063	46,417	47,638	48,658	49,445	6
PIKE	19,114	22,802	24,461	25,888	27,052	27,868	28,326	9
PORTAGE	125,868	135,856	141,915	148,078	153,639	158,307	162,327	4
PREBLE	34,719	38,223	40,221	42,072	43,779	45,324	46,722	8
PUTNAM	31,134	32,991	33,991	35,276	36,733	38,463	40,697	1
RICHLAND	129,997	131,205	130,810	131,043	131,767	133,060	135,371	3
ROSS	61,211	65,004	66,475	67,936	69,228	70,311	71,258	9
SANDUSKY	60,983	63,267	64,437	65,968	67,722	69,709	72,143	2
SCIOTO	76,951	84,545	88,248	91,749	94,960	97,741	100,112	9
SENECA	60,696	61,901	62,883	64,128	65,643	67,625	70,322	2
SHELBY	37,748	43,089	45,901	48,673	51,319	53,838	56,332	7
STARK	372,210	378,823	380,393	382,923	385,716	388,594	392,647	4
SUMMIT	553,371	524,472	507,382	495,998	488,332	484,060	485,867	4
TRUMBULL	232,579	241,863	244,709	247,830	250,649	252,915	255,190	4
TUSCARAWAS	77,211	84,614	88,381	91,780	94,624	96,867	98,686	11
UNION	23,786	29,536	32,489	35,193	37,589	39,547	40,984	6
VAN WERT	29,194	30,458	31,348	32,261	33,168	34,151	35,396	1
VINTON	9,420	11,584	12,831	13,984	15,003	15,841	16,496	10
WARREN	85,505	99,276	105,750	111,396	116,112	119,731	122,264	8
WASHINGTON	57,160	64,266	68,411	72,122	75,295	77,911	80,083	10
WAYNE	87,123	97,408	102,966	108,286	113,167	117,717	122,122	3
WILLIAMS	33,669	36,369	37,691	38,937	40,031	41,101	42,243	2
WOOD	89,722	107,372	116,139	124,154	130,784	135,784	139,309	2
WYANDOT	21,826	22,651	23,070	23,516	24,004	24,579	25,363	1
STATE TOTAL	10,657,423	10,797,624	10,848,249	10,950,114	11,076,311	11,224,855	11,431,268	

Source: DECD

FEDERAL—AID PROGRAMS



THIS SECTION DESCRIBES THE VARIOUS FEDERAL-AID PROGRAMS USED WITHIN O.D.O.T. AND GRAPHICALLY IDENTIFIES THE DIFFERENT ROAD SYSTEMS.

FEDERAL-AID HIGHWAY PROGRAMS

Interstate System (New Construction)

Federal funds are apportioned annually to the states in the ratio that the cost of completing the system in each state bears to the cost of completing the system in all states. Congress has authorized the appropriation of funds on an annual schedule that will complete the Interstate Program by 1991.

Interstate System (Resurfacing, Restoration, Rehabilitation and Reconstruction

Federal funds are apportioned fifty-five percentum on the basis of lane miles of Interstate highway in Ohio to the national total of lane miles of Interstate highway, and forty-five percentum on the basis of vehicle miles traveled on all lanes in Ohio to the national total.

Consolidated Primary System - Ohio receives an annual apportionment from the national total of funds apportioned based upon:

One-half in the ratio of rural population to national rural total
One-half in the ratio of total urban area population to national total

Rural Secondary System - Ohio receives an annual apportionment from the national total of funds apportioned based upon:

One-third in the ratio of rural population to national rural total
One-third in the ratio of total area to national total
One-third in the ratio of rural delivery and intercity mail route mileage in Ohio to national total

Urban Highways Inside Urban and Urbanized Areas - Ohio receives an annual apportionment from the national total of funds apportioned based upon urban population (places of 5,000 or more population) in Ohio to the national total of urban population.

Appalachian Development Highway System - Ohio receives an annual apportionment based upon the amount of mileage and estimated system cost in Ohio in relation to the totals in the Appalachia Region.

Federal Funded Programs

In addition to the federal apportionments outlined above for the designated systems, Ohio receives federal apportionments for specific programs on those systems as well as, in some instances, for highways not on the federal-aid system. These programs are:

1. 85% Minimum Allocation
2. Bridge Replacement & Rehabilitation
3. Interstate Transfer
4. Appalachian Access
5. Economic Growth Center Development
6. Rail-Highway Crossing
7. Hazard Elimination
8. Forest Highway
9. Highway Planning & Research
10. Metropolitan Planning

Federal-aid Apportionments and Matching Ratios

The amount of apportionment to the several systems and programs vary from year to year dependent upon Congressional authorizations. Also, the federal participation rates and matching ratios vary among the several programs. The programs, apportionments and standard matching ratios for the 1983 Fiscal Year are shown in the attached tabulation.

Allocation of Apportionment to Local Governments

By federal regulation, one-half of the Rural Secondary funds apportioned to Ohio are allocated to the 88 counties in Ohio for their use in financing capital improvements on non-State highways that are on the Federal-aid Secondary System. Also, all of the Urban System funds apportioned to Ohio are allocated to urban areas of 5,000 population or more for their use in financing capital improvements that are on the Federal-aid Urban System.

Program	Apportionment		Standard Matching Ratio (1)		
	National	Ohio	Federal	State	Local
Interstate Construction	$3,545,300	$55,280	90	9 or 10	1 or 0
Interstate 4R	1,872,900	79,898	90	10	0
Interstate Transfer (2)	775,000	38,500	85	0 or 15	15 or 0
Consolidated Primary	1,783,500	71,049	75	0,15 or 25	25,10 or
Urban System	768,400	35,091	75	0,15 or 25	25,10 or 0
Rural Secondary	624,300	19,548	75	0,15 or 25	25,10 or 0
Bridge Replacement and Rehabilitation	1,347,500	38,611	80	0 or 10	20 or 10
85% Minimum Allocation (3)	515,400	89,552	75,80 or 90	0,10 or 25	25,10 or 0
Appalachian			80	20	0
Economic Growth Center Development	10,500	334	75	0,15 or 25	25,10 or 0
Rail-Highway Crossing	186,200	7,914	90	0 or 10	10 or 0
Hazard Elimination	196,000	8,032	90	0 or 5	10,5 or
Forest Highway		137	100	0	0
Highway Planning & Research	151,400	4,561	85	15	0
Metropolitan Planning	45,325	2,008	85	5	10

Notes:

(1) The State and Local matching shares vary dependent upon whether the project is rural or in a village or City, and whether it is on or off the State Highway System.

(2) Available only for the Cleveland Urbanized Area on basis of withdrawal of portion of I-490.

(3) Supplemental apportionment granted to States whose total apportionments were less than 85% of their estimated Highway Trust Fund contributions. Ten States received this funding in FY 1983 to increase their apportionments to that minimum level.

Source: Ohio Department of Transportation, Bureau of Programming

MAP OF

OHIO

SHOWING

INTERSTATE HIGHWAY SYSTEM

———	COMPLETED	1544 MILES
▬▬▬	NOT COMPLETED	21 MILES

December 28, 1983

MAP OF

OHIO

SHOWING

FEDERAL-AID PRIMARY HIGHWAY SYSTEM

—— PRIMARY - NONINTERSTATE

6,788 MILES

AS OF 1/1/83

ADVERTISING DEVICE CONTROL

Ohio's advertising devices are governed by Federal-Aid Highway Acts of 1958 and 1959 which established "Bonus" provisions and by a national policy established thru the "National Highway Beautification Act of 1965," 79 Stat. 1028, 23 U.S.C.A. 131 and the subsequent amendments. Ohio law is codified in Chapter 5516 of the Ohio Revised Code, and the regulations promulgated pursuant to such law in Chapter 5501: 2-2 of the Administrative Code.

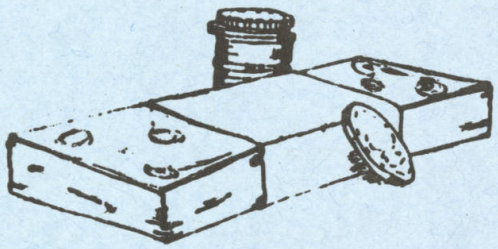
The State of Ohio is a "bonus state" whereby the Department must comply with the Beautification Act to qualify for a bonus of 1/2 of 1% spent on the interstate system. To date, approximately $1.5 million have been collected. Further, if the Department does not comply with the Beautification Act, the Department will be penalized 10% of all yearly Federal Funds which the State would receive in regard to highways. This year approximately $42 million could be lost for failure to comply.

Department of Transportation personnel continuously patrol the highways on the Interstate and Primary Systems, and any illegal signs are noted and proceedings are started to have the signs removed. Removal notices are sent to both the sign and land owner. If a permit is not applied for nor the sign taken down after 30 days, State personnel arrange for the sign's removal and the costs are billed to the sign owner by the Department of Transportation. Any person wishing to erect an off-premise advertising device visible to the Interstate and Primary System is required to apply for a permit. These permits are submitted to the Columbus office for processing. The Advertising Device Field Representative checks the application to insure compliance with the rules and regulations.

Presently, Ohio has 10,674 signs under control thru the permits system which are owned by 1,615 individuals or firms. 8,266 signs have been removed during the period of December, 1971 thru December, 1982. Of the total signs removed, 3,065 nonconforming signs have been acquired and removed with federal-aid while the balance (5,201) were illegal signs and removed by either the sign owner, land owner, or with State forces.

Source: Ohio Department of Transportation, Bureau of Utilities and Properties

FISCAL



THIS SECTION DESCRIBES O.D.O.T.'S FY 1984 & FY 1985 BIENNIUM BUDGET AS WELL AS EXPENDITURES FOR FY 1981, 1982 & 1983.

STATE OF OHIO
DEPT OF TRANSPORTATION

BUREAU OF ACCOUNTS
AND AUDITING
LEDGER SECTION

COMPARATIVE STATEMENT OF TRANSPORTATION REVENUE, RECEIPTS, EXPENDITURES AND CASH BALANCES
FOR THE 1981, 1982 AND 1983 FISCAL YEARS
(Amounts to the nearest dollar)

	FISCAL 1981	FISCAL 1982	FISCAL 1983	NET CHANGE FISCAL 1982	NET CHANGE FISCAL 1983
Revenue and Receipts					
Bond Sales	$ 65 000 000	$	$	$ (65 000 000	$
Motor Vehicle Fuel Tax	227 459 583	326 428 596	388 451 731	98 969 013	62 023 135
Transfer to Department of Highway Safety	(52 000 000	(53 300 000	(68 800 000	(1 300 000	(15 500 000
Transfer to Other State Budgets	(2 166 535	(2 253 197	(2 343 325	(86 662	(90 128
Motor Vehicle Fuel, Use Tax, Permits	24 601 064	28 174 873	31 879 661	3 573 809	3 704 788
Highway Patrol Fines	7 695 742	8 348 422	8 463 975	652 680	115 553
Transfer to Highway Safety Fund, State Fair Security		(312 161	(322 604	(312 161	(10 443
Investment Income	26 081 672	33 161 299	24 534 517	7 079 627	(8 626 782
License Plate Fees	1 015 000	1 050 000	1 125 000	35 000	75 000
Sales of Goods and Services - Inter Agency	2 966 807	1 336 451	1 012 660	(1 630 416	(323 791
Sales of Goods and Services - Public	1 858 572	1 053 956	1 763 512	(804 616	709 556
Railroads and Commercial Concerns		96 447	101 812	96 447	5 365
Property Management	751 207	765 985	739 511	14 778	(26 474
Permit Fees	992 647	1 143 523	1 281 341	150 876	137 818
Damage Claims	1 034 718	1 244 203	1 056 751	209 485	(187 452
Refunds	69 288	227 643	435 219	158 355	207 576
From General Revenue Fund	28 913 519	22 596 300	21 578 194	(6 317 219	(1 018 106
To General Revenue Fund			(92 431		(92 431
Net Revenue	$ 334 273 346	$ 369 762 340	$ 410 865 524	$ 35 488 994	$ 41 103 184
Participating Receipts					
Federal Aid Participation	285 909 155	253 800 619	247 692 108	(32 108 536	(6 108 511
Local Government Participation	25 110 771	27 975 735	14 869 328	2 864 964	(13 106 407
Local Agency Participation	1 623 758	203 990	264 552	(1 419 768	60 562
Total Revenue and Receipts	$ 646 917 030	$ 651 742 684	$ 673 691 512	$ 4 825 654	$ 21 948 828
Expenditures					
Construction and Other					
Construction Contracts	$ 312 485 559	$ 319 250 889	$ 362 203 728	$ 6 765 330	$ 42 952 839
Contract Refunds	4 773 631	3 930 225	3 279 409	(843 406	(650 816
Right of Way Purchases	12 845 979	11 546 844	19 925 233	(1 299 135	8 378 389
Right of Way Fees	53 748			(53 748	
Consultant Engineering	7 916 648	11 477 019	14 120 731	3 560 371	2 643 712
Engineering and Operating Expenses					
Personal Service	50 344 390	54 821 184	64 815 199	4 476 794	9 994 015
Maintenance	6 620 999	6 947 030	6 770 711	326 031	(176 319
Equipment	351 450	532 696	351 898	181 246	(180 798
Research Projects	3 896 971	4 043 109	3 490 181	146 138	(552 928
Other Budgeted Items					
Land and Buildings	3 410 718	5 068 857	2 868 780	1 658 139	(2 200 077
Public Access Roads to State Facilities	1 941 737	1 929 948	2 383 027	(11 789	453 079
C. E. T. A. Program Refunds	1 922 374			(1 922 374	
Total Construction and Other	$ 406 564 204	$ 419 547 801	$ 480 208 897	$ 12 983 597	$ 60 661 096

COMPARATIVE STATEMENT OF TRANSPORTATION REVENUE, RECEIPTS, EXPENDITURES AND CASH BALANCES (Cont'd.)
FOR THE 1981, 1982 AND 1983 FISCAL YEARS
(Amounts to the nearest dollar)

	FISCAL 1981	FISCAL 1982	FISCAL 1983	NET CHANGE FISCAL 1982	NET CHANGE FISCAL 1983
Grants and Subsidies					
Public Mass Transportation Grant	$ 21 452 923	$ 17 269 560	$ 17 665 221	$ (4 183 363	$ 395 661
Elderly Bus Fare Assistance	2 549 547	2 315 963	2 242 249	(233 584	(73 714
MPO Public Transportation Planning	30 518	22 028		(8 490	(22 028
U. M. T. A. Grant - Special Equipment	2 408 632	696 990	1 042 342	(1 711 642	345 352
Federal Rail Authority			104 709		104 709
Rural and Small Urban Transportation Assistance	1 478 246	1 780 010	2 480 548	301 764	700 538
Local Port Development Studies	21 693	6 242		(15 451	(6 242
Port Development Authority	2 654 383	964 674	14 796	(1 689 709	(949 878
Portsmouth Ferry Service	19 726			(19 726	
County Airport Improvement Fund	1 055 882	197 118	549 552	(858 764	352 434
Storm Damage Repair		773 000		773 000	(773 000
Total Grants and Subsidies	$ 31 671 550	$ 24 025 585	$ 24 099 417	$ (7 645 965	$ 73 832
Operations					
Personal Service	$ 58 088 160	$ 68 309 313	$ 78 617 639	$ 10 221 153	$ 10 308 326
Maintenance	42 456 114	46 043 719	46 141 663	3 587 605	97 944
Maintenance Contracts	20 422 213	24 255 564	32 486 733	3 833 351	8 231 169
Equipment	2 423 130	3 596 592	1 649 446	1 173 462	(1 947 146
Capital Equipment	9 121 588	6 302 809	11 728 291	(2 818 779	5 425 482
Grade Crossing Rotary	220 943			(220 943	
Total Operations	$ 132 732 148	$ 148 307 997	$ 170 623 772	$ 15 775 849	$ 22 115 775
Payroll Additives					
Public Employees' Retirement	$ 14 458 312	$ 16 342 384	$ 18 780 178	$ 1 884 072	$ 2 437 794
Workmen Compensation	2 431 550	2 942 177	3 617 129	510 627	674 952
Hospitalization Insurance	4 569 009	7 475 398	9 241 127	2 906 389	1 765 729
Group Life Insurance	509 593	534 536	626 581	24 943	92 045
Premiums - Dental, Vision and Disability Insurance		1 433 566	3 580 171	1 433 566	2 146 605
Accrued Leave Fund			2 075 145		2 075 145
Personal Leave Accrual		271 936	55 223	271 936	(216 713
Sick Leave Accrual		(347 983	(989 222	(347 983	(641 239
Vacation Accrual		1 584 631	(512 780	1 584 631	(2 097 411
Disability Leave Benefits		(441 629	(2 286 772	(441 629	(1 845 143
Unemployment Compensation Paid	41 972	51 935	155 653	9 963	103 718
Payroll Processing Costs	378 104	429 158	310 102	51 054	(119 056
State Personnel Services	324 098	407 793	689 492	83 695	281 699
Central Accounting Costs	156 554	177 815	298 965	21 261	121 150
Total Payroll Additives	$ 22 869 192	$ 30 861 717	$ 35 640 992	$ 7 992 525	$ 4 779 275
Grand Total Expenditures	$ 593 837 094	$ 622 943 100	$ 710 573 078	$ 29 106 006	$ 87 629 978
Excess of Revenue over Expenditures	$ 53 079 936	$ 28 799 584	$ (36 881 566		
Available Cash at Beginning of Year	176 173 712	229 253 648	258 053 232		
Available Cash at End of Year	$ 229 253 648	$ 258 053 232	$ 221 171 666		
In Transit	11 378 797	10 779 685	(335		
Cash Balance	$ 240 632 445	$ 268 832 917	$ 221 171 331		

SOURCE: Ohio Department of Transportation, Bureau of Accounting and Auditing

AMENDED SUBSTITUTE HOUSE BILL NUMBER 373
Table 1
Summary of Appropriations
(millions)

	FY 1984	FY 1985	Biennium
Highway Operating Fund			
Operating-Administration	$ 23.0	$ 23.0	$ 46.7
Operating-Planning, Design and Rights of Way	30.9	31.7	62.6
Operating-Construction, Operations Maintenance and Repair	196.5	202.4	398.9
Total Operating	$ 250.4	$ 257.8	$ 508.2
Other Activities	$ 14.2	$ 14.8	$ 29.0
Maintenance, Repair, and Improvement Contracts	34.5	35.3	69.8
Operations Captial Improvements	14.0	14.0	28.0
Total Operations, Maintenance and Repair	$ 313.1	$ 321.9	$ 635.0
Highway Capital Improvement Contracts (1)	$ 639.3	$ 606.9	$1,246.2
Total Department of Transportation	$ 952.4	$ 928.9	$1,881.3
To GRF for Tax Collection and Centralized Services Costs	5.0	5.2	10.3
Total Highway Operating Fund	$ 957.5	$ 934.1	$1,891.6
Highway Obligations Construction Fund			
Highway Capital Improvements Contracts (1)	$ 69.4	$ 75.3	$ 144.7
Highway Safety Fund			
Department of Highway Safety			
Division of Administration	$ 5.9	$ 6.0	$ 11.9
Bureau of Motor Vehicles	44.5	46.4	90.8
Highway Patrol	75.6	78.1	153.8
Department of Health	4.4	4.6	9.0
Controlling Board	0.2	0.3	0.5
Total Highway Safety Fund	$ 130.7	$ 135.3	$ 266.0
State Special Revenue			
Department of Highway Safety			
Bureau of Motor Vehicles	$ 0.7	$ 0.7	$ 1.4
Total-All Funds	$1,158.3	$1,145.5	$2,303.7

(1) See Table 3 for a detailing of Highway Capital Improvement contracts by purpose.

Source: ODOT, Legislative Affairs

AMENDED SUBSTITUTE HOUSE BILL NUMBER 373
Table 2
Source of Funds
(millions)

	FY 1984	FY 1985	Biennium
Highway Operating Fund			
Motor Fuel Tax and One-Cent and Axle Mile Tax Not Needed For Debt Retirement	$ 377.6	$ 382.8	$ 760.4
Highway Patrol Fines	8.6	8.9	17.5
Interest Earnings	18.0	16.0	34.0
Federal Recoveries	7.0	7.0	14.0
Other Minor Receipts	8.1	8.4	16.5
Unused Prior Years' Funds	10.0	8.0	18.0
Local Participation	37.1	37.8	74.8
Federal Participation	566.1	545.0	1,111.2
Subtotal	$1,032.5	$1,013.9	$2,046.4
Motor Fuel Tax Draw by Highway Safety Fund	$ (76.5)	$ (80.4)	$ (156.9)
Total Highway Operating Fund	$ 956.0	$ 933.5	$1,889.5
Highway Obligations Construction Fund			
Bond Sales	$ 45.3	$ 45.6	$ 91.0
Unused Prior Year's Funds	22.1	27.7	49.8
Interest Earnings	2.0	2.0	4.0
Total Highway Obligations Construction Fund	$ 69.4	$ 75.3	$ 144.7
Highway Safety Fund			
Motor Fuel Tax Draw	$ 76.5	$ 80.4	$ 156.9
Interest Earnings	2.6	2.7	5.3
Subtotal General Receipts	$ 79.1	$ 83.1	$ 162.2
Division of Administration	$ 3.3	$ 3.3	$ 6.6
Bureau of Motor Vehicles			
License Plate Manufacturing	$ 13.0	$ 13.5	$ 26.5
License Plate Administration	14.7	15.2	29.9
Fees and Charges	14.3	13.7	28.8
Subtotal Bureau of Motor Vehicles	$ 42.0	$ 42.4	$ 84.4
Highway Patrol	$ 6.3	$ 6.5	$ 12.8
Total Highway Fund	$ 130.6	$ 135.3	$ 266.0
State Special Revenue Fund			
Fees and Charges	$ 0.7	$ 0.7	$ 1.4
Total Revenue	$1,156.7	$1,144.8	$2,301.5

Source: ODOT, Legislative Affairs

AMENDED SUBSTITUTE HOUSE BILL NUMBER 373

Table 3

Summary of Highway Capital Improvement Contracts,

Highway Operating Fund and Highway Obligtions Construction Fund

1983-1985 Biennium
(millions)

	FY 1984	FY 1985	Biennium
Resurfacing, Restoration, and Rehabilitation	$211.8	$211.7	$ 423.5
Bridge Inspection, Rehabilitation and Replacement	81.5	68.8	150.3
Safety Upgrading	66.5	66.5	133.0
Grade Crossing Pavements and Other Improvements	3.1	3.1	6.2
Major Reconstruction	46.3	3.4	49.7
New Construction	148.4	183.6	332.0
Public Access Roads for State Facilities	3.4	3.4	6.7
Local Government Projects	119.8	123.5	243.3
Roadside Rest Area Construction and Upgrading	21.7	12.0	33.7
Grade Crossing Protection Devices	6.3	6.3	12.6
Total	$708.7	$682.3	$1,391.0

Source: ODOT, Legislative Affairs

AM. SUB. H.B. NO. 373
770 DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

	1983-1984	1984-1985	Biennium
Highway Operating Fund			
771 Division of Highways--Administrative Activities			
101 Personal Services	$ 16,941,000	$ 17,370,000	$ 34,311,000
201 Maintenance	$ 5,725,000	$ 6,185,000	$ 11,910,000
301 Equipment	$ 295,000	$ 200,000	$ 495,000
Total Program 771	$ 22,961,000	$ 23,755,000	$ 46,716,000
772 Division of Highways--Planning, Design, and Right of Way Activities			
101 Personal Service	$ 28,825,000	$ 29,545,000	$ 58,370,000
202 Maintenance	$ 1,055,000	$ 1,165,000	$ 2,220,000
302 Equipment	$ 1,050,000	$ 1,000,000	$ 2,050,000
Total Program 772	$ 30,930,000	$ 31,710,000	$ 62,640,000
773 Division of Highways--Construction, Testing, Operations, Maintenance, and Repair Activities			
103 Personal Service	$ 141,545,000	$ 145,125,000	$ 286,670,000
203 Maintenance	$ 52,000,000	$ 54,000,000	$ 106,000,000
303 Equipment	$ 3,000,000	$ 3,250,000	$ 6,250,000
Total Program 773	$ 196,545,000	$ 202,375,000	$ 398,920,000
Other Activities			
402 Highway Safety Program --Federal	$ 700,000	$ 700,000	$ 1,400,000
410 Research, U.S. Geological Survey, M.P.O. Planning --State	$ 1,200,000	$ 1,300,000	$ 2,500,000
411 Research, U.S. Geological Survey, M.P.O. Planning --Federal	$ 7,500,000	$ 8,000,000	$ 15,500,000
414 Rural and Small Urban Public Transportation Assistance--Federal	$ 3,300,000	$ 3,300,000	$ 6,600,000
416 Metropolitan Planning Organization Technical Studies--Federal	$ 200,000	$ 200,000	$ 400,000
612 Special Equipment--Elderly and Handicapped--Local and Federal	$ 1,300,000	$ 1,300,000	$ 2,600,000
Total Other Activities	$ 14,200,000	$ 14,800,000	$ 29,000,000

		1983-1984	1984-1985	Biennium
	Maintenance, Reair, and Improvement Contracts			
772	Bridge Painting and Repairs; Culvert Repair and Replacement	$ 8,500,000	$ 9,000,000	$ 17,500,000
773	Maintenance of Interstate Routes within Cities	$ 7,000,000	$ 7,300,000	$ 14,300,000
774	Spot Patch, Seals, Cracks and Joints, Slips, Drainage and Other	$ 6,000,000	$ 6,000,000	$ 12,000,000
775	Guard Rail Rebuilding and Painting	$ 3,000,000	$ 3,000,000	$ 6,000,000
776	Pavement Marking	$ 4,000,000	$ 4,000,000	$ 8,000,000
777	Signing, Sign Structures, Signals and Lighting	$ 4,000,000	$ 4,000,000	$ 8,000,000
779	Erosion Control, Seeding, Sodding, Fertilizing, Mowing, and Herbicidal Spraying	$ 1,000,000	$ 1,000,000	$ 2,000,000
780	Spot Safety and Operational Improvements	$ 1,000,000	$ 1,000,000	$ 2,000,000
Total	Maintenance, Repair, and Improvements Contracts	$ 34,500,000	$ 35,300,000	$ 69,800,000
	Operations Capital Improvements			
765	Capital Equipment	$ 9,000,000	$ 9,000,000	$ 18,000,000
789	Lands and Buildings	$ 5,000,000	$ 5,000,000	$ 10,000,000
Total	Operations Capital Improvements	$ 14,000,000	$ 14,000,000	$ 28,000,000
	Total Division of Highways--Operations, Maintenance and Repairs			
	State	$ 286,136,000	$ 294,440,000	$ 580,576,000
	Local	$ 260,000	$ 260,000	$ 520,000
	Federal	$ 12,740,000	$ 13,240,000	$ 25,980,000
	Total	$ 299,136,000	$ 307,940,000	$ 607,076,000
	Highway Capital Improvement Contracts--Highway Operating Fund and Restoration			
706	State	$ 38,754,890	$ 27,986,816	$ 66,741,706
707	Federal	$ 155,000,000	$ 155,000,000	$ 310,000,000
Total	Resurfacing, Rehabilitation and Restoration	$ 193,754,890	$ 182,986,816	$ 376,741,706
	Bridge Inspection, Rehabilitation and Replacement			
716	State	$ 0	$ 0	$ 0
717	Federal	$ 65,000,000	$ 55,000,000	$ 120,000,000
Total	Bridge Inspection, Rehabilitation, and Replacement	$ 65,000,000	$ 55,000,000	$ 120,000,000

	1983-1984	1984-1985	Biennium
Safety Upgrading			
718 State	$ 0	$ 0	$ 0
719 Federal	$ 60,000,000	$ 60,000,000	$ 120,000,000
Total Safety Upgrading	$ 60,000,000	$ 60,000,000	$ 120,000,000
Grade Crossing Pavement and Other Improvements			
726 Federal	$ 3,100,000	$ 3,100,000	$ 6,200,000
Total Grade Crossing Pavements and Other Improvements	$ 3,100,000	$ 3,100,000	$ 6,200,000
Major Reconstruction			
727 State	$ 0	$ 0	$ 0
728 Federal	$ 35,300,000	$ 3,000,000	$ 38,300,000
Total Major Reconstruction	$ 35,300,000	$ 3,000,000	$ 38,300,000
New Construction			
729 State	$ 0	$ 0	$ 0
730 Federal	$ 131,000,000	$ 157,700,000	$ 288,700,000
Total New Construction	$ 131,000,000	$ 157,700,000	$ 288,700,000
Public Access Roads for State Facilities			
732 State	$ 3,350,000	$ 3,350,000	$ 6,700,000
Total Public Access Roads for State Facilities	$ 3,350,000	$ 3,350,000	$ 6,700,000
Local Government Projects			
733 Local	$ 36,800,000	$ 37,500,000	$ 74,300,000
734 Federal	$ 83,000,000	$ 86,000,000	$ 169,000,000
Total Local Government Projects	$ 119,800,000	$ 123,500,000	$ 243,300,000
Roadside Rest Area Construction and Upgrading			
640 State	$ 2,500,000	$ 2,500,000	$ 5,000,000
740 State	$ 3,200,000	$ 2,500,000	$ 5,700,000
741 Federal	$ 16,000,000	$ 7,000,000	$ 23,000,000
Total Roadside Rest Area Construction and Upgrading	$ 21,700,000	$ 12,000,000	$ 33,700,000
Grade Crossing Protection Devices			
750 State	$ 1,300,000	$ 1,300,000	$ 2,600,000
751 Federal	$ 5,000,000	$ 5,000,000	$ 10,000,000
Total Grade Crossing Protection Devices	$ 6,300,000	$ 6,300,000	$ 12,600,000
Total Highway Capital Improvement Contracts--Highway Operating Fund			
State	$ 49,104,890	$ 37,636,816	$ 86,741,706
Local	$ 36,800,000	$ 37,500,000	$ 74,300,000
Federal	$ 553,400,000	$ 531,800,000	$ 1,085,200,000
Total	$ 639,304,890	$ 606,936,816	$ 1,246,241,706

	1983-1984	1984-1985	Biennium
Highway Capital Improvement Contracts			
Highway Obligations Construction Fund			
706 Resurfacing, Rehabilitation, and Restoration--State	$ 18,045,110	$ 28,713,184	$ 46,758,294
716 Bridge Inspection, Rehabilitation, and Replacement--State	$ 16,500,000	$ 13,800,000	$ 30,300,000
718 Safety Upgrading--State	$ 6,500,000	$ 6,500,000	$ 13,000,000
725 Grade Crossing Pavements and Other Improvements--State	$ 0	$ 0	$ 0
727 Major Reconstruction--State	$ 11,000,000	$ 400,000	$ 11,400,000
729 New Construction--State	$ 17,400,000	$ 25,900,000	$ 43,300,000
732 Public Access Roads for State Facilities	$ 0	$ 0	$ 0
733 Local Government Projects--State	$ 0	$ 0	$ 0
Total Highway Capital Improvement Contracts--Highway Obligations Construction Fund	$ 69,445,110	$ 75,313,184	$ 144,758,294
Total Highway Capital Improvement Contracts			
State	$ 118,550,000	$ 112,950,000	$ 231,500,000
Local	$ 36,800,000	$ 37,500,000	$ 74,300,000
Federal	$ 553,400,000	$ 531,800,000	$ 1,085,200,000
Total	$ 708,750,000	$ 682,250,000	$ 1,391,000,000
Total Department of Transportation, Division of Highways			
Total Highway Operating Fund	$ 952,440,890	$ 928,876,816	$ 1,881,317,706
Total Highway Obligations Construction Fund	$ 69,445,110	$ 75,313,184	$ 144,758,294
Total Department of Transportation, Division of Highways	$ 1,021,886,000	$ 1,004,190,000	$ 2,026,076,000

AM. SUB. H.B. NO. 291
770 DEPARTMENT OF TRANSPORTATION
FUNDING FOR DIVISIONS OF RAIL, AVIATION, AND PUBLIC TRANSPORTATION

	1983-1984	1984-1985	Biennium
General Revenue Fund			
100 Personal Services	$ 746,877	$ 763,170	$ 1,510,047
200 Maintenance	$ 292,284	$ 303,975	$ 596,259
403 Rail Transportation	$ 988,125	$ 799,381	$ 1,787,506
501 Public Mass Transportation Grants	$ 28,546,154	$ 29,033,242	$ 57,579,396
551 Elderly and Handicapped Transit Fare Assistance	$ 2,637,184	$ 2,706,412	$ 5,343,596
557 County Airport Improvement Program	$ 512,325	$ 527,182	$ 1,039,507
Total General Revenue Fd.	$ 33,722,949	$ 34,133,362	$ 67,856,311
State Special Revenue Fund			
613 Shippers' Match	$ 621,000	$ 639,009	$ 1,260,009
614 Rail Property Acquisition	$ 2,000,000	$ 2,000,000	$ 4,000,000
Total State Special Revenue Fund	$ 2,621,000	$ 2,639,009	$ 5,260,009
Federal Special Revenue Fund			
615 Federal Rail	$ 2,428,273	$ 2,428,273	$ 4,856,546
Total Federal Special Revenue Fund	$ 2,428,273	$ 2,428,273	$ 4,856,546
Total Department of Transportation	$ 38,772,222	$ 39,200,644	$ 77,972,866

UNIT PRICES
FOR
MAJOR COMPONENTS FOR HIGHWAY CONSTRUCTION

COMPONENTS IN PLACE

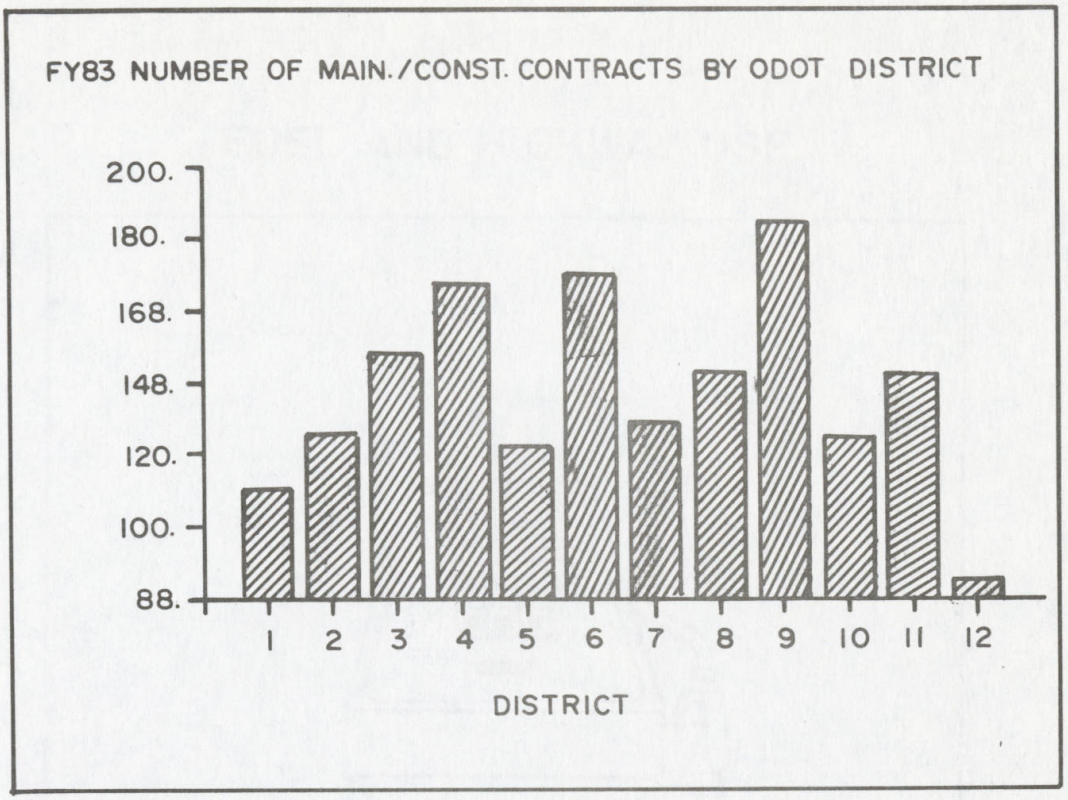
	Struc. Conc. cu. yd.	Reinf. Steel lbs.	Struc. Steel lbs.	Asphalt Concrete cu. yds.	Reinf. Concr. Pav. cu. yds.	Ohio Construction 1967 Base	Federal Index
1957-1959	58.12	.126	.160	14.88	21.66		
1967	60.30	.1389	.2198	17.39	26.33	100.0	100.0
1968	72.08	.1406	.2037	17.98	26.52	102.26	102.2
1969	76.75	.1524	.2244	17.95	30.27	119.76	111.1
1970	80.79	.1593	.3118	18.27	30.57	129.94	124.9
1971	89.76	.1772	.2811	17.02	35.28	163.41	130.8
1972	89.21	.1677	.2936	16.91	36.89	135.59	138.4
1973	102.82	.2128	.3217	19.99	39.94	156.76	152.4
1974	124.17	.3508	.5189	33.96	49.16	216.66	202.0
1975	120.65	.2833	.4753	31.47	52.36	215.37	203.9
1976	125.70	.2568	.4531	30.11	56.24	198.78	199.4
1977	140.63	.2612	.4654	32.63	54.14	215.29	216.4
1978	161.93	.3267	.5317	38.01	71.34	250.73	264.9
1979	190.33	.4710	.7184	47.62	76.78	362.25	308.3
1980	207.47	.3886	.8017	51.68	86.54	391.35	347.9
1981	214.50	.4767	.7361	50.71	90.08	338.25	156.7 (1977 Base)
1982	177.43	.4013	.7185	46.85	89.93	291.95	146.8 (1977 Base)
1983 1st Qtr.	206.98	.4412	.7573	50.14	------	460.66	148.1 (1977 Base)
2nd Qtr.	213.58	.4375	.8137	45.27	90.55	421.96	143.1 (1977 Base)

SOURCE: Ohio Department of Transportation, Bureau of Location & Design

FY 83 CONST./MAINT. & REPAIR CONTRACTS COMPLETED & PAID
EXCLUSIVE OF PAYMENTS TO RAILROADS & UTILITY COMPANIES
(AMOUNTS TO THE NEAREST DOLLAR)

	NO. CONST. CONTRACTS	CONST. MILES	CONST. CONTRACT COST	NO. MAINT. CONTRACTS	MAINT. MILES	MAINT. CONTRACT COST	TOTAL CONTRACTS	TOTAL CONST. & MAIN. MILES
ALLEN	17	97.870	3,489,035	4	24.210	55,019	21	122.080
DEFIANCE	9	39.266	1,810,492	2	0.000	24,477	11	39.266
HANCOCK	9	57.490	1,075,075	6	31.344	168,227	15	88.834
HARDIN	7	31.380	525,525	2	3.040	86,205	9	34.420
PAULDING	7	35.583	565,634	3	9.269	213,668	10	44.852
PUTNAM	11	39.290	1,131,630	3	0.000	35,034	14	39.290
VAN WERT	11	38.905	976,236	3	9.140	126,796	14	48.045
WYANDOT	14	43.418	927,576	3	0.174	82,866	17	43.592
DISTRICT ONE	85	383.202	10,501,203	26	77.177	792,292	111	460.379
FULTON	9	17.490	634,894	2	144.850	65,936	11	162.340
HENRY	18	73.310	2,101,567	0	0.000	0	18	73.310
LUCAS	6	13.080	1,190,230	1	6.070	45,719	7	19.150
OTTAWA	14	20.821	1,048,066	4	144.850	57,146	18	165.671
SANDUSKY	13	50.094	2,563,502	1	0.000	5,100	14	50.094
SENECA	10	46.014	1,120,475	3	144.810	23,651	13	190.824
WILLIAMS	15	61.277	5,016,301	1	144.810	10,351	16	206.087
WOOD	25	87.769	4,349,263	4	13.240	161,113	29	101.009
DISTRICT TWO	110	369.855	18,024,298	16	598.630	369,016	126	968.485
ASHLAND	10	45.650	2,419,058	2	0.000	95,853	12	45.650
CRAWFORD	11	35.645	1,166,524	1	175.000	11,468	12	210.645
ERIE	14	119.278	859,888	5	206.120	183,401	19	325.398
HURON	16	146.658	2,523,118	3	191.480	244,628	19	338.138
LORAIN	17	40.799	6,493,543	3	10.060	177,979	20	50.859
MEDINA	11	36.045	2,482,513	2	9.700	176,668	13	45.745
RICHLAND	20	141.386	5,177,514	5	175.000	173,603	25	316.386
WAYNE	24	79.077	9,626,613	4	52.920	129,256	28	131.997
DISTRICT THREE	123	644.538	30,748,771	25	820.280	1,192,856	148	1,464.818
ASHTABULA	17	60.073	4,679,762	6	45.445	227,827	23	105.518
MAHONING	19	37.309	4,608,822	7	163.625	407,554	26	200.934
PORTAGE	18	54.200	3,344,856	5	154.585	89,098	23	208.785
STARK	27	66.502	10,246,552	10	182.794	674,764	37	249.296
SUMMIT	23	62.777	32,612,161	9	128.050	344,031	32	190.827
TRUMBULL	19	83.703	6,135,351	7	163.675	381,155	26	247.378
DISTRICT FOUR	123	364.564	61,627,504	44	838.174	2,124,429	167	1,202.738
COSHOCTON	6	23.190	866,386	7	204.400	347,512	13	227.590
FAIRFIELD	10	33.020	1,445,675	2	33.194	166,544	12	66.214
GUERNSEY	10	52.642	2,162,661	4	100.435	802,737	14	153.077
KNOX	8	14.790	554,411	8	196.219	700,538	16	211.009
LICKING	22	81.168	4,745,753	8	40.117	418,292	30	121.285
MUSKINGUM	18	68.434	2,549,961	6	55.515	1,057,965	24	123.949
PERRY	11	34.992	985,953	2	184.330	58,563	13	219.322
DISTRICT FIVE	85	308.236	13,310,800	37	814.210	3,552,151	122	1,122.446
DELAWARE	20	51.025	2,154,271	4	129.140	121,978	24	180.165
FAYETTE	13	51.529	2,071,530	6	139.084	365,317	19	190.613
FRANKLIN	28	87.895	5,720,620	12	202.810	937,662	40	290.705
MADISON	12	22.295	1,913,522	6	30.883	275,968	18	53.178
MARION	12	24.000	749,007	4	129.010	121,190	16	153.010
MORROW	10	25.189	2,371,638	7	129.261	393,747	17	154.450
PICKAWAY	16	68.388	1,340,277	5	17.530	419,863	21	85.918
UNION	12	52.062	996,824	3	0.059	204,045	15	52.121
DISTRICT SIX	123	382.383	17,317,689	47	777.777	2,839,770	170	1,160.160
AUGLAIZE	13	42.412	2,043,234	8	176.244	247,186	21	218.656
CHAMPAIGN	8	21.970	853,576	4	35.942	171,945	12	57.912
CLARK	11	43.515	1,953,920	4	45.030	564,090	15	88.545
DARKE	12	31.795	2,465,691	7	176.052	236,951	19	207.847
LOGAN	8	21.656	2,122,220	7	48.400	353,227	15	70.056
MERCER	7	14.328	906,635	7	176.603	238,648	14	190.931
MIAMI	11	32.961	5,362,655	6	166.940	105,796	17	199.901
SHELBY	11	36.337	1,696,350	5	36.150	102,372	16	72.487
DISTRICT SEVEN	81	244.974	17,404,281	48	861.361	2,020,215	129	1,106.335
BUTLER	12	45.840	1,162,701	8	20.563	493,737	20	66.403
CLERMONT	16	78.298	19,414,368	4	20.340	123,466	20	98.638
CLINTON	10	41.511	1,149,336	3	5.231	377,549	13	46.742
GREENE	12	31.007	1,175,716	4	30.400	310,967	16	61.407
HAMILTON	19	38.295	6,133,641	7	26.770	387,272	26	65.065
MONTGOMERY	15	49.599	13,084,982	4	20.780	236,351	19	70.379
PREBLE	10	38.380	475,127	3	0.950	99,874	13	39.330
WARREN	13	32.673	1,206,632	3	20.340	59,489	16	53.013
DISTRICT EIGHT	107	355.603	43,802,503	36	145.374	2,088,705	143	500.977
ADAMS	15	51.710	1,796,214	6	193.650	157,218	21	245.360
BROWN	19	57.122	11,144,092	6	193.685	182,101	25	250.807
HIGHLAND	19	25.461	5,639,251	5	181.743	173,170	24	207.204
JACKSON	16	29.163	1,657,507	5	188.850	181,297	21	218.013
LAWRENCE	14	26.490	1,690,218	7	5.833	586,133	21	32.323
PIKE	12	27.192	4,401,602	7	145.230	600,936	19	172.422
ROSS	22	40.391	5,915,668	8	8.824	411,409	30	49.215
SCIOTO	20	47.573	4,690,015	3	0.000	53,189	23	47.573
DISTRICT NINE	137	305.102	36,934,567	47	917.815	2,345,453	184	1,222.917
ATHENS	8	21.170	1,709,474	4	6.220	170,823	12	27.390
GALIA	8	31.500	1,349,849	6	22.050	329,728	14	53.550
HOCKING	12	42.027	1,839,591	4	11.143	326,142	16	53.170
MEIGS	11	32.672	1,762,515	6	21.090	328,676	17	53.762
MONROE	8	32.578	1,198,762	2	0.000	42,802	10	32.578
MORGAN	7	35.790	1,273,625	2	0.000	42,802	9	35.790
NOBLE	10	28.968	941,987	4	10.430	399,907	14	39.398
VINTON	9	23.710	1,376,733	4	10.830	119,179	13	34.540
WASHINGTON	15	52.124	3,668,649	5	14.571	567,368	20	66.695
DISTRICT TEN	88	300.539	15,121,185	37	96.334	2,327,427	125	396.873
BELMONT	17	49.890	24,910,527	8	34.330	1,015,819	25	84.220
CARROLL	13	60.107	1,741,422	3	79.370	55,559	16	139.477
COLUMBIANA	25	98.379	4,460,963	5	0.060	150,673	30	98.439
HARRISON	18	61.445	2,382,383	4	79.430	147,737	22	140.875
HOLMES	2	5.290	206,191	2	0.060	81,937	4	5.350
JEFFERSON	15	24.030	3,396,185	5	94.170	219,815	20	118.200
TUSCARAWAS	15	27.232	2,744,433	10	107.580	1,169,465	25	134.812
DISTRICT ELEVEN	105	326.373	39,842,104	37	395.000	2,841,005	142	721.373
CUYAHOGA	33	70.200	60,105,274	12	92.760	762,903	45	162.960
GEAUGE	14	75.790	3,664,216	8	46.520	333,363	22	122.310
LAKE	9	18.230	2,101,270	9	79.010	571,732	18	97.240
DISTRICT TWELVE	56	164.220	65,870,760	29	218.290	1,667,998	85	382.510
STATEWIDE TOTAL	1,223	4,149.589	370,505,665	429	6,560.422	24,161,317	1,652	10,710.011

SOURCE: OHIO DEPARTMENT OF TRANSPORTATION, BUREAU OF ACCOUNTING AND AUDITING
"FY 83 FINANCIAL AND STATISTICAL REPORT


FY83 NUMBER OF MAIN./CONST. CONTRACTS BY ODOT DISTRICT
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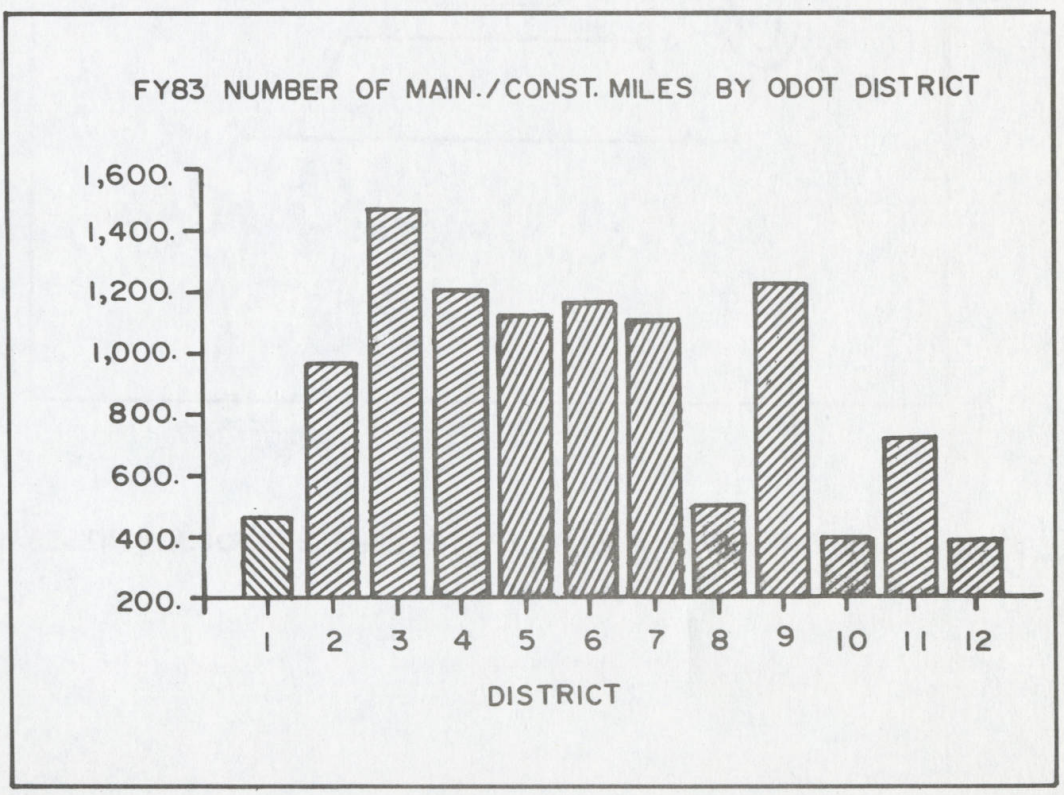
148.
120.
100.
88.
1 2 3 4 5 6 7 8 9 10 11 12
DISTRICT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400.
200.
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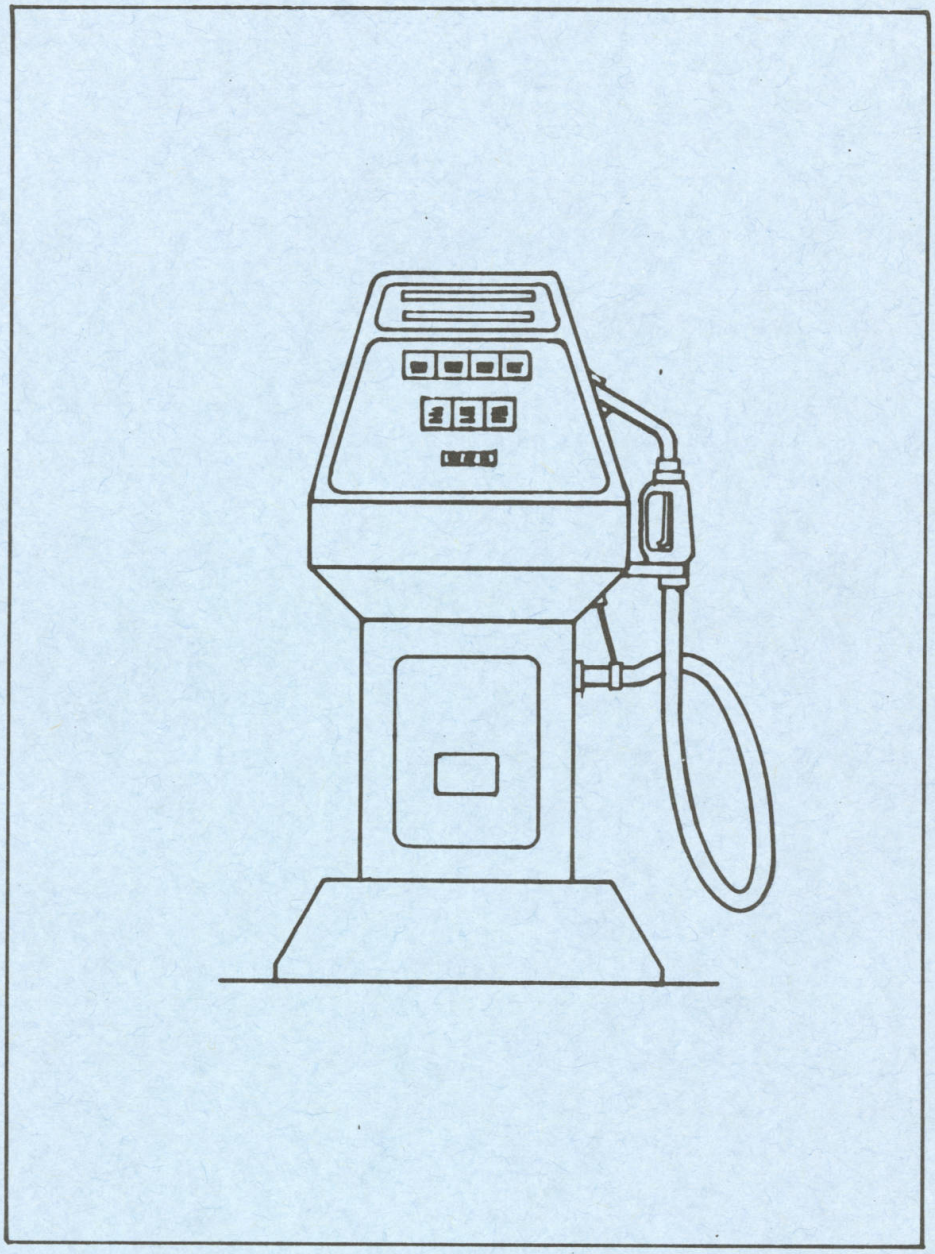
DISTRICT

FUEL AND HIGHWAY USE



THIS SECTION DESCRIBES THE HISTORY OF MOTOR FUEL TAXES AND USAGE.

SOURCE AND DISTRIBUTION OF OHIO'S 12 CENTS PER GALLON MOTOR FUEL TAX

The motor vehicle fuel tax is composed of five separate levies. Each of these levies is distributed in a different manner. Prior to any distribution, the following transfers of receipts are made:

(1) 0.5% to the Waterways Safety Fund.
(2) The amount needed to insure that there are sufficient funds to meet all payments for highway bond retirement.
(3) An amount equal to the current cents per gallon rate times the number of gallons sold at stations operated by the Ohio Turnpike Commission to the Commission for turnpike projects.

Tax Rate	Disposition of Revenue
2 cents per gallon (16.67%) (R.C. Section 5735.05)	(R.C. Section 5735.23) -30% to municipal corporations in proportion to their motor vehicle registrations; -25% to all counties in equal amounts; -45% to the state.
2 cents per gallon (16.67%) (R.C. Section 5735.25)	(R.C. Sections 5735.26, 5735.27) -67.5% to the state; -7.5% to all counties in equal amounts; -7.5% to municipalities in proportion to their motor vehicle registrations; -17.5% to all townships in equal amounts.
2 cents per gallon (16.67%) (R.C. Section 5735.29)	(R.C. Section 5735.291) -100% to the state.
1 cent per gallon (8.33%) (R.C. Section 5735.30)	(R.C. Section 5735.30) -100% to the state for highway bond retirement funds, as long as required; thereafter, 100% to the state highway operating fund.
Cents Per Gallon Tax (41.67%) (R.C. Section 5735.05) 5 cents per gallon March 1983	(R.C. Section 5735.23) -75.0% to the state; -10.7% to municipalities in proportion to their motor vehicle registration; -9.3% to all counties in equal amounts; -5.0% to all townships in equal amounts.

Source: Ohio Revised Code (ORC)

Approximate Percentage Distribution of Combined Motor Fuel Taxes Shown in Above Table:

To the State of Ohio	75.00%
To the County	9.29%
To the Municipalities	10.71%
To the Townships	5.00%
Total	100.00%

Source: Computed by the Ohio Department of Transportation, Bureau of Tecenical Services

Highway Tax Levies and Distribution

Revised Code Sec. 5735.05
See Page F-4

Revised Code Sec. 5735.25
See Page F-5

Revised Code Sec. 5735.29
See Page F-6

See Page F-7

Revised Code 5735.30

Revised Code Sec. 5728.06 and 5735.31 Axle Mile Tax

1¢ 1¢ 1¢ 1¢ 1¢

1925 Distribution Sec. 5735.23 O.R.C.

1¢ 1¢

1983 Distribution Sec. 5735.011 O.R.C.

1¢ 1¢

1927 1929 Distribution Sec. 5735.27 O.R.C.

1¢ 1¢

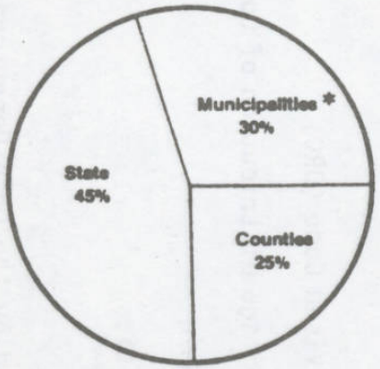
1959

1¢

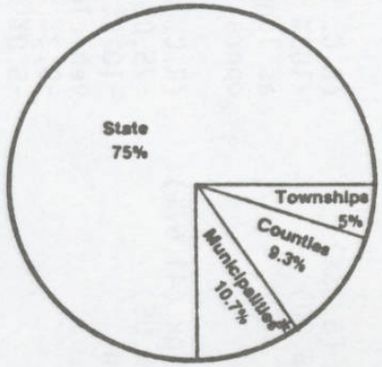
1954

1- Department of Highway Safety
2- Improvements and Maintenance

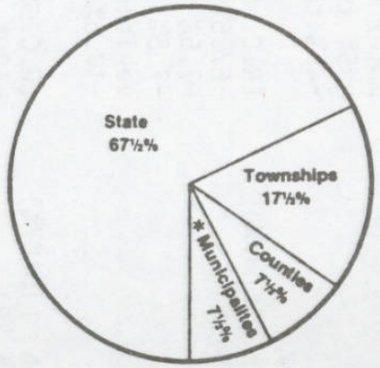
Maintenance & Repair

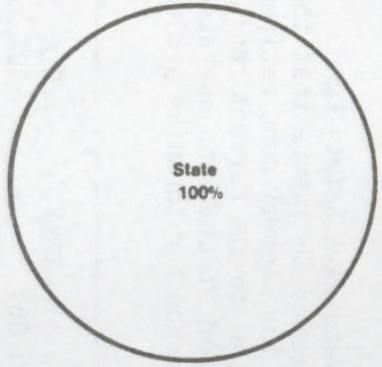


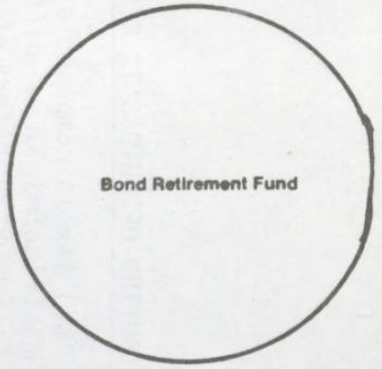
Maintenance & Repair



Improvements







* 7½% of these funds obtained by municipalities must be spent on state highways within municipal corporations. Sec. 5735.28 O.R.C. (See also Motor Vehicle License Fees).

Note: From funds distributed to each level of government:

a) Counties receive equal shares

b) Townships receive equal shares

c) Municipalities shares are based on the ratio of their motor vehicle registrations to the statewide total

OFA 5-83

OHIO MOTOR VEHICLE FUEL TAX 3-1-82

(Gasoline and Diesel)

Per Gal.	Year	
2¢	1925	Ohio Gen. Code 5527 renumbered 5735.05 Revised Code
2¢	1927/29 (1+1)	Ohio Gen. Code 5541 renumbered 5735.25 O.R.C.
1¢	1954*	5728.16 O.R.C. renumbered 5735.30 O.R.C.
2¢	1959	5735.29 O.R.C.
7¢	TOTAL MOTOR VEHICLE FUEL TAX TO 6-30-81	
	1981 (3.3¢)	**5735.05 O.R.C. Amended by HB 102, Computation-5735.011 O.R.C.**
5¢	1983	**Adjustment per 5735.05 O.R.C. and 5735.011 O.R.C.**
12¢	TOTAL MOTOR VEHICLE FUEL TAX EFFECTIVE 3-1-83	

COMPUTATION OF 1983 FUEL TAX

(cents per gallon rate)

$$\text{New Rate} = \left(\frac{\text{Maintenance Index (CY 82)}}{\text{Maintenance Index (Base Year)}} \times \frac{\text{Gasoline Consumption (Base Year)}}{\text{Gasoline Consumption (FY 82)}} \times 6 \right) - 6$$

Base Year 1975

Gasoline Consumption (Fiscal Year) = 4,929.941 Million Gallons

Maintenance Index (FHWA) = 85.24

1982 Factors

Gasoline Consumption (Fiscal Year) = 4,508.227 Million Gallons (-4.6% from FY 81)

Maintenance Index (FHWA) = 160.04 (+9.4% from 1981)

$$\text{New Rate} = \left(\frac{160.04}{85.24} \times \frac{4929.941 \times 6}{4508.227} \right) - 6 = 6.318$$ however the maximum permitted is 5¢

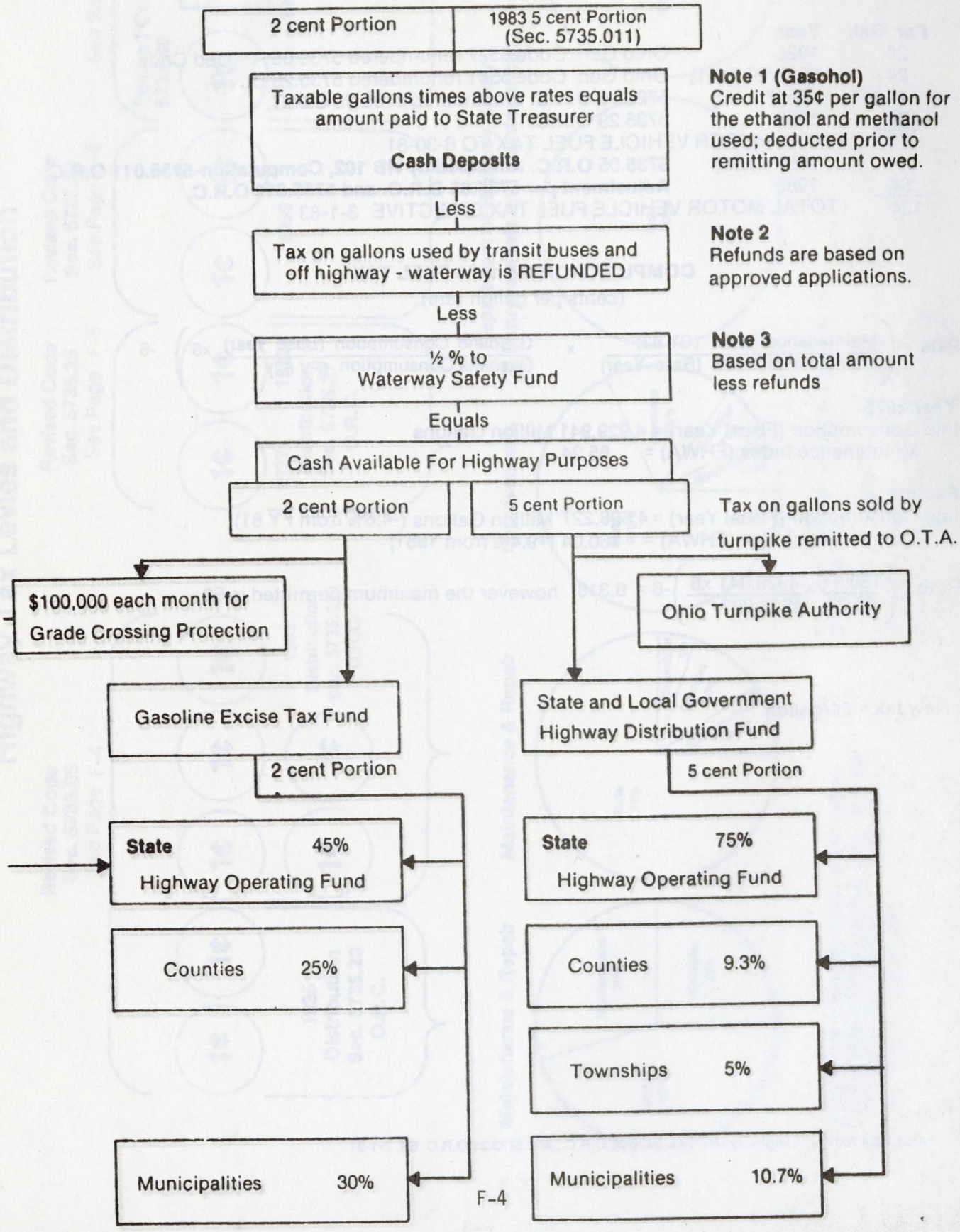
Thus: New tax = 5¢/gallon

*Also 1954 Axle Mile Highway Use Tax, 5728.06 O.R.C.; and 5733.31 O.R.C. Eff. 7-1-81

1925
Motor Vehicle Fuel Tax

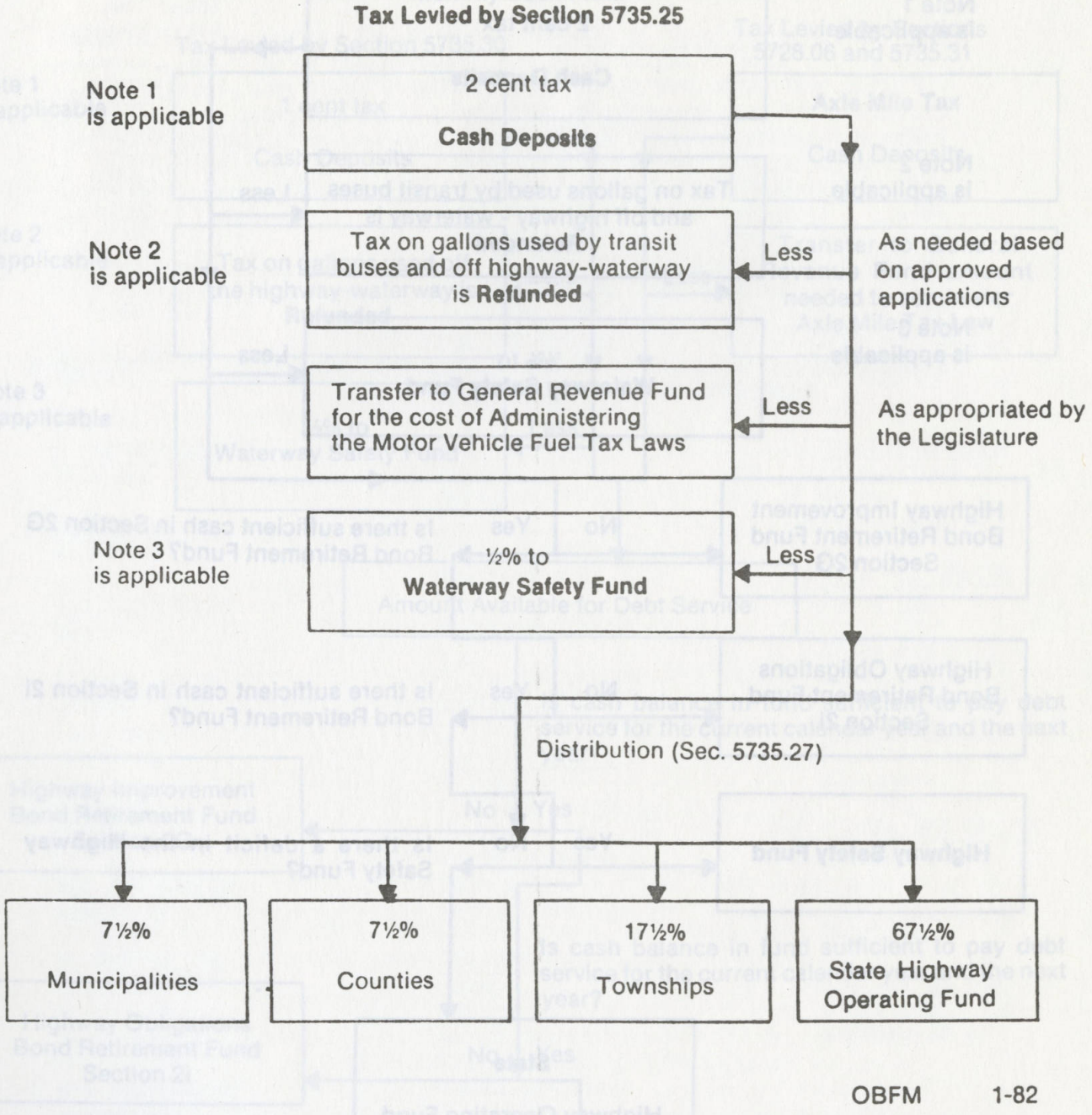
Monthly Cash Flow

Tax Levied by Section 5735.05



1927 and 1929
Motor Vehicle Fuel Tax

Monthly Cash Flow



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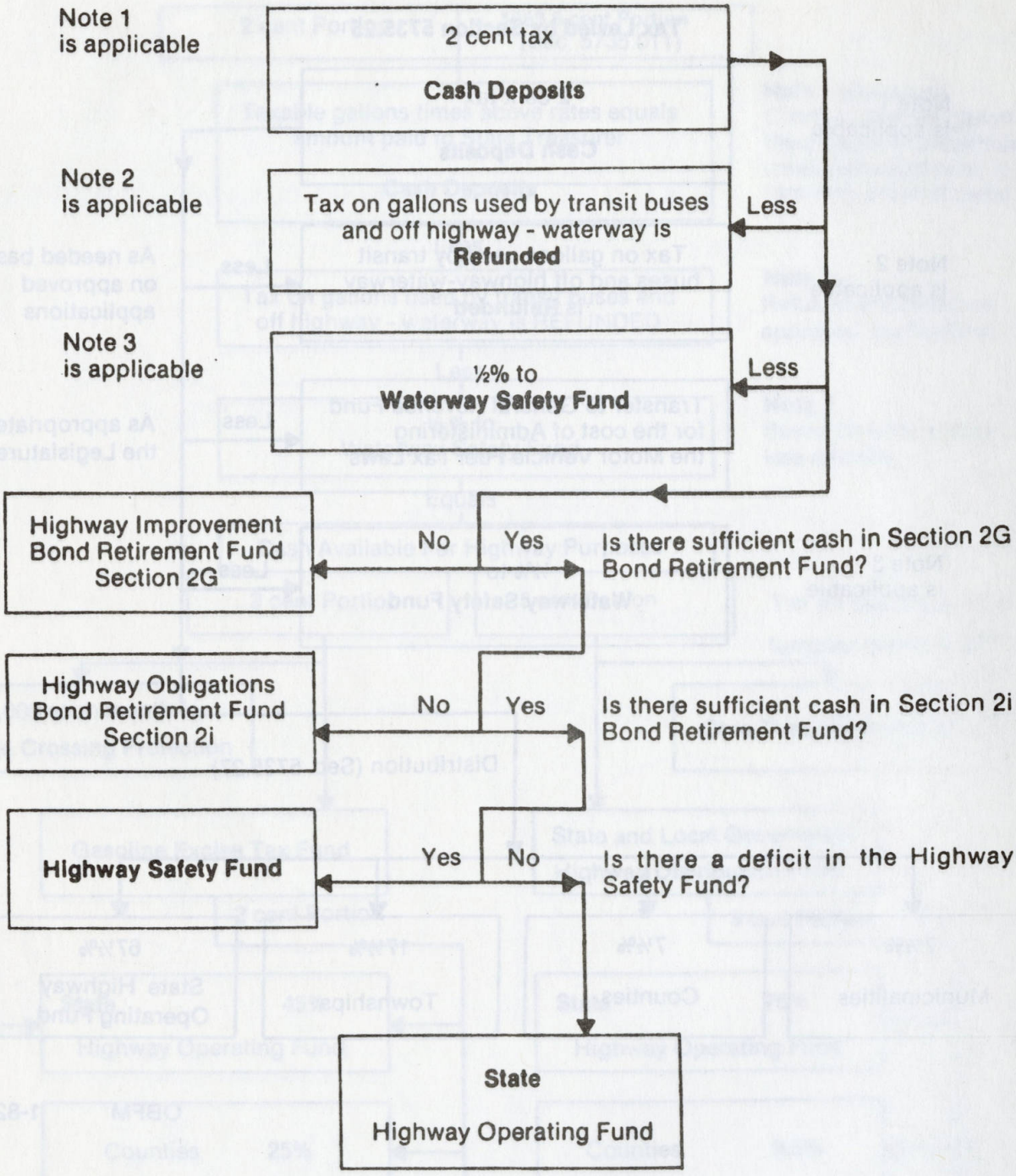
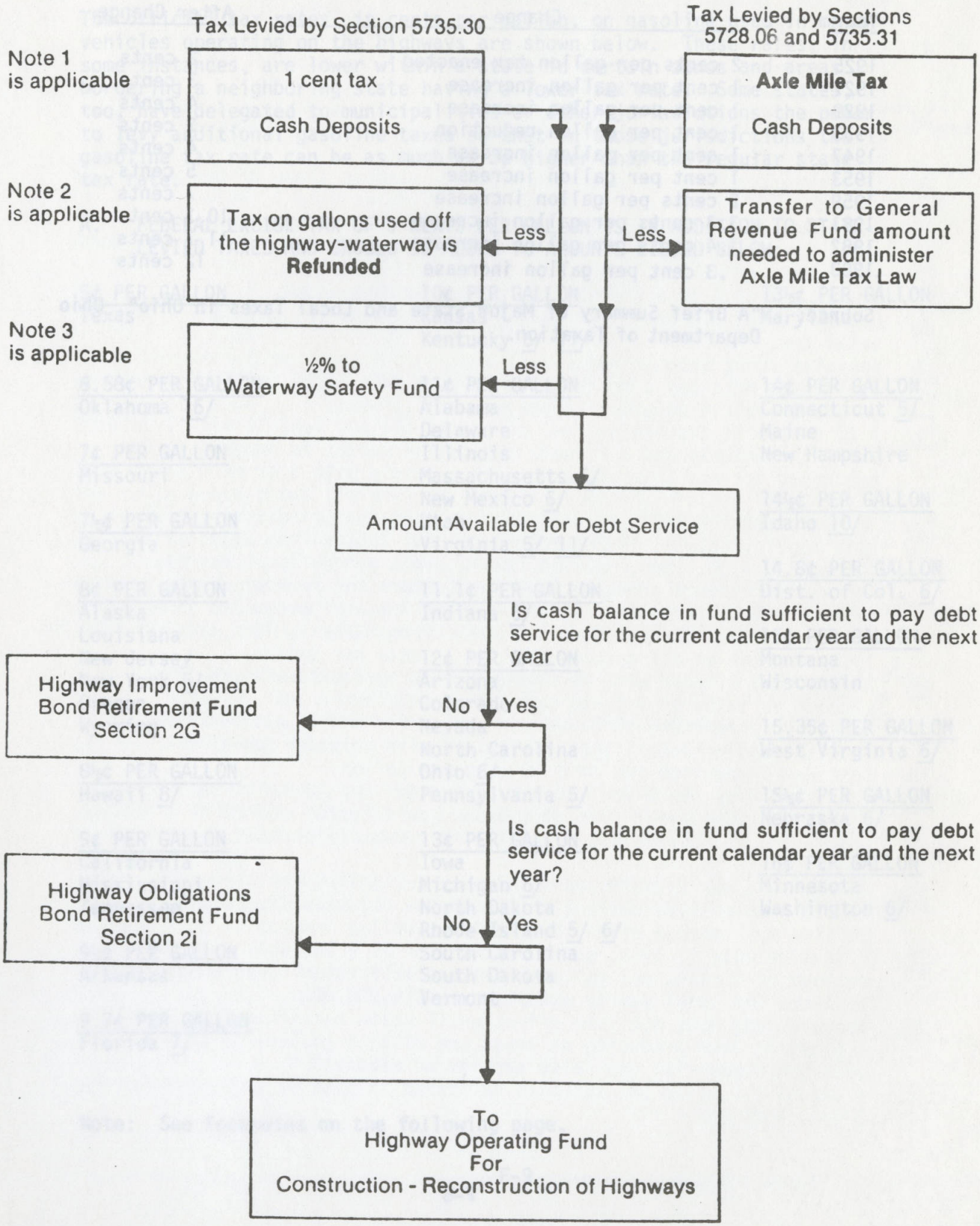
1959
Motor Vehicle Fuel Tax

Monthly Cash Flow

Taxes Levied by Section 5735.29



1954
Motor Vehicle Fuel and Axle Mile Tax
Monthly Cash Flow



HISTORY OF MAJOR CHANGES IN OHIO'S GAS TAX

Year	Change	Total Tax After Change
1925	2 cents per gallon tax enacted	2 cents
1927	1 cent per gallon increase	3 cents
1929	1 cent per gallon increase	4 cents
1933	1 cent per gallon reduction	3 cents
1947	1 cent per gallon increase	4 cents
1953	1 cent per gallon increase	5 cents
1959	2 cents per gallon increase	7 cents
1981	3.3 cents per gallon increase	10.3 cents
1982	1.4 cents per gallon increase	11.7 cents
1983	.3 cent per gallon increase	12 cents

Source: "A Brief Summary of Major State and Local Taxes in Ohio", Ohio Department of Taxation.

GASOLINE TAX RATES AS OF NOVEMBER 8, 1983

The official tax rates, in cents per gallon, on gasoline used in motor vehicles operating on the highways are shown below. These rates, in some instances, are lower within a state in certain zones and areas bordering a neighboring state having a lower tax rate. Some states, too, have delegated to municipalities or other jurisdictions the power to levy additional gasoline taxes so that in those jurisdictions the gasoline tax rate can be as much as 3¢ higher than the regular state tax rate.

A. FEDERAL EXCISE TAX OF 9 CENTS PER GALLON IS IN ADDITION TO STATE-LEVIED TAXES AND SHOULD BE ADDED TO AMOUNTS LISTED BELOW:

5¢ PER GALLON
Texas

6.58¢ PER GALLON
Oklahoma 16/

7¢ PER GALLON
Missouri

7½¢ PER GALLON
Georgia

8¢ PER GALLON
Alaska
Louisiana
New Jersey
New York 5/
Oregon
Wyoming

8½¢ PER GALLON
Hawaii 8/

9¢ PER GALLON
California
Mississippi
Tennessee

9½¢ PER GALLON
Arkansas

9.7¢ PER GALLON
Florida 7/

10¢ PER GALLON
Kansas
Kentucky 6/ 11/

11¢ PER GALLON
Alabama
Delaware
Illinois
Massachusetts 6/
New Mexico 6/
Utah
Virginia 5/ 11/

11.1¢ PER GALLON
Indiana 6/

12¢ PER GALLON
Arizona
Colorado
Nevada
North Carolina
Ohio 6/
Pennsylvania 5/

13¢ PER GALLON
Iowa
Michigan 6/
North Dakota
Rhode Island 5/ 6/
South Carolina
South Dakota
Vermont

13½¢ PER GALLON
Maryland

14¢ PER GALLON
Connecticut 5/
Maine
New Hampshire

14½¢ PER GALLON
Idaho 10/

14.8¢ PER GALLON
Dist. of Col. 6/

15¢ PER GALLON
Montana
Wisconsin

15.35¢ PER GALLON
West Virginia 6/

15½¢ PER GALLON
Nebraska 6/

16¢ PER GALLON
Minnesota
Washington 6/

Note: See Footnotes on the following page.

1/ Rates are effective January 1 - December 31 unless noted otherwise.
2/ Owners of vehicles registered in the state pay an annual decal fee based on the estimated usage in lieu of a gallonage tax.
3/ Exemption from state motor-fuel tax provided alcohol was made in the state from agricultural commodities produced within the state. In Virginia, alcohol must also be distilled in a plant that does not use natural gas or a pertroleum based product as a primary fuel. In Michigan, in addition to the above provision, the gasohol tax rate is 10 cents per gallon if alcohol is not produced within the state.
4/ Excise tax on alcohol fuels (ethanol or methanol) containing not more than 15% gasoline or diesel fuel is one-half the rate of the use fuel tax from January 1, 1982 until January 1, 1989.
5/ A "Gross receipts tax" is assessed in Connecticut (2%), New York (2%), Rhode Island (1%), Virginia (3%), and Pennsylvania (3.5% through August 5, 1983; 6% effective August 6, 1983).
6/ "Variable Tax." Rates are determined at various times of the year. Variable tax eliminated in Washington effective July 1, 1983.
7/ Rate consist of a fixed rate of 4 cents per gallon plus a 5 percent sales tax applied to the average retail price of motor fuel established at $1.148 per gallon.
8/ County tax of 4 to 6.5 cents per gallon is also added.
9/ County tax of 3.5 cents per gallon is also added but exempted from sales tax.
10/ Vehicles using gaseous motor fuel exempt from gasoline and special-fuel taxes must pay a monthly fee ranging from $1.65 to $8.00 depending on gross vehicle weight. (Repealed July 1, 1983)
11/ A 2% surtax is imposed on fuel purchased for any vehicle with 3 or more axles in Kentucky and a 2 cents per gallon surtax is imposed on fuel purchased for any Interstate property vehicle with 3 or more axles in Virginia.
12/ In New Hampshire a $10.00 decal is required for all diesel vehicles.
13/ Rate applies July 1, 1983 through June 30, 1984. From July 1, 1984 through June 30, 1985, tax will be 12 cents per gallon. Gasohol containing ethanol produced from Agricultural or Forestry waste products or by-products is taxable at the rate of 7 cents per gallon from October 1, 1983 through June 30, 1985. From July 1, 1985 through June 30, 1992, the tax on all gasohol will be 7 cents per gallon.
14/ Diesel fuel blended with recovered oil or agriculturally derived alcohol is taxed at 9 cents per gallon.
15/ A dealer is refunded 35 cents per gallon for each qualified fuel (ethanol and methonol) that is blended with unleaded gasoline.
16/ Includes inspection fee of 0.08 cent per gallon.
17/ Tax is paid by users for vehicles not under the jurisdiction of public utilities commission. Vehicles under jurisdiction of Public Utilities Commission and paying motor-carrier fees are exempt from payment of these taxes.
18/ Gasohol tax was established at 6 cents per gallon until June 30, 1985 unless a $5 million ceiling on associated revenues was reached. The ceiling was reached prior to January 1, 1983.
19/ Effective July 1, 1983, gasohol exemption is a variable rate with maximum of 5 cents per gallon. The variable rate is set quarterly to limit the total yearly exemption to $10,850,000.
20/ Reduced rate does not take effect until state certifies that there is a plant in Utah producing at least one million gallons of methanol per year for commercial use (also applies to ethanol).
21/ A fee of 1.1 mills per ton-mile is levied in lieu of gallonage tax on diesel fuel and L.P.G.

Source: Federal Highway Administration

TOTAL MOTOR FUEL CONSUMED IN OHIO FY 72-FY 83

(MILLION GALLONS)

	Gasoline	Diesel	Alcohol	Total	Aviation	Federal Government
FY 72	4673	459	NA	5,132	12	8
FY 73	4940	522	NA	5,462	13	10
FY 74	4902	556	NA	5,458	14	12
FY 75	4929	528	NA	5,457	13	10
FY 76	5031	561	NA	5,592	14	10
FY 77	5215	622	NA	5,837	14	9
FY 78	5284	666	NA	5,950	13	9
FY 79	5365	735	NA	6,100	14	9
FY 80	4999	747	1	5,747	13	8
FY 81	4723	731	1	5,455	14	8
FY 82	4508	742	2	5,252	15	7
FY 83	4410	717	37	5,164	10	7

The table above shows the various amounts of motor fuel consumed in Ohio by fiscal year. The total column represents the gross gallons which are subject to State and Federal tax and is the sum of the Gasoline, Diesel, and Alcohol gallons. Motor fuel used by Aviation and the Federal government is not subject to the tax. The actual gallons taxed (net) is obtained by deducting refunds for mass transit, alcohol and industrial use and shrinkage. This refund approximates 2-3 percent per year.

Thru FY 77, gasoline use represented approximately 90 percent of all fuel taxed. However, the percentage use of diesel fuel started increasing in FY 78 and in FY 83, gasoline use represented approximately 86 percent of all gallons taxed.

The reporting of alcohol gallons used in blending motor fuel became available in FY 80. Thru FY 82 the amounts were negligible. However, in FY 83 alcohol represents approximately 1/2 of one percent of all fuel taxed.

Gasohol is produced by mixing one part alcohol and nine parts gasoline. However, since both gasoline and alcohol are reported and taxed separately, no reporting of gasohol gallons is provided above.

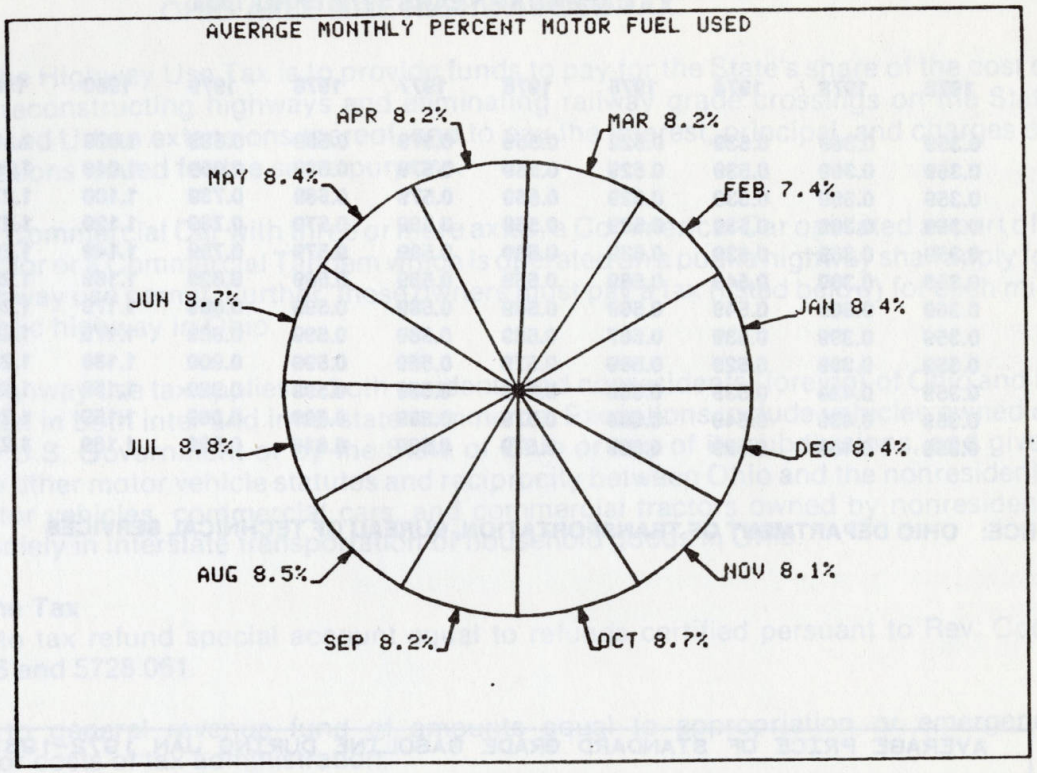
Source: Ohio Department of Taxation

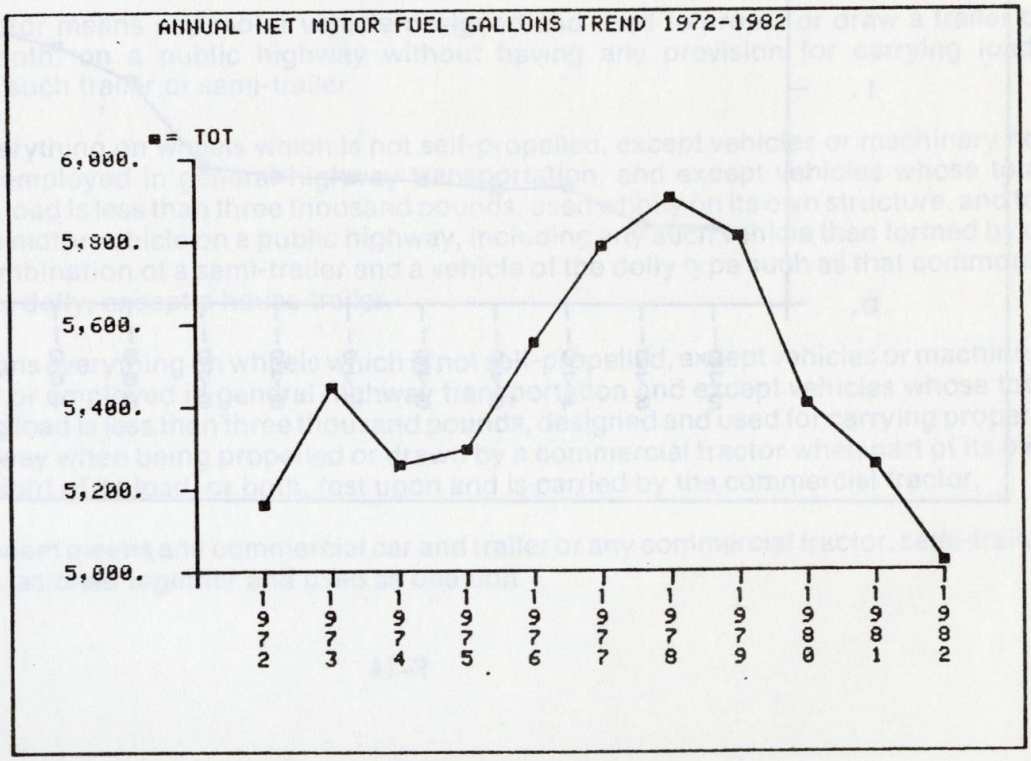
NET MOTOR FUEL GALLONS 1972-1982
(MILLIONS OF GALLONS)

	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
JAN	366	436	410	425	418	445	429	465	457	447	407
FEB	414	393	366	374	410	430	426	451	410	377	376
MAR	413	440	408	414	458	450	468	516	444	413	423
APR	419	457	431	449	452	490	442	462	438	440	401
MAY	450	466	454	453	478	510	543	518	459	448	411
JUN	455	465	454	455	480	497	524	469	449	460	456
JUL	437	473	482	472	475	495	505	495	478	470	437
AUG	462	482	477	484	489	504	534	496	457	445	431
SEP	411	447	435	421	449	485	488	471	450	426	411
OCT	447	479	476	460	475	488	515	505	464	463	434
NOV	442	457	430	422	475	509	508	483	443	428	402
DEC	446	452	435	467	495	485	521	479	453	439	432
TOTAL	5,163	5,447	5,257	5,296	5,554	5,787	5,902	5,810	5,403	5,256	5,020

This table identifies the number of gallons actually taxed (net) each month 1972 thru 1982. These net gallons are the sum of gasoline, diesel, L.P.G. and alcohol used as, or in blending, motor fuel, less any equivalent gallons refunded. The net gallons annual totals are reflected in the graph entitled "Annual Net Motor Fuel Gallons Trend 1972-1983".

The graph entitled "Average Monthly Percent Motor Fuel Used" shows the percent of the annual total used each month. These percentages are approximately the same over the last ten years.

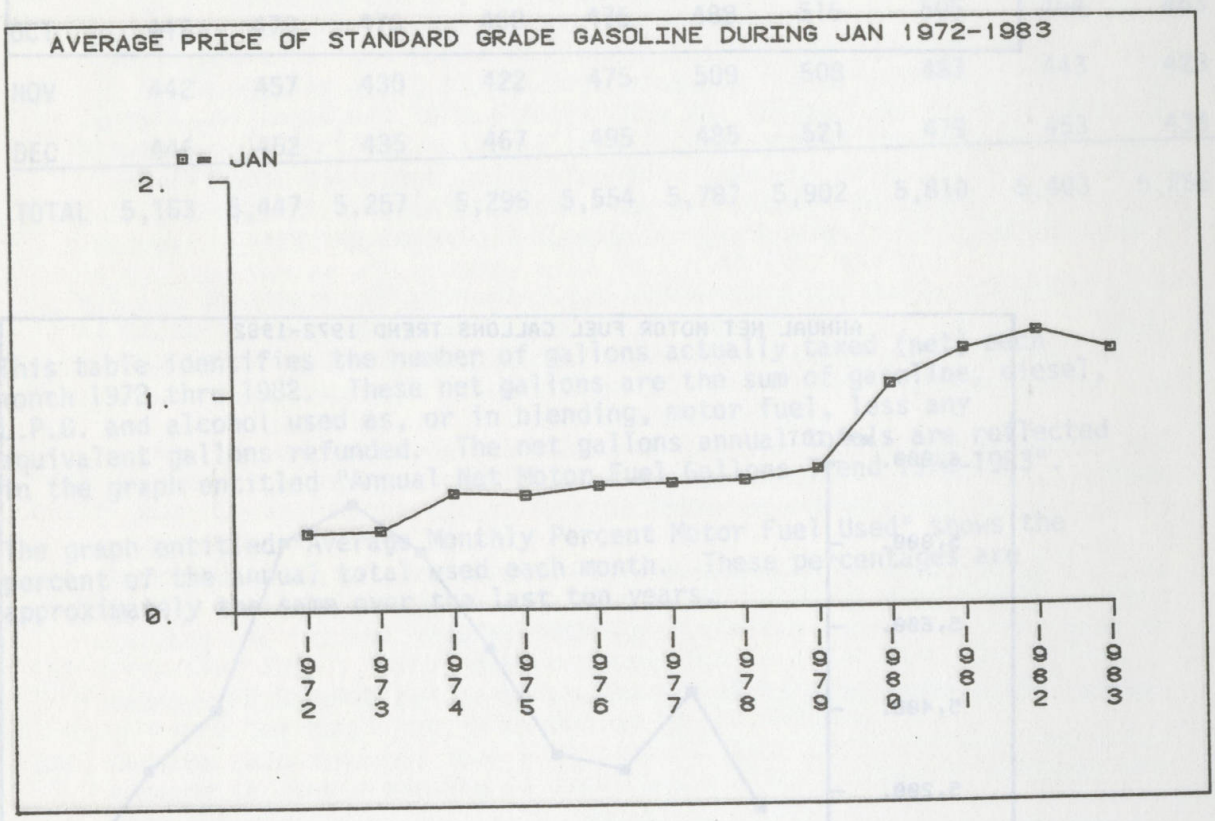

AVERAGE MONTHLY PERCENT MOTOR FUEL USED
APR 8.2%
MAR 8.2%
MAY 8.4%
FEB 7.4%
JUN 8.7%
JAN 8.4%
JUL 8.8%
DEC 8.4%
AUG 8.5%
NOV 8.1%
SEP 8.2%
OCT 8.7%


ANNUAL NET MOTOR FUEL GALLONS TREND 1972-1982
■ = TOT
6,000.
5,800.
5,600.
5,400.
5,200.
5,000.
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982

AVERAGE PRICE OF STANDARD GRADE GASOLINE
CENTS PER GALLON
CALENDAR YEARS 1972 THRU 1983

	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
JAN	0.359	0.369	0.539	0.529	0.569	0.579	0.589	0.639	1.029	1.189	1.269	1.179
FEB	0.359	0.369	0.539	0.529	0.559	0.579	0.589	0.669	1.049	1.269	1.259	1.159
MAR	0.359	0.369	0.539	0.529	0.559	0.579	0.589	0.739	1.100	1.279	1.159	1.169
APR	0.359	0.369	0.539	0.539	0.569	0.589	0.579	0.769	1.129	1.279	1.169	1.159
MAY	0.359	0.369	0.539	0.539	0.569	0.589	0.579	0.799	1.149	1.298	1.179	
JUN	0.359	0.369	0.549	0.569	0.569	0.589	0.589	0.829	1.169	1.298	1.179	
JUL	0.369	0.369	0.549	0.569	0.569	0.589	0.599	0.869	1.179	1.288	1.189	
AUG	0.359	0.399	0.539	0.567	0.569	0.589	0.599	0.889	1.179	1.288	1.189	
SEP	0.359	0.399	0.529	0.569	0.579	0.589	0.599	0.900	1.188	1.288	1.189	
OCT	0.359	0.429	0.539	0.569	0.579	0.589	0.599	0.929	1.159	1.299	1.189	
NOV	0.359	0.439	0.549	0.569	0.579	0.589	0.599	0.969	1.159	1.299	1.189	
DEC	0.359	0.469	0.529	0.569	0.579	0.589	0.619	0.989	1.169	1.279	1.169	

SOURCE: OHIO DEPARTMENT OF TRANSPORTATION, BUREAU OF TECHNICAL SERVICES



OHIO AXLE MILE HIGHWAY USE TAX

The purpose of the Highway Use Tax is to provide funds to pay for the State's share of the cost of constructing or reconstructing highways and eliminating railway grade crossings on the State highway system and Urban extensions thereof, and to pay the interest, principal, and charges on bonds and obligations issued for the same purpose.

Every owner of a Commercial Car with three or more axles, a Commerical Car operated as part of a Commercial Tractor or a Commercial Tandem which is operated on a public highway shall apply for a permanent highway use permit. Further, those owners must pay a tax (listed below) for each mile traveled on a public highway in Ohio.

In general, the highway use tax applies to both residents and nonresidents (foreign) of Ohio and to vehicles employed in both inter and intra-state commerce. Exceptions include vehicles owned or operated by the U.S. Government or by the State of Ohio or any of its subdivisions, and given compliance with other motor vehicle statutes and reciprocity between Ohio and the nonresident's home state, motor vehicles, commercial cars, and commercial tractors owned by nonresidents while engaged solely in interstate transportation of household goods in Ohio.

Disposition of the Tax

(1) allocation to tax refund special account equal to refunds certified persuant to Rev. Code sections 5728.06 and 5728.061.

(2) allocation to general revenue fund of amounts equal to appropriation or emergency authorizations for costs of tax administration.

(3) balance to specified highway bond retirement funds as long as needed; thereafter after deductions for tax refund special account, all to supplementary highway construction fund.

Definitions of Vehicles

Commercial Car means any motor vehicle used for transporting property, wholly on its own structure on a public highway.

Commercial Tractor means any motor vehicle designed and used to propel or draw a trailer or semi-trailer, or both, on a public highway without having any provision for carrying loads independently of such trailer or semi-trailer.

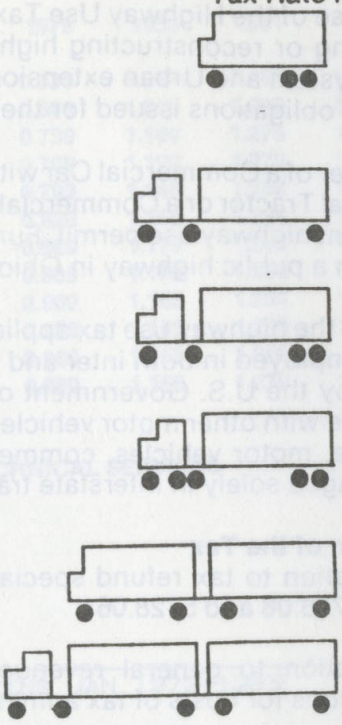
Trailer means everything on wheels which is not self-propelled, except vehicles or machinery not designed for or employed in general highway transportation, and except vehicles whose total weight including load is less than three thousand pounds, used wholly on its own structure, and for being drawn by a motor vehicle on a public highway, including any such vehicle then formed by or operated as a combination of a semi-trailer and a vehicle of the dolly type such as that commonly known as a trailer dolly, except a house trailer.

Semi-Trailer means everything on wheels which is not self-propelled, except vehicles or machinery not designed for or employed in general highway transportation and except vehicles whose total weight excluding load is less than three thousand pounds, designed and used for carrying property on a public highway when being propelled or drawn by a commercial tractor when part of its own weight or the weight of its load, or both, rest upon and is carried by the commercial tractor.

Commercial Tandem means any commercial car and trailer or any commercial tractor, semi-trailer, and trailer when fastened together and used as one unit.

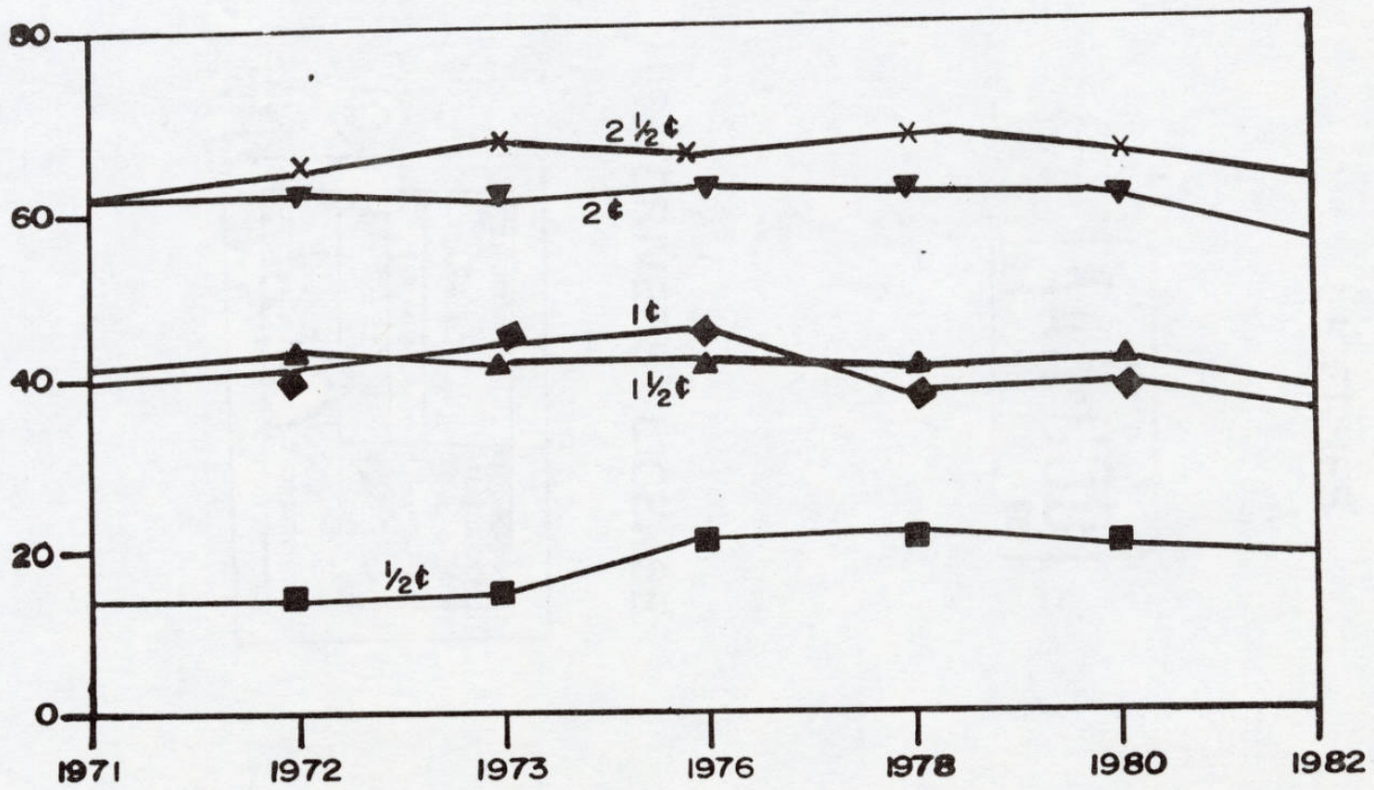
Commercial Tractor Combination means any commercial tractor and semi-trailer when fastened together and used as one unit.

Vehicles Subject to the Tax	Tax Rate Per Mile
Commercial Cars with three or more axles.	½ Cents
Commercial Tandem with three axles, and Commercial Tractors operated as part of a Commercial Tractor Combination with three or more axles.	1 Cent
Commercial Tractor operated as part of a Commercial Tractor Combination with four axles.	1½ Cents
Commercial Tractors operated as part of a Commercial Tractor Combination with a total of five or more axles.	2 Cents
Commercial Cars or Commercial Tractors operated as part of a Commercial Tandem with four or more axles.	2½ Cents

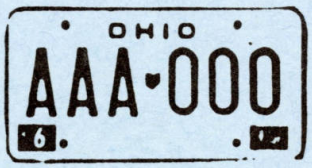


Source: Ohio Revised Code

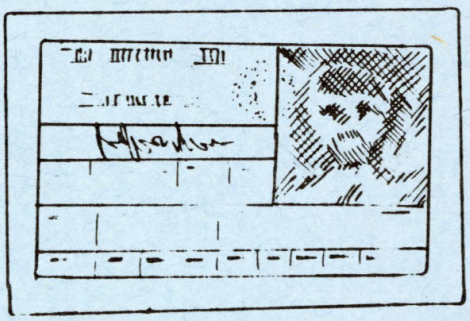
AVERAGE GROSS VEHICLE WEIGHT (KIPS) OF LOADED TRUCKS BY AXLE MILE TAX GROUP



LICENSES



DRIVERS LICENSE



THIS SECTION PRESENTS INFORMATION ON MOTOR VEHICLE AND OPERATOR LICENSE TAX AND REVENUES.

DISTRIBUTION OF OHIO'S MOTOR VEHICLE LICENSE PLATE TAX

TO THE COUNTIES

For the construction, reconstruction, improvement, maintenance and repair of roads and highways and for the maintenance and repair of bridges and viaducts.

	PERCENT OF TOTAL FEES
Amount distributed to each County based on the ratio of the motor vehicle registration in the rural portion of each County to the total Motor Vehicle Registration in the State	47%
Amount distributed equally to each of the Counties	5%
Amount to each County based on ratio of each County's road mileage to the total County Road Mileage in the State	9%

TO THE MUNICIPALITIES

For maintenance, repair, construction, re-pavement of public streets and the maintenance and repair of bridges and viaducts.

Amount based on the ratio of Motor Vehicle Registration in each Municipality to the total Motor Vehicle Registration in the State	34% (A)(B)

TO THE TOWNSHIPS

For the construction, reconstruction, maintenance and widening of Township roads and streets.

Amount to each Township based on ratio of each townships road mileage to the Total Township road mileage in the State	5%
TOTAL	100%

(A) About 70% of the 34% fund goes to the Municipalities on the basis of registration inside municipal Corporations and the remaining 30% goes to Counties for registration outside Municipalities.

(B) 7 1/2% to be spent on State Highways within Municipal Corporations in accordance with Sec. 5735.28 of The Ohio Revised Code.

DISTRIBUTION OF OTHER MOTOR VEHICLE RELATED FEES

Drivers License Fees, Certificate of Title Transfer, Dealers' and Salesmen's License Fees and Other Miscellaneous Fees.

For the Administration of the Department of Highway Safety	100%

Highway Patrol Fines

To the Municipality or County where the fine was assessed and collected	55%
To the State for maintenance and repair of highways	45%
TOTAL	100%

Motor Carrier Taxes

To the Department of Highway Safety for Administration	100%

SOURCE: Ohio Revised Code

OHIO 1981 CALENDAR YEAR MOTOR VEHCILE LICENSE TAX AND MOTOR VEHICLE FUEL TAX RECEIPTS DISTRIBUTED TO LOCAL GOVERNMENTAL AGENCIES FOR STREET AND ROAD MAINTENANCE AND CONSTRUCTION

	FUEL MUNICIPALITIES	FUEL COUNTY GOVERNMENT	FUEL TOWNSHIP GOVERNMENT	VEHICLE MUNICIPALITIES	VEHICLE COUNTY GOVERNMENT	VEHICLE TOWNSHIP GOVERNMENT	TOTAL RECEIPTS
ADAMS	46,071	390,000	216,000	51,179	476,814	105,034	1,285,098
ALLEN	380,228	390,000	172,800	443,766	873,769	135,043	2,375,606
ASHLAND	135,474	390,000	216,000	147,244	505,365	108,855	1,502,938
ASHTABULA	280,127	390,000	388,800	299,606	831,181	166,365	2,356,079
ATHENS	111,226	390,000	201,600	118,142	540,338	137,129	1,498,435
AUGLAIZE	142,952	390,000	201,600	170,097	523,922	85,552	1,514,123
BELMONT	216,859	390,000	230,400	283,842	683,030	194,152	1,998,283
BROWN	54,735	390,000	230,400	63,789	510,582	112,718	1,362,224
BUTLER	902,766	390,000	187,200	948,268	1,126,765	136,729	3,691,728
CARROLL	31,726	390,000	201,600	37,058	500,733	112,039	1,273,156
CHAMPAIGN	90,722	390,000	172,800	97,606	436,785	90,427	1,278,340
CLARK	422,293	390,000	144,000	447,626	904,099	103,713	2,411,731
CLERMONT	94,067	390,000	201,600	92,492	1,069,742	125,619	1,973,520
CLINTON	100,819	390,000	187,200	122,621	465,909	78,039	1,344,588
COLUMBIANA	290,367	390,000	259,200	328,188	832,865	228,796	2,329,416
COSHOCTON	103,553	390,000	316,800	142,049	547,614	165,047	1,665,063
CRAWFORD	191,228	390,000	230,400	191,421	462,652	119,478	1,585,179
CUYAHOGA	7,174,919	390,000	57,600	7,837,646	1,255,690	2,811	16,718,666
DARKE	149,819	390,000	288,000	189,786	766,056	145,719	1,929,380
DEFIANCE	128,034	390,000	172,800	176,707	492,267	114,596	1,474,404
DELAWARE	126,091	390,000	259,200	148,948	610,591	94,064	1,628,894
ERIE	235,765	390,000	129,600	302,292	524,679	64,392	1,646,728
FAIRFIELD	279,775	390,000	187,200	323,695	775,167	140,463	2,096,300
FAYETTE	81,965	390,000	144,000	110,687	457,624	54,986	1,239,262
FRANKLIN	4,039,054	390,000	244,800	4,901,161	1,712,693	93,439	11,381,147
FULTON	111,052	390,000	172,800	185,168	593,350	102,836	1,555,206
GALLIA	38,098	390,000	216,000	56,463	618,079	94,450	1,413,090
GEAUGA	69,161	390,000	230,400	86,688	772,653	121,715	1,670,617
GREENE	535,431	390,000	172,800	584,141	556,558	75,897	2,314,827
GUERNSEY	103,154	390,000	273,600	124,277	596,523	157,134	1,644,688
HAMILTON	3,032,421	390,000	172,800	4,133,550	2,190,854	120,060	10,039,685
HANCOCK	246,937	390,000	244,800	297,729	635,135	142,739	1,957,340
HARDIN	95,534	390,000	216,000	103,278	511,021	98,308	1,414,141
HARRISON	48,387	390,000	216,000	68,367	417,646	108,920	1,249,320
HENRY	86,300	390,000	187,200	124,290	556,505	113,655	1,457,950
HIGHLAND	73,211	390,000	244,800	127,499	581,517	119,688	1,536,715
HOCKING	44,443	390,000	158,400	52,023	408,261	110,629	1,163,756
HOLMES	27,331	390,000	201,600	36,477	483,214	152,862	1,291,484
HURON	194,684	390,000	273,600	260,820	553,597	130,603	1,803,304
JACKSON	82,350	390,000	172,800	109,271	458,819	98,105	1,311,345
JEFFERSON	287,039	390,000	201,600	336,059	620,336	119,257	1,954,291
KNOX	118,357	390,000	316,800	139,549	619,586	158,471	1,742,763
LAKE	964,462	390,000	72,000	917,118	589,558	41,746	2,974,884
LAWRENCE	134,041	390,000	201,600	184,758	652,739	90,993	1,654,131
LICKING	382,159	390,000	374,400	556,241	892,260	198,927	2,793,987
LOGAN	117,094	390,000	244,800	125,201	551,104	91,382	1,519,581
LORAIN	1,243,477	390,000	259,200	1,267,332	885,595	79,257	4,124,861
LUCAS	2,163,395	390,000	158,400	2,692,565	1,091,871	68,852	6,565,083
MADISON	80,365	390,000	201,600	89,112	495,533	31,302	1,287,912
MAHONING	765,811	390,000	201,600	947,204	1,613,099	110,284	4,027,998
MARION	230,682	390,000	216,000	251,036	636,360	65,977	1,790,055
MEDINA	351,844	390,000	244,800	358,948	789,124	88,995	2,223,711
MEIGS	47,129	390,000	172,800	59,017	407,489	133,708	1,210,143
MERCER	111,146	390,000	201,600	152,606	580,129	116,105	1,551,586
MIAMI	330,123	390,000	172,800	351,156	777,698	69,771	2,091,548
MONROE	27,356	390,000	259,200	30,708	443,501	143,336	1,294,101
MOTGOMERY	2,426,342	390,000	172,800	2,529,851	1,623,234	174,102	7,316,329
MORGAN	21,527	390,000	201,600	24,643	443,709	106,233	1,187,712
MORROW	34,554	390,000	230,400	37,317	552,607	90,074	1,334,952
MUSKINGM	189,858	390,000	360,000	310,790	879,745	182,209	2,312,602
NOBLE	18,610	390,000	216,000	27,863	365,061	129,832	1,147,366
OTTOWA	90,869	390,000	172,800	97,524	455,224	79,673	1,286,090
PAULDING	47,030	390,000	172,800	55,805	455,070	132,118	1,252,823
PERRY	78,728	390,000	201,600	88,236	478,557	99,640	1,336,761
PICKAWAY	90,222	390,000	216,000	103,708	521,681	107,290	1,428,901
PIKE	31,011	390,000	201,600	32,573	462,610	68,859	1,186,653
PORTAGE	312,398	390,000	259,200	341,690	1,268,020	101,131	2,672,439
PREBLE	101,589	390,000	172,800	107,849	514,767	113,076	1,400,081
PUTNAM	83,796	390,000	216,000	122,966	519,110	165,194	1,497,066
RICKLAND	450,199	390,000	259,200	613,656	858,829	148,281	2,720,165
ROSS	175,904	390,000	230,400	229,925	656,590	129,048	1,811,867
SANDUSKY	169,229	390,000	172,800	264,277	651,644	118,797	1,766,747
SCIOTO	159,854	390,000	230,400	213,316	773,053	132,152	1,898,775
SENECO	218,579	390,000	216,000	266,446	648,624	168,431	1,908,080
SHELBY	134,415	390,000	201,600	234,157	564,402	87,529	1,612,103
STARK	997,800	390,000	244,800	1,232,541	2,100,333	310,080	5,275,554
SUMMIT	2,285,794	390,000	187,200	2,478,160	1,464,577	123,364	6,929,095
TRUMBULL	636,998	390,000	345,600	965,717	1,520,288	159,140	4,017,743
TUSCARAWAS	313,712	390,000	316,800	418,587	819,582	153,783	2,412,464
UNION	65,166	390,000	201,600	76,887	604,865	38,342	1,376,860
VANWERT	94,055	390,000	172,800	118,612	441,365	137,444	1,354,276
VINTON	22,647	390,000	172,800	36,094	347,731	86,867	1,056,139
WARREN	272,499	390,000	158,400	269,526	694,327	93,867	1,878,619
WASHINGTON	152,686	390,000	316,800	189,712	675,700	224,807	1,949,705
WAYNE	256,730	390,000	230,400	364,910	972,191	149,073	2,363,304
WILLIAMS	113,342	390,000	172,800	144,982	553,234	91,859	1,466,217
WOOD	315,479	390,000	273,600	317,559	754,021	263,979	2,314,638
WYANDOT	75,405	390,000	187,200	99,078	492,499	80,412	1,324,594
TOTAL	38,370,636	34,320,000	18,979,200	45,199,524	63,599,896	10,517,855	210,987,111

SOURCE: OHIO DEPARTMENT OF TRANSPORTATION, BUREAU OF TECHNICAL SERVICES

1982 MOTOR VEHICLE LICENSE TAX

Vehicle Type	Net Weight	Annual Rate
Passenger cars	--	$20.00
Motorcycle	--	$10.00
House trailers, travel trailers	--	$10.00
Transit buses	--	$12.00
Motor homes	--	$35.00
Commercial trucks, tractors, semi-trailers, trailers		$15.00 plus:
	First 2,000 lbs	$ .85 per 100 lbs.
	2,001 - 3,000 lbs.	$1.40 per 100 lbs.
	3,001 - 4,000 lbs.	$1.90 per 100 lbs.
	4,001 - 5,000 lbs.	$2.20 per 100 lbs.
	5,001 - 6,000 lbs.	$2.40 per 100 lbs.
	6,001 - 10,000 lbs.	$2.80 per 100 lbs.
	10,001 - 12,000 lbs.	$3.00 per 100 lbs.
	Over 12,000 lbs.	$3.25 per 100 lbs.
Farm trucks		$5.00 plus:
	First 3,000 lbs.	$ .50 per 100 lbs.
	3,001 - 4,000 lbs.	$ .70 per 100 lbs.
	4,001 - 6,000 lbs.	$ .90 per 100 lbs.
	6,001 - 10,000 lbs.	$2.50 per 100 lbs.
	Over 10,000 lbs.	$2.25 per 100 lbs.
Motor buses	First 2,000 lbs.	$ .85 per 100 lbs.
	2,001 - 3,000 lbs.	$1.30 per 100 lbs.
	3,001 - 4,000 lbs.	$1.80 per 100 lbs.
	4,001 - 6,000 lbs.	$2.00 per 100 lbs.
	6,001 - 10,000 lbs.	$2.40 per 100 lbs.
	Over 10,000 lbs.	$2.75 per 100 lbs.

Exemptions:

1. Vehicles owned and operated by the federal or state government or by political subdivisions of the State of Ohio.
2. Publicly-owned school buses used for transporting public school pupils; privately-owned school buses used exclusively for transporting private or public school pupils to and from schools or school functions.
3. Vehicles registered in another state until owner becomes an Ohio resident.

Source: "A Brief Summary of Major State and Local Taxes in Ohio", Ohio Department of Taxation

PAYMENT DATES OF MOTOR VEHICLE LICENSE TAX

Owners of vehicles other than passenger cars, April 1 - May 31.

Owners of noncommerical vehicles register alphabetically throughout the year as follows:

First Letter of Owner's Last Name	Registration Month
AB	January
CD	February
EFG	March
HIJ	June
KL	July
M	August
NOPQ	September
RT	October
S	November
UVWXYZ	December

Special Provisions:

1. Counties (and municipalities with counties which have not adopted the tax) may levy a $5.00-per-vehicle license tax. As of July 1, 1981, 41 counties and 125 municipalities impose this license tax.
2. House trailers used as residential dwellings are also taxed as real property.
3. Special license plates reserving number or letter combinations are available at an additional $35 cost.

Source: "A Brief Summary of Major State and Local Taxes in Ohio", Ohio Department of Taxation

HISTORY OF MAJOR CHANGES OF MOTOR VEHICLE LICENSE TAX

1906 - Registration fee of $5 for all gasoline or steam motor vehicles.

1920 - Separate license taxes for motorcycles and passenger cars enacted with commercial vehicles the same rate as passenger cars plus an additional tax based on gross weight.

1925 - Graduated rate schedule for commercial vehicles enacted.

1932 - License tax on motorcycles and passenger cars increased; rates on commercial vehicles increased; method of revenue distribution amended.

1937 - Separate graduated rate schedule on farm trucks enacted.

1948 - Passenger car levy increased to $10.

1949 - Separate levy on house trailers enacted.

1951 - Separate graduated rate schedule on motor buses enacted; levy on commercial vehicles increased.

1953 - Department of Highway Safety, which contains the Bureau of Motor Vehicles, created; method of revenue distribution amended as it presently exists.

1957 - Separate levy on transit buses enacted.

1967 - Counties and municipalities permitted to levy an additional license tax.

1977 - Effective January 1, 1980, payment dates are for 12 monthly registration periods and registration by mail is permitted.

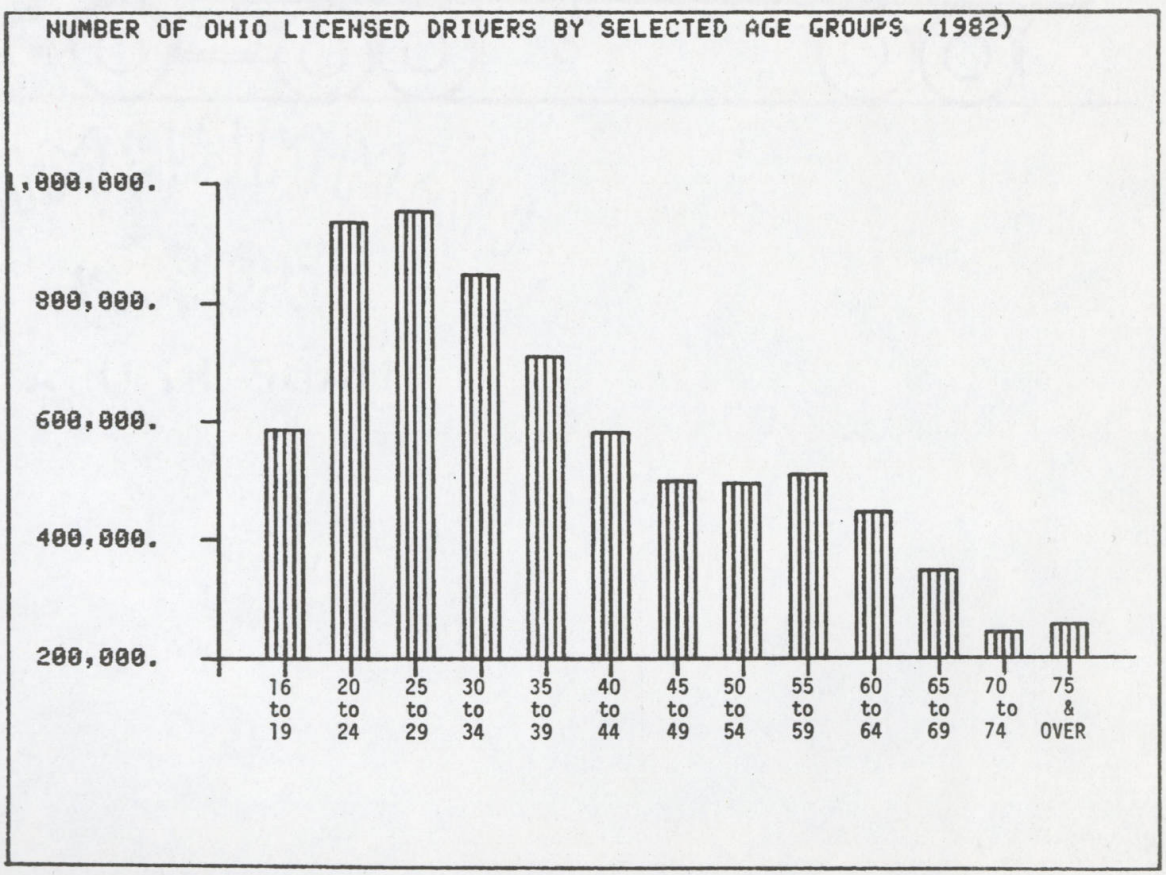
1980 - License tax on passenger cars, motorcycles, house and travel trailers doubled; license tax on all other vehicles increased.

Source: "A Brief Summary of Major State and Local Taxes in Ohio", Ohio Department of Taxation

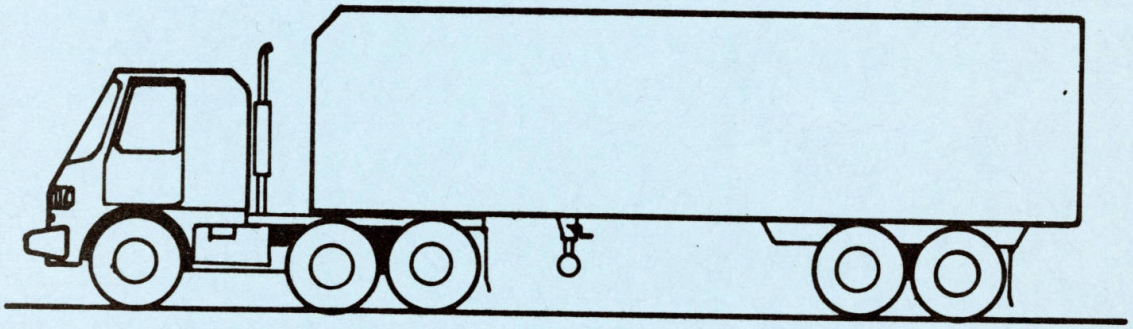
NUMBER OF OHIO LICENSED DRIVERS IN FORCE IN 1982
BY SELECTED AGE GROUPS AND BY SEX

	TOTAL	% OF ALL DRIVERS	MALE	% OF MALE DRIVERS	FEMALE	% OF FEMALE DRIVERS
16	106,402	1.4	57,812	1.5	48,590	1.4
17	145,334	1.9	77,363	2.0	67,971	1.9
18	157,417	2.1	84,310	2.2	73,107	2.1
19	176,413	2.3	94,720	2.5	81,693	2.3
16-19	585,566	7.9	314,205	8.1	271,361	7.6
20	169,975	2.3	88,871	2.3	81,104	2.3
21	183,001	2.4	95,348	2.5	87,653	2.5
22	193,581	2.6	99,774	2.6	93,807	2.6
23	198,937	2.6	102,881	2.7	96,056	2.7
24	188,305	2.5	96,403	2.2	91,902	2.6
20-24	933,799	12.6	483,277	12.6	450,522	12.7
25-29	952,797	12.9	487,464	12.7	465,333	13.1
30-34	846,007	11.4	429,057	11.2	416,950	11.7
35-39	707,762	9.6	358,264	9.3	349,498	9.8
40-44	579,669	7.8	292,296	7.6	287,373	8.0
45-49	498,151	6.7	253,880	6.6	244,271	6.9
50-54	493,578	6.7	256,632	9.3	236,946	6.7
55-59	508,402	6.9	267,293	7.0	241,109	6.8
60-64	445,678	6.0	235,762	6.1	209,916	5.9
65-69	347,544	4.7	185,721	4.8	161,823	4.5
70-74	242,600	3.3	129,625	3.4	112,975	3.2
75 & OVER	255,736	3.5	145,605	3.8	110,131	3.1
TOTALS	7,397,293	100.0	3,839,084	100.0	3,558,210	100.0

SOURCE: 1982 Ohio Traffic Accident Facts, Ohio Department of Highway Safety



TRUCKS



TRUCKS

The truck weight information contained in this chapter is based on data collected by the Ohio Department of Transportation in cooperation with the Federal Highway Administration. The data was collected at 14 locations during the summer months, primarily on main rural roads, through the use of portable loadometer scales. The stations were operated independent of any law enforcement.

During the measurement period, all vehicles in the traffic stream at each location were counted and classified. The count included the number of passenger cars, buses, single unit trucks, as well as tractor-semitrailer and truck-trailer combinations. Classification counts were normally conducted for three 8-hour shifts, not necessarily consecutive, which in total covered all 24-clock hours. One shift coincided with the weighing operation.

Weighing operations for each station were normally conducted for a 12-hour weekday period during daylight hours. For each vehicle weighed, the information recorded included vehicle type, body type, class of operation, commodity carried, load status, fuel type, total gross weight, total wheel base, and individual axle weights and spacings.

Prior to 1976, Ohio conducted the Truck Weight Study on an annual basis. Beginning with the 1976 data collection, the weighing and surveying portion of the study were performed on an alternate-year basis during the even numbered years. The classification counting continued annually, on a quarterly basis.

Loadometer Station 160 was temporarily relocated in 1982 to Auglaize County 75 7.97 and Station 118 was relocated to Guernsey County 70 19.37 due to construction.

The following definitions are used in this report:

P type vehicle - passenger cars, recreational vehicles, school buses

A type vehicle - panel and pick-up trucks without dual rear tires

B type vehicle - truck-tractor and semi-trailer and full trailer combinations

C type vehicle - single unit trucks most generally with dual rear tires and may have more than 2-axles.

Figure 1 shows the locations of the loadometer weigh sites and permanent weigh stations. Five (5) loadometer sites are located on the Rural Interstate Highway System. The remaining nine (9) loadometer sites are located on U.S. and S.R. Highways. The county, route, and section description are shown in Table 1.

Vehicle types used in the report are shown in Table 2. Although information for all vehicle types has been compiled in the tables, only the information for the 3-S-2 (33200) tractor semi-trailer combination has been summarized. Any additional information is available on request.

II VEHICLE TYPES

The percent distribution of trucks (B & C) on the Rural Interstate and Other Rural Highway systems is shown on Graphs 1 and 2 respectively. Graph 3 shows the Percent Weekday Traffic in terms of P & A vehicle categories and B & C Commercial vehicles for each hour of day. Graph 3 shows that the percent distribution of commercial vehicles ranges from a low of three (3) percent to a high of five (5) percent.

Graph 4 shows that the percent 3-S-2 vehicles of the total traffic on the Rural Interstate Highway System has increased from 17 percent in 1974 to 22 percent in 1982. Graph 5 shows that the percent 3-S-2 vehicles of the total commercial traffic (B & C) on the Rural Interstate Highway System has increased from 60 percent in 1974 to 69 percent in 1982.

III TRUCK WEIGHTS

A. Although the number of trucks on the highway system has been increasing, the average gross weight of a loaded 3-S-2 (greater than 35.0 kips) has not changed appreciably over the past ten years. (Graph 8) One kip equals 1000 pounds.

The average gross vehicle weight of a loaded 3-S-2 on the Rural Highway System is slightly higher than that on the Rural Interstate System.

Average Gross Vehicle Weight of Loaded 3-S-2 (kips)

Year	1972	1973	1976	1978	1980	1983
Interstate	58.6	58.2	58.4	58.8	58.8	59.0
Other	61.3	58.9	59.6	59.8	59.6	59.4

B. The average gross vehicle weight of a loaded 3-S-2 by geographic area (station) is shown on Graph 9. Regardless of geographic location on the rural Interstate Highway system, the average weight of a 3-S-2 is constant. However, more fluctuation in weight occurs on Other Rural Highways.

C. The percent of all trucks weighed is shown on Graph 10.

MAP OF

OHIO

SHOWING

WEIGH STATIONS AND LOADOMETER SITES ON FEDERAL-AID PRIMARY HIGHWAY SYSTEM

RIMARY - INTERSTATE

PRIMARY - NONINTERSTATE

PERMANENT WEIGH STATIONS

LOADOMETER WEIGH SITES

TABLE 1

The Number and Location of Each Loadometer Weigh Station is as Follows:

	Station No	Route	County	Mile Point	Location
1	118(002)	IR-70	Belmont (Bel)	12.13	2.5 Mi. E. of SR 149 at Rest Area
2	160(001)	IR-75	Miami (Mia)	15.72	1.0 Mi. South of SR 36
3	524	IR-280	Wood (Woo)	3.09	0.8 Mi. North of SR 795
4	587	IR-90	Ashtabula (Atb)	18.90	3.2 Mi. East of SR 46
5	629	IR-70	Madison (Mad)	0.38	1.5 Mi. West of SR 56 at Rest Area
6	006	US-30	Van Wert (Van)	23.71	0.1 Mi. West of Middlepoint Road
7	024	SR-51	Ottawa (Ott)	3.00	0.4 Mi. North of Genoa Center Road
8	099	SR-45	Columbiana (Col)	22.18	1.0 Mi. South of SR 45 Bypass
9	129	US-23	Delaware (Del)	15.16	1.9 Mi. South of SR 229
10	172	SR-4	Butler (But)	15.38	0.3 Mi. South of SR 63 Interchange
11	187	US-6	Henry (Hen)	14.17	1.7 Mi. East of SR 108
12	189	US-35-50	Ross (Ros)	25.77	4.2 Mi. East of US-23
13	216	US-22-93	Muskingum (Mus)	7.33	0.9 Mi. North of SR 93
14	454	SR 16	Coshocton (Cos)	8.80	0.9 Mi. South of SR 541
*15	001	IR-75	Auglaize (Aug)	7.97	3.0 Mi. North of SR 67
*16	002	IR-70	Guernsey (Gue)	19.37	2.5 Mi. East of SR 285

*Temporary relocation for 1982 due to construction
Station 001 substituted for station 160
Station 002 substituted for station 118

TABLE 2

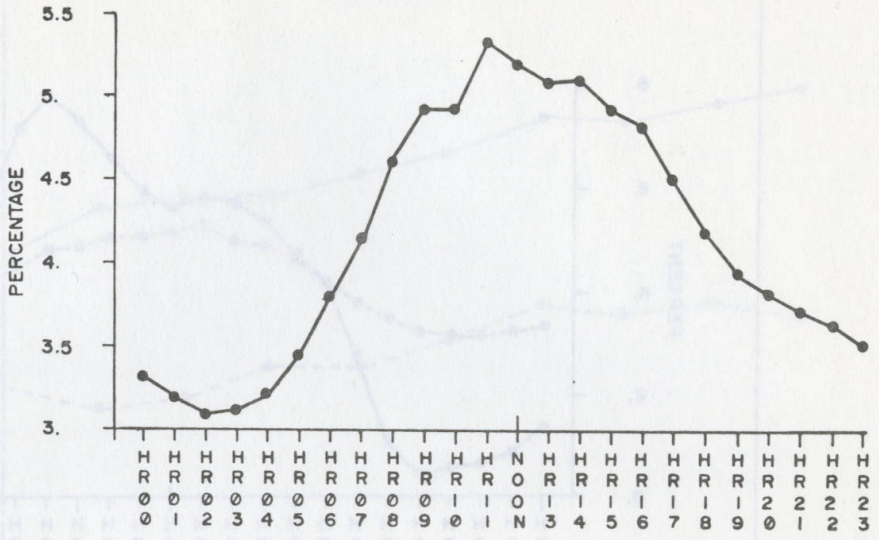
TYPICAL VEHICLE TYPES AND CODES

Code	Symbol	Description
200000	2 P	2-Axle Panel and Pickup
210000	2 S	2-Axle Four Tired Truck
220000	2 D	2-Axle Six Tired Truck
230000	3 A	3-Axle Truck
240000	4 A	4-Axle Truck
321000	2-S1	2-Axle Tractor, Single Axle Semitrailer
322000	2-S2(S)	2-Axle Tractor, 2 Axle Semitrailer
323000	2-S3(S)	2-Axle Tractor, 3 Axle Simitrailer
327000	2-S2	2-Axle Tractor, 2 Axle Trailer with one spread tandem
328000	2-S3	2-Axle Tractor, 3 Axle Trailer with one spread tandem
331000	3-S1	3-Axle Tractor, Single Axle Semitrailer
332000	3-S2	3-Axle Tractor, 2 Axle Semitrailer
333000	3-S3	3-Axle Tractor, 3 Axle Semitrailer
337000	3-S2(S)	3-Axle Tractor, 2 Axle Trailer with one spread tandem
338000	3-S3(S)	3-Axle Tractor, 3 Axle Trailer with one spread tandem
421000	2-1	2-Axle Truck, Single Axle Trailer
422000	2-2	2-Axle Truck, 2 Axle Trailer
431000	3-1	3-Axle Truck, Single Axle Trailer
432000	3-2	3-Axle Truck, 2 Axle Trailer
521200	2-S1-2	2-Axle Tractor, Single Axle Semitrailer 2-Axle Trailer
522200	2-S2-2	2-Axle Tractor, 2 Axle Semitrailer 2-Axle Trailer
531200	3-S1-2	2-Axle Tractor, Single Axle Semitrailer 2-Axle Trailer
532200	3-S2-2	2-Axle Tractor, 2 Axle Semitrailer 2 Axle Trailer
622100	2-2-1	2-Axle Truck, 2-Axle Trailer, Single Axle Trailer
622200	2-2-2	2-Axle Truck, 2 Axle Trailer, 2 Axle Trailer
632100	3-2-1	3-Axle Truck, 2 Axle Trailer, Single Axle Trailer
632200	3-2-2	3-Axle Truck, 2 Axle Trailer, 2 Axle Trailer

PERCENT DISTRIBUTION TRUCK TRAFFIC (B&C) BY HOUR OF DAY

RURAL INTERSTATE

6 YEAR WEEKDAY AVERAGE

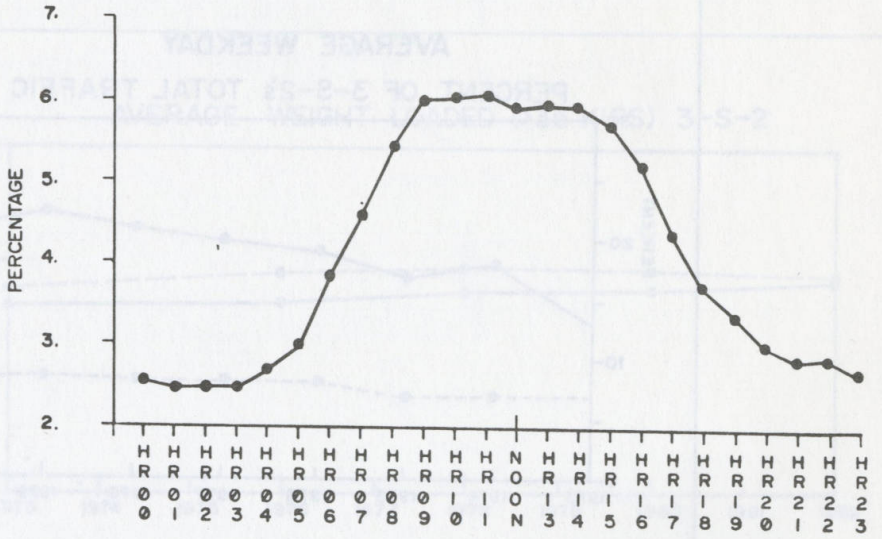


GRAPH 1 REV. 4-13-82

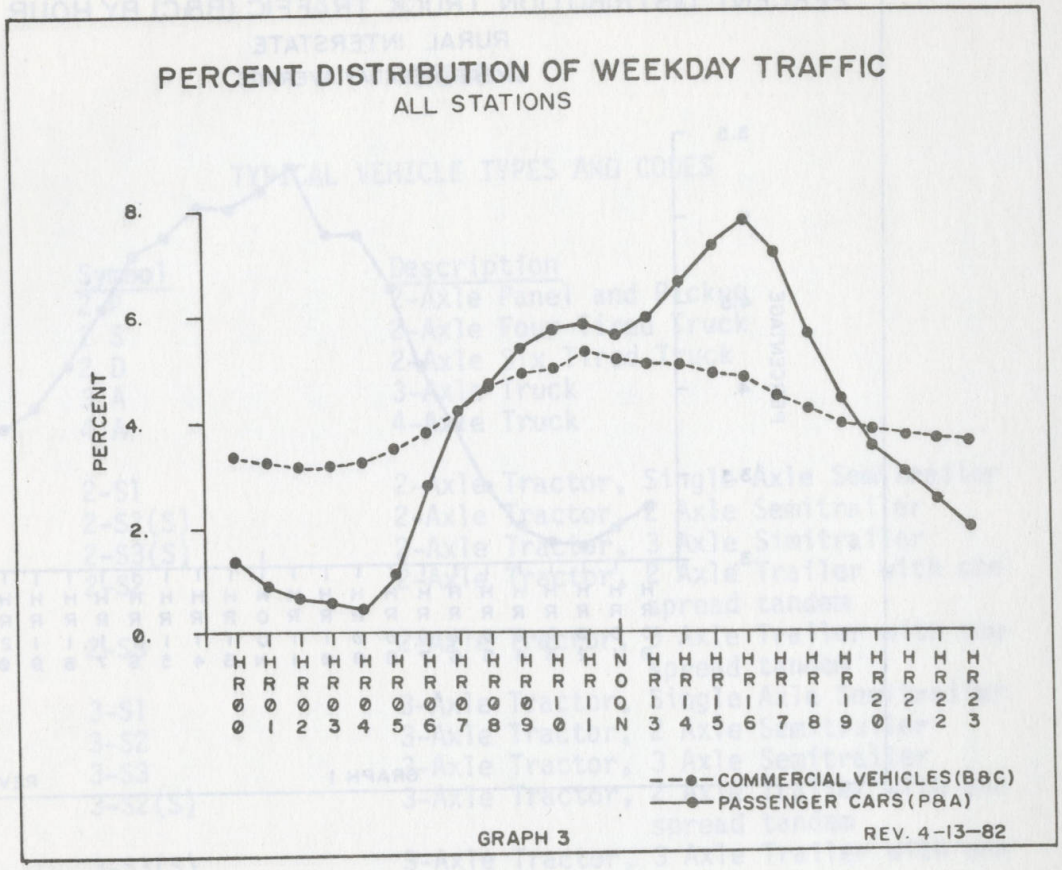
PERCENT DISTRIBUTION TRUCK TRAFFIC (B&C) BY HOUR OF DAY

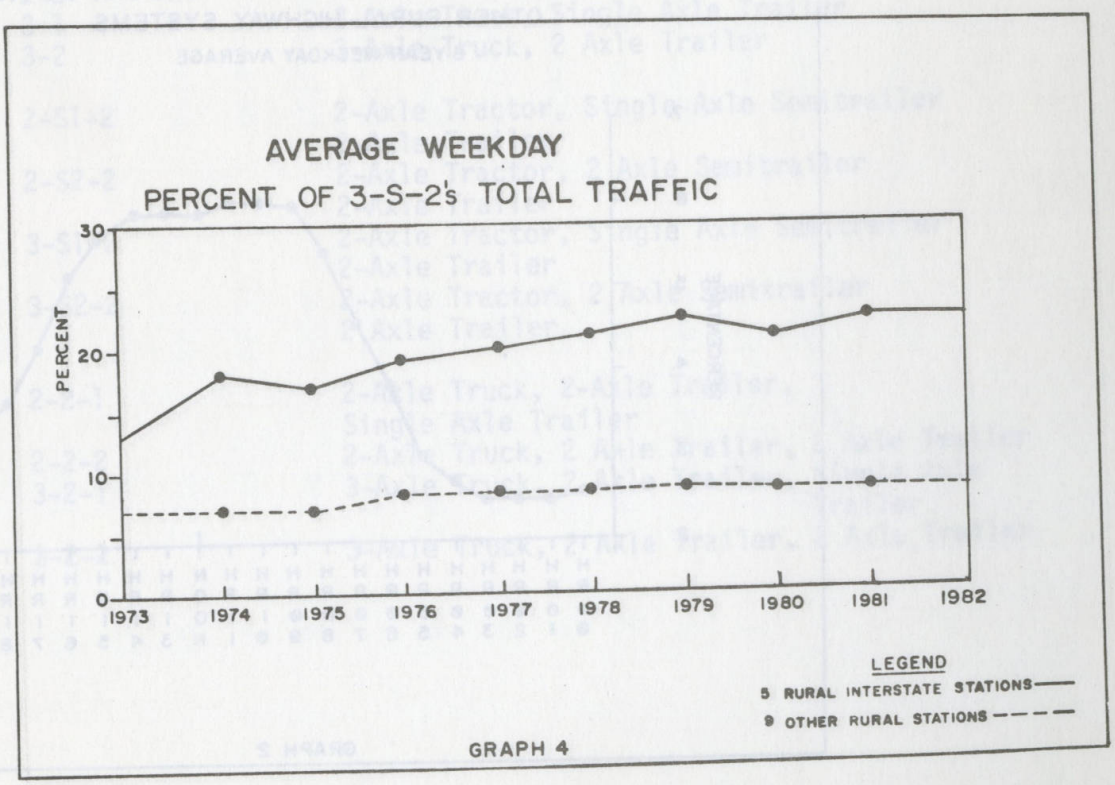
OTHER RURAL HIGHWAY SYSTEMS

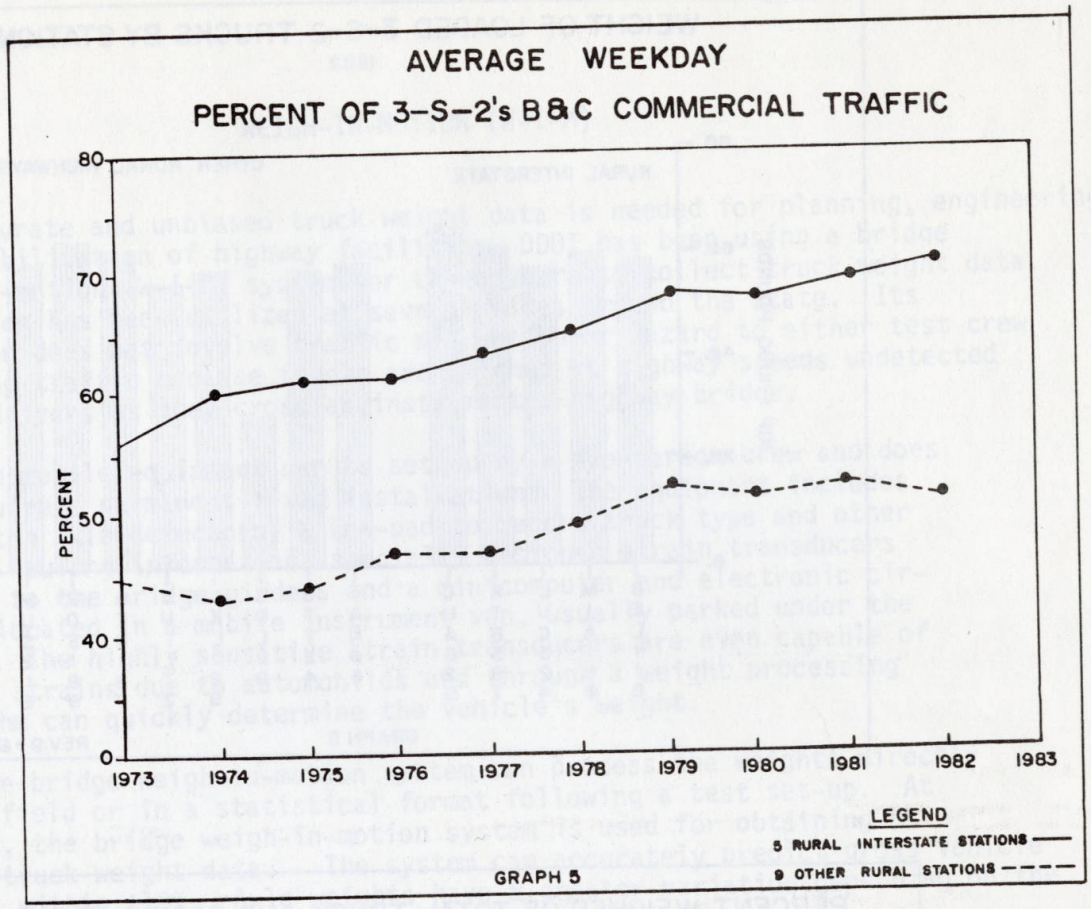
6 YEAR WEEKDAY AVERAGE

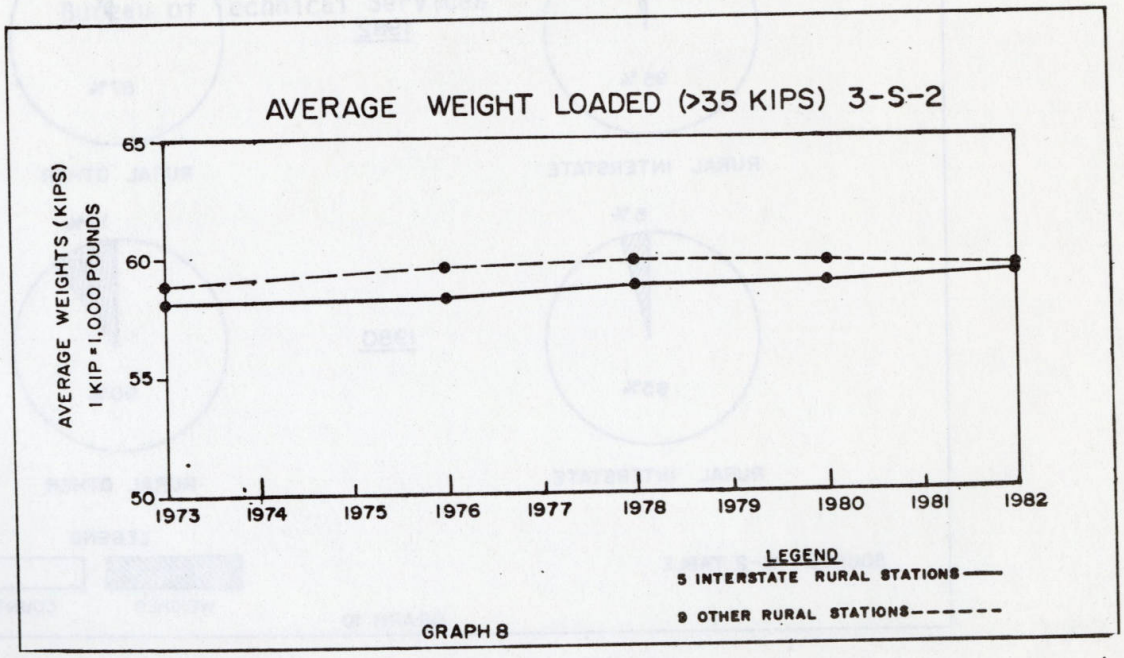


GRAPH 2 REV. 4-13-82


PERCENT DISTRIBUTION OF WEEKDAY TRAFFIC
ALL STATIONS
PERCENT
8.
6.
4.
2.
0.
HR 00
HR 01
HR 02
HR 03
HR 04
HR 05
HR 06
HR 07
HR 08
HR 09
HR 10
HR 11
NOON
HR 13
HR 14
HR 15
HR 16
HR 17
HR 18
HR 19
HR 20
HR 21
HR 22
HR 23
COMMERCIAL VEHICLES (B&C)
PASSENGER CARS (P&A)
GRAPH 3
REV. 4-13-82

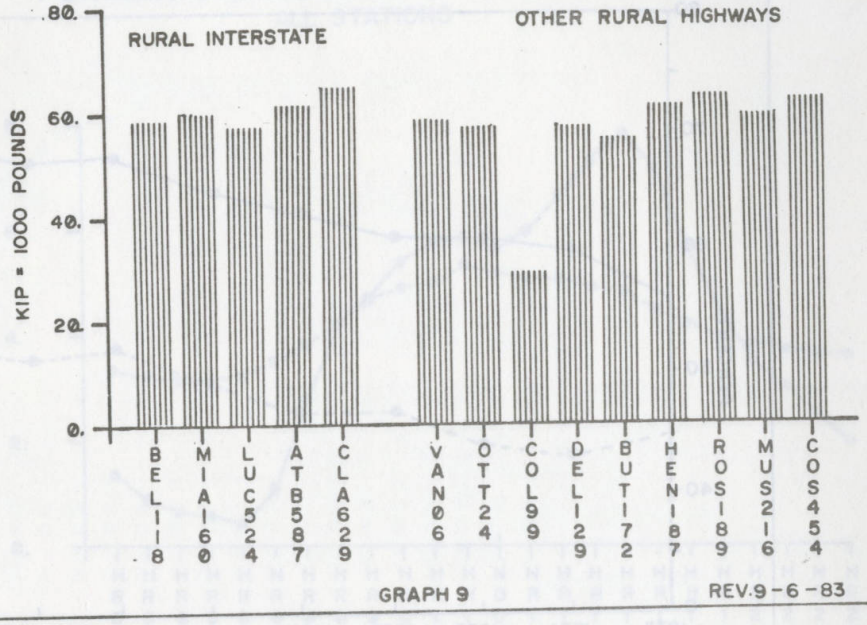

AVERAGE WEEKDAY
PERCENT OF 3-S-2's TOTAL TRAFFIC
PERCENT
30
20
10
0
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
LEGEND
5 RURAL INTERSTATE STATIONS
9 OTHER RURAL STATIONS
GRAPH 4


AVERAGE WEEKDAY
PERCENT OF 3-S-2's B&C COMMERCIAL TRAFFIC
PERCENT
80
70
60
50
40
0
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
LEGEND
5 RURAL INTERSTATE STATIONS
9 OTHER RURAL STATIONS
GRAPH 5


AVERAGE WEIGHT LOADED (>35 KIPS) 3-S-2
AVERAGE WEIGHTS (KIPS)
1 KIP = 1,000 POUNDS
65
60
55
50
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
LEGEND
5 INTERSTATE RURAL STATIONS
9 OTHER RURAL STATIONS
GRAPH 8

WEIGHT OF LOADED 3-S-2 TRUCKS BY STATION

1982

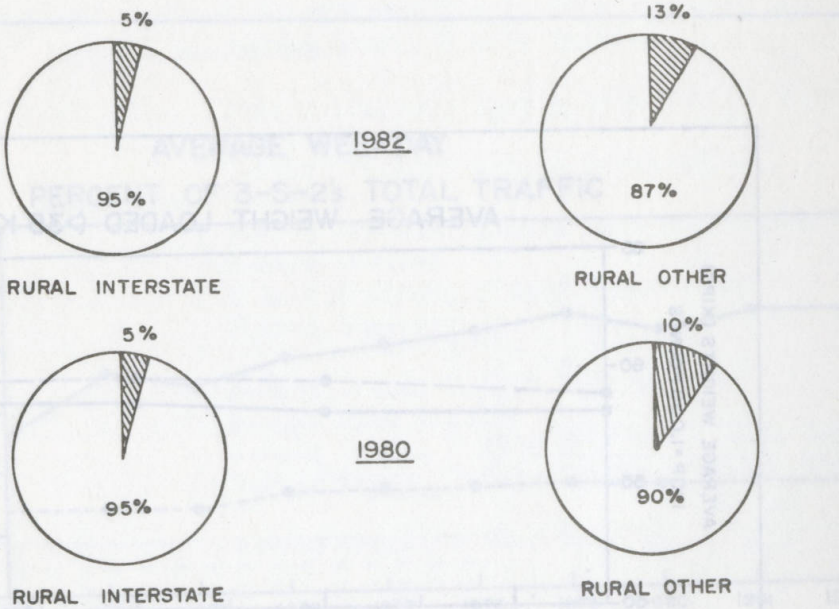


GRAPH 9

REV.9-6-83

PERCENT WEIGHED OF TOTAL TRUCK AND COMBINATIONS COUNTED

BY HIGHWAY SYSTEM



SOURCE: W-2 TABLE

GRAPH 10

WEIGH-IN-MOTION (W-I-M)

Accurate and unbiased truck weight data is needed for planning, engineering and rehabilitation of highway facilities. ODOT has been using a bridge weigh-in-motion (W-I-M) system for three years to collect truck weight data. The system has been utilized at several sites around the state. Its operation does not involve traffic disruption or hazard to either test crew or moving traffic because trucks are weighed at highway speeds undetected by the drivers as they cross an instrumented highway bridge.

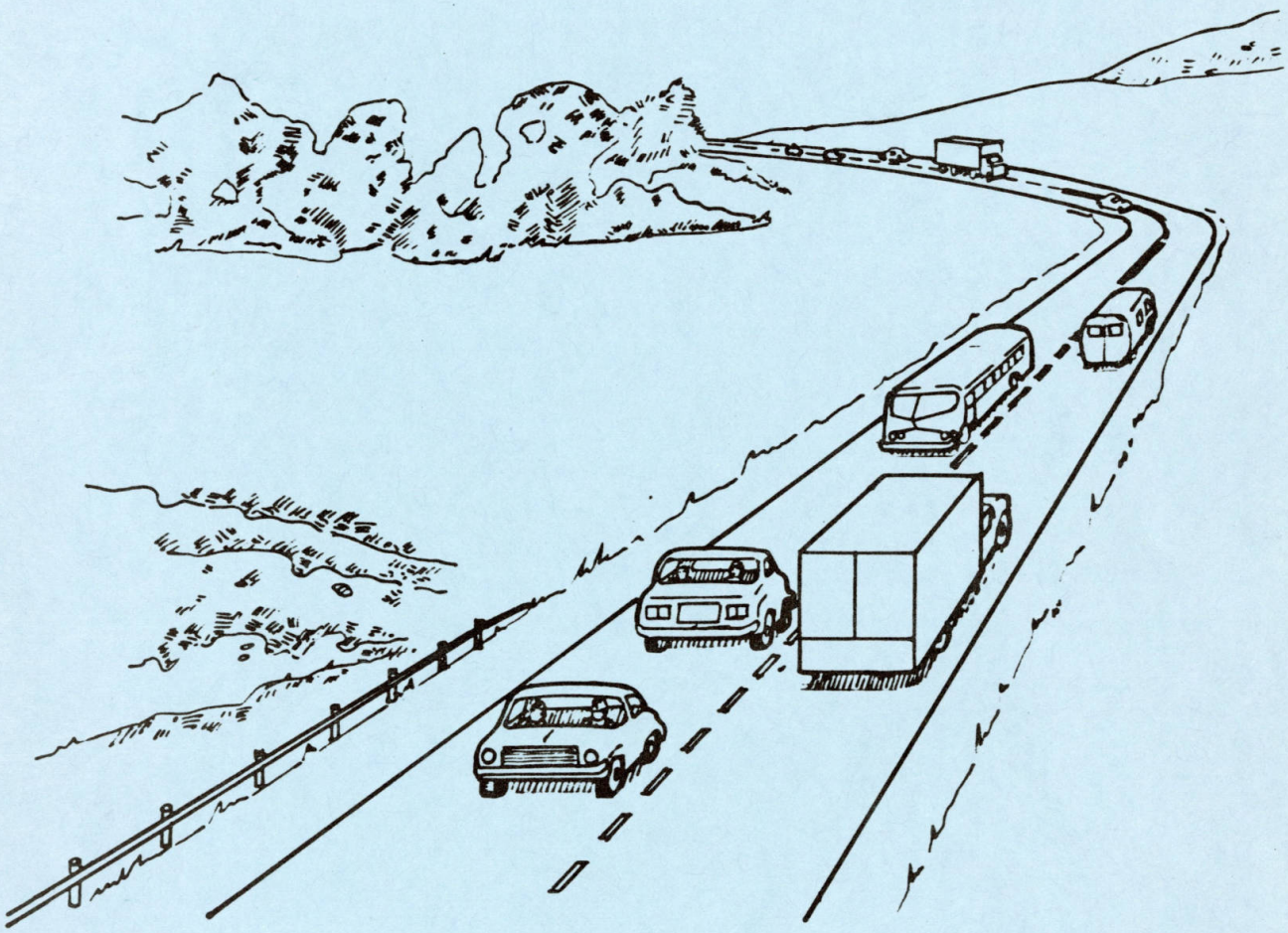
The mobile equipment can be set up by a two-person crew and does not require a permanent fixed installation. The equipment includes tapeswitch axle detectors, a key-pad to record truck type and other visible hauling information, specially designed strain transducers clamped to the bridge girders and a minicomputer and electronic circuitry located in a mobile instrument van, usually parked under the bridge. The highly sensitive strain transducers are even capable of sensing strains due to automobiles and through a weight processing algorithm can quickly determine the vehicle's weight.

The bridge weigh-in-motion system can process the weights directly in the field or in a statistical format following a test set-up. At present, the bridge weigh-in-motion system is used for obtaining unbiased truck weight data. The system can accurately predict gross vehicle weights within $\pm$10%. Axle weights have a greater variation depending on the characteristics of the bridge being monitored.

ODOT has also worked with the State Highway Patrol using the system as a screening tool to identify potential violators.

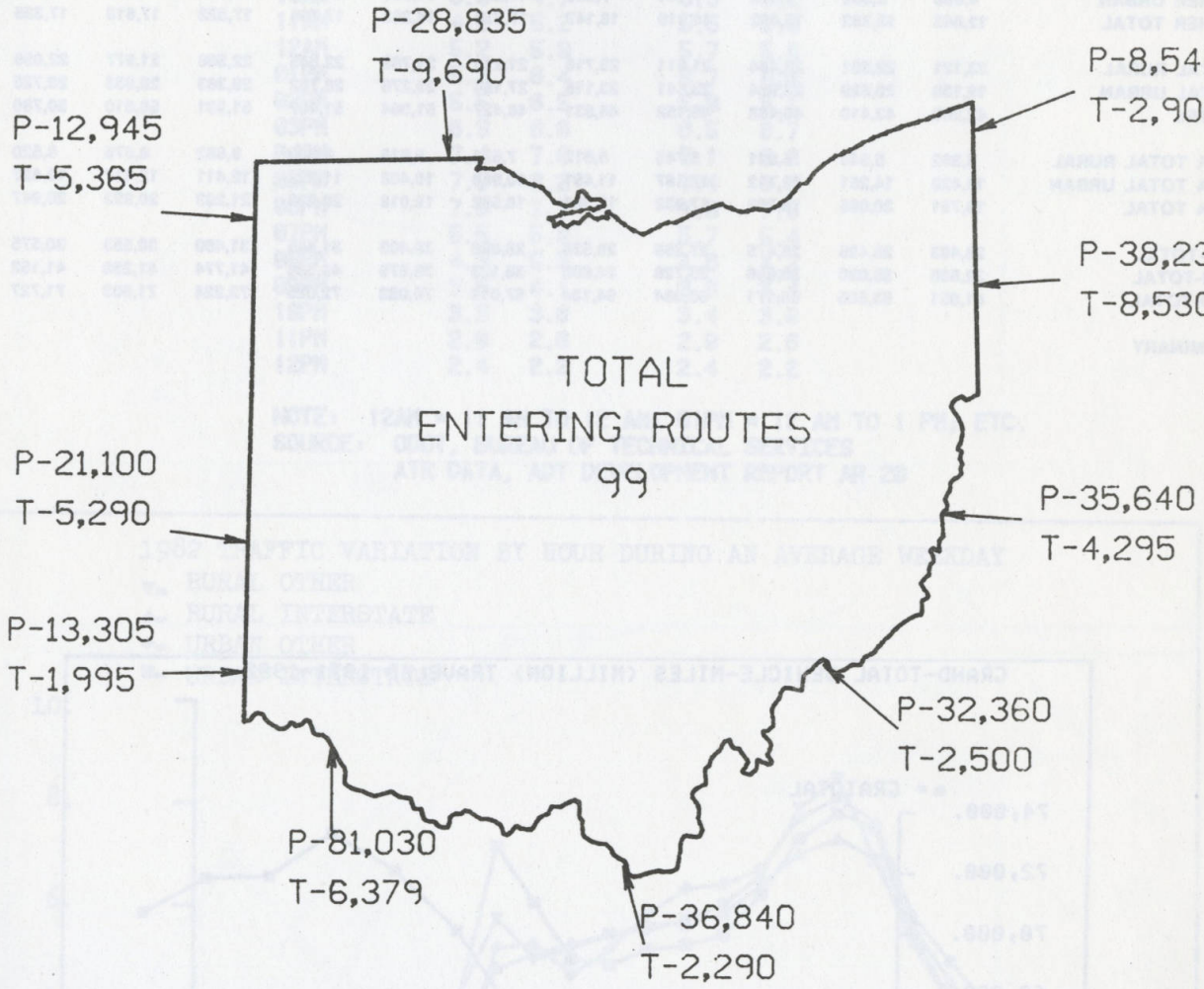
Source: Ohio Department of Transportation
Bureau of Technical Services

TRAFFIC FLOW



THIS SECTION PRESENTS INFORMATION ON TRAFFIC FLOW AND TRAVEL CHARACTERISTICS.

AVERAGE DAILY VEHICLES ENTERING OHIO ON STATE ROUTES AND OHIO TURNPIKE 1982



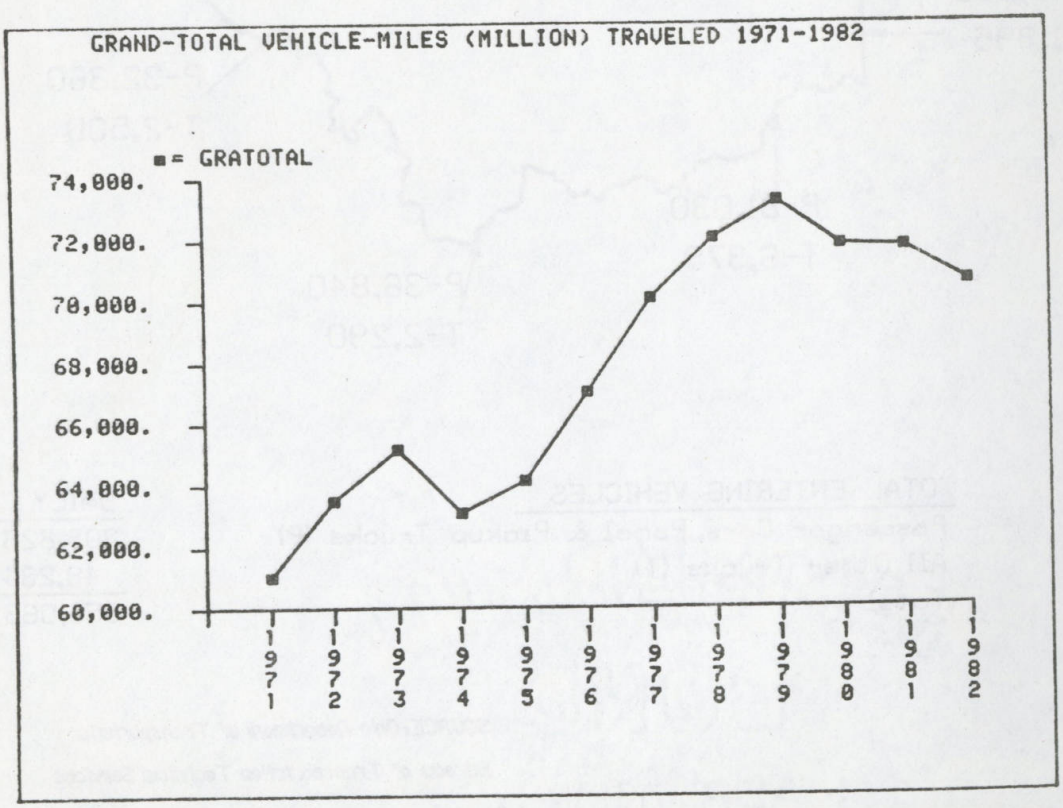
TOTAL ENTERING VEHICLES	DAILY
Passenger Cars, Panel & Pickup Trucks (P)	308,829
All Other Trucks (T)	49,234
Total	358,063

SOURCE: Ohio Department of Transportation
Bureau of Transportation Technical Services

VEHICLE-MILES (MILLIONS) TRAVELED 1971-1982
BY FEDERAL AID SYSTEM COMPOSITE GROUPINGS

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982*
FA INTERSTATE RURAL	6,029	6,424	6,338	5,998	6,271	6,603	6,608	6,940	6,971	6,678	6,849	6,704
FA INTERSTATE URBAN	7,356	7,586	8,755	8,768	9,301	9,975	10,348	10,536	10,881	10,850	11,162	11,387
FA INTERSTATE TOTAL	13,385	14,010	15,093	14,766	15,572	16,578	16,956	17,476	17,852	17,528	18,011	18,091
FA PRIMARY RURAL	9,717	8,787	8,056	7,839	8,637	8,270	8,771	8,952	8,838	8,579	8,460	8,470
FA PRIMARY URBAN	7,115	7,261	7,857	7,629	6,475	5,941	7,075	7,183	7,418	7,090	6,984	6,699
FA PRIMARY TOTAL	16,832	16,048	15,913	15,468	15,112	14,211	15,846	16,135	16,256	15,669	15,444	15,169
FA OTHER RURAL	7,375	7,370	8,090	7,774	8,808	6,400	6,409	6,753	6,759	6,720	6,746	6,755
FA OTHER URBAN	4,668	5,982	7,372	7,144	7,339	11,238	11,853	11,043	11,064	10,893	10,579	10,162
FA OTHER TOTAL	12,043	13,352	15,462	14,918	16,147	17,638	18,262	17,796	17,823	17,613	17,325	16,917
FA TOTAL RURAL	23,121	22,581	22,484	21,611	23,716	21,273	21,788	22,645	22,568	21,977	22,055	21,929
FA TOTAL URBAN	19,139	20,829	23,984	23,541	23,115	27,154	29,276	28,762	29,363	28,833	28,725	28,248
FA TOTAL	42,260	43,410	46,468	45,152	46,831	48,427	51,064	51,407	51,931	50,810	50,780	50,177
NON-FA TOTAL RURAL	5,362	5,844	5,991	5,745	5,812	7,623	8,615	8,800	8,882	8,576	8,520	8,375
NON-FA TOTAL URBAN	13,429	14,251	12,712	12,187	11,491	10,969	10,403	11,822	12,411	12,417	12,427	12,027
NON-FA TOTAL	18,791	20,095	18,703	17,932	17,303	18,592	19,018	20,622	21,293	20,993	20,947	20,402
RURAL-TOTAL	28,483	28,425	28,475	27,356	29,528	28,896	30,403	31,445	31,450	30,553	30,575	30,304
URBAN-TOTAL	32,568	35,080	36,696	35,728	34,606	38,123	39,679	40,584	41,774	41,250	41,152	40,275
GRAND-TOTAL	61,051	63,505	65,171	63,084	64,134	67,019	70,082	72,029	73,224	71,803	71,727	70,579

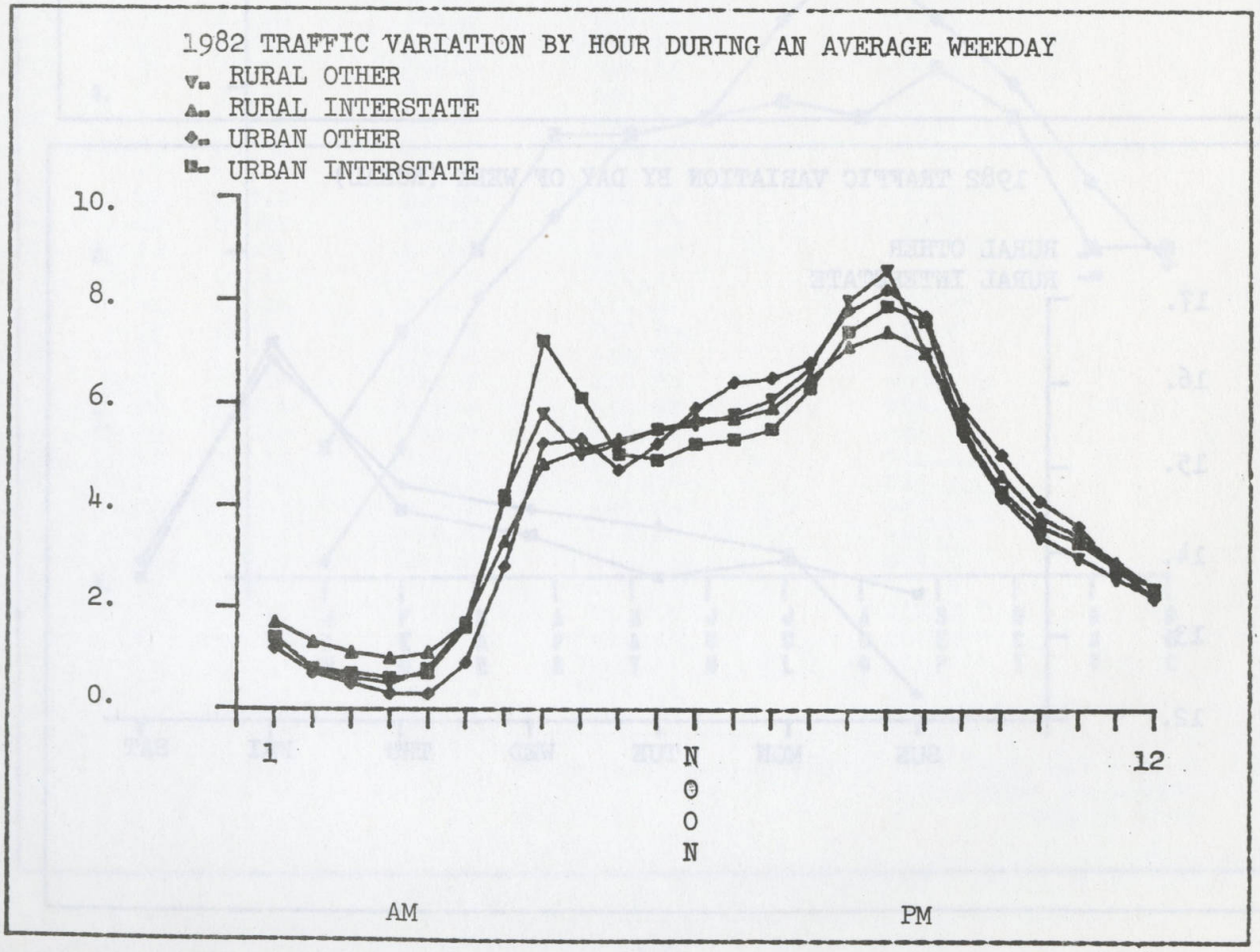
*PRELIMINARY



1982 TRAFFIC VARIATION BY HOUR DURING AN AVERAGE WEEKDAY
(PERCENT OF AVERAGE DAY)

	URBAN INTERSTATE	URBAN OTHER	RURAL INTERSTATE	RURAL OTHER
01AM	1.4	1.2	1.7	1.4
02AM	0.8	0.7	1.3	0.8
03AM	0.7	0.5	1.1	0.6
04AM	0.6	0.3	1.0	0.5
05AM	0.7	0.3	1.1	0.6
06AM	1.6	0.9	1.7	1.7
07AM	4.1	2.8	3.3	4.2
08AM	7.2	5.2	4.8	5.8
09AM	6.1	5.3	5.1	5.0
10AM	5.0	4.7	5.3	5.2
11AM	4.9	5.2	5.5	5.5
12AM	5.2	5.9	5.7	5.6
01PM	5.3	6.4	5.7	5.8
02PM	5.5	6.5	5.9	6.1
03PM	6.3	6.8	6.5	6.7
04PM	7.4	7.8	7.1	8.0
05PM	7.9	8.2	7.4	8.6
06PM	7.6	7.7	7.0	7.0
07PM	5.5	5.9	5.7	5.4
08PM	4.3	5.0	4.6	4.2
09PM	3.6	4.1	3.8	3.4
10PM	3.3	3.6	3.4	3.0
11PM	2.8	2.8	2.9	2.6
12PM	2.4	2.2	2.4	2.2

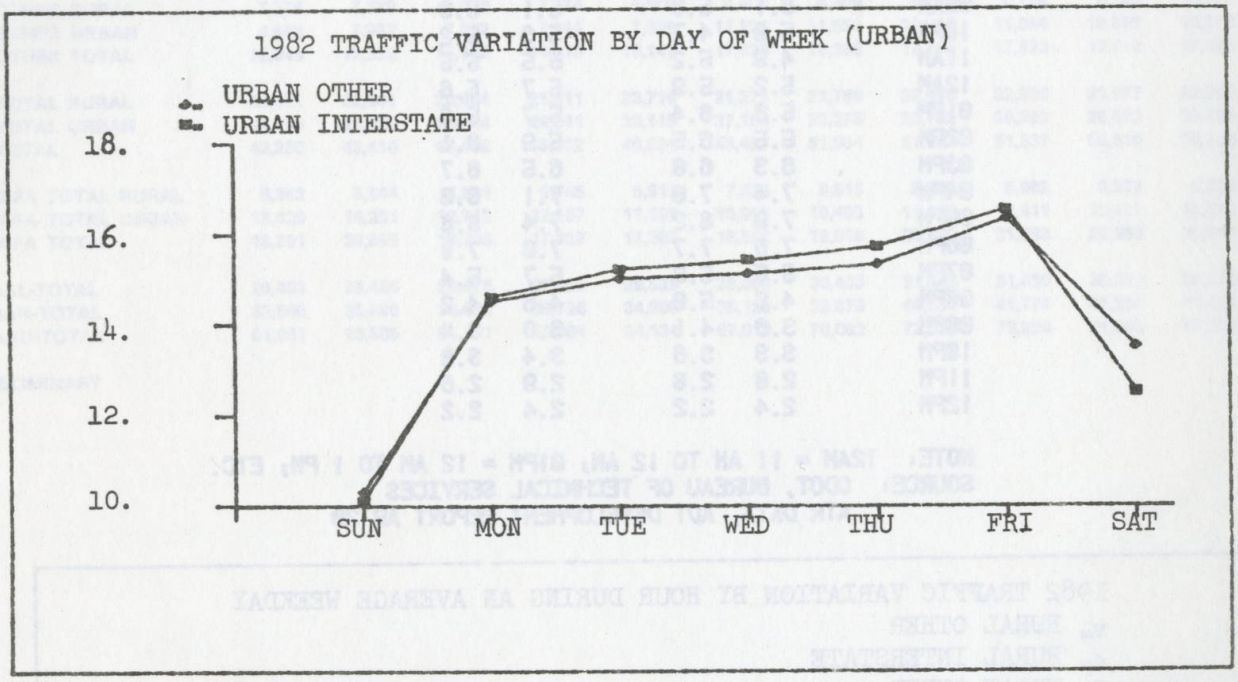
NOTE: 12AM = 11 AM TO 12 AM; 01PM = 12 AM TO 1 PM; ETC.
SOURCE: ODOT, BUREAU OF TECHNICAL SERVICES
ATR DATA, ADT DEVELOPMENT REPORT AR 20

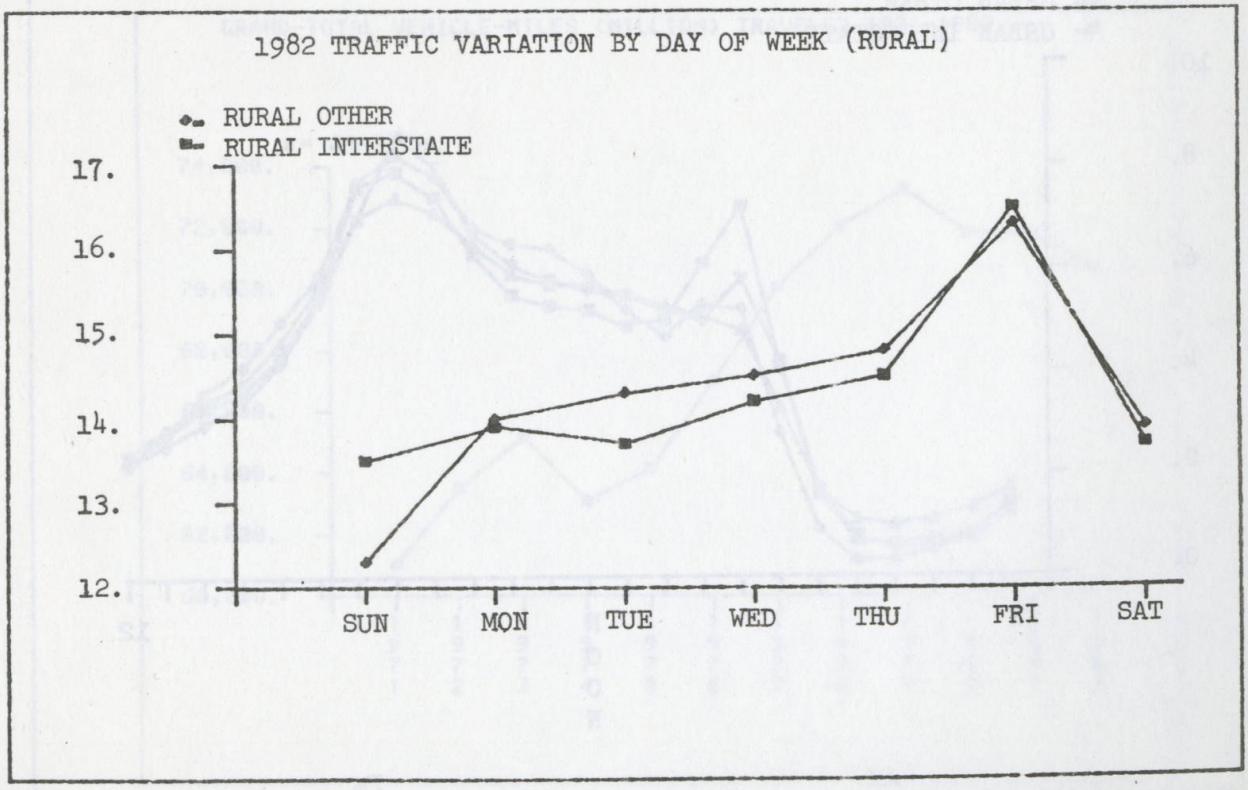


1982 TRAFFIC VARIATION BY DAY OF WEEK
(PERCENT OF TOTAL WEEK)

	URBAN INTERSTATE	URBAN OTHER	RURAL INTERSTATE	RURAL OTHER
SUN	10.1	10.3	13.5	12.3
MON	14.6	14.5	13.9	14.0
TUE	15.2	15.0	13.7	14.3
WED	15.4	15.1	14.2	14.5
THU	15.7	15.3	14.5	14.8
FRI	16.5	16.3	16.5	16.3
SAT	12.5	13.5	13.7	13.9

SOURCE, ODOT, BUREAU OF TECHNICAL SERVICES
ATR DATA, ADT DEVELOPMENT REPORT AR 20

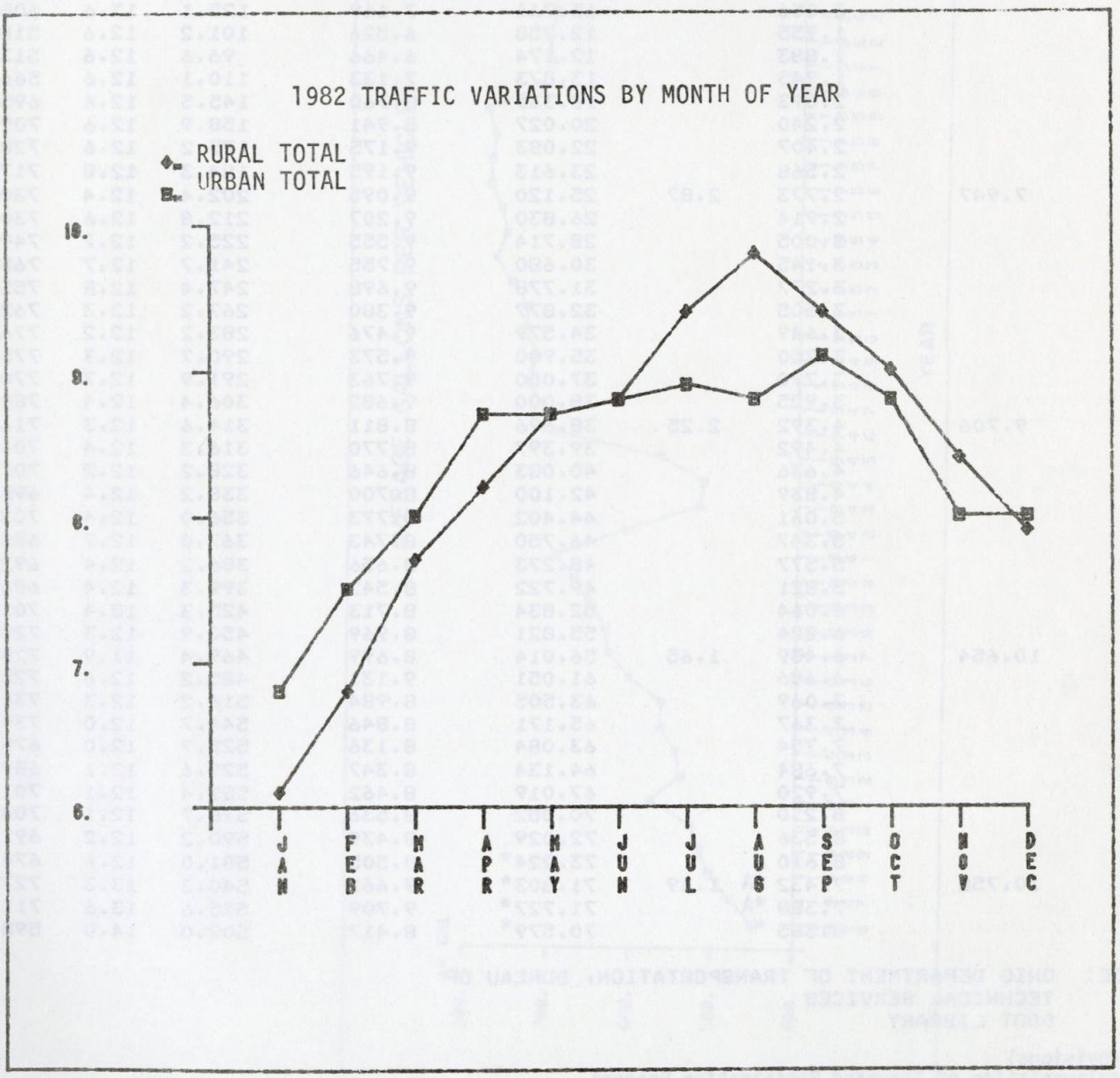




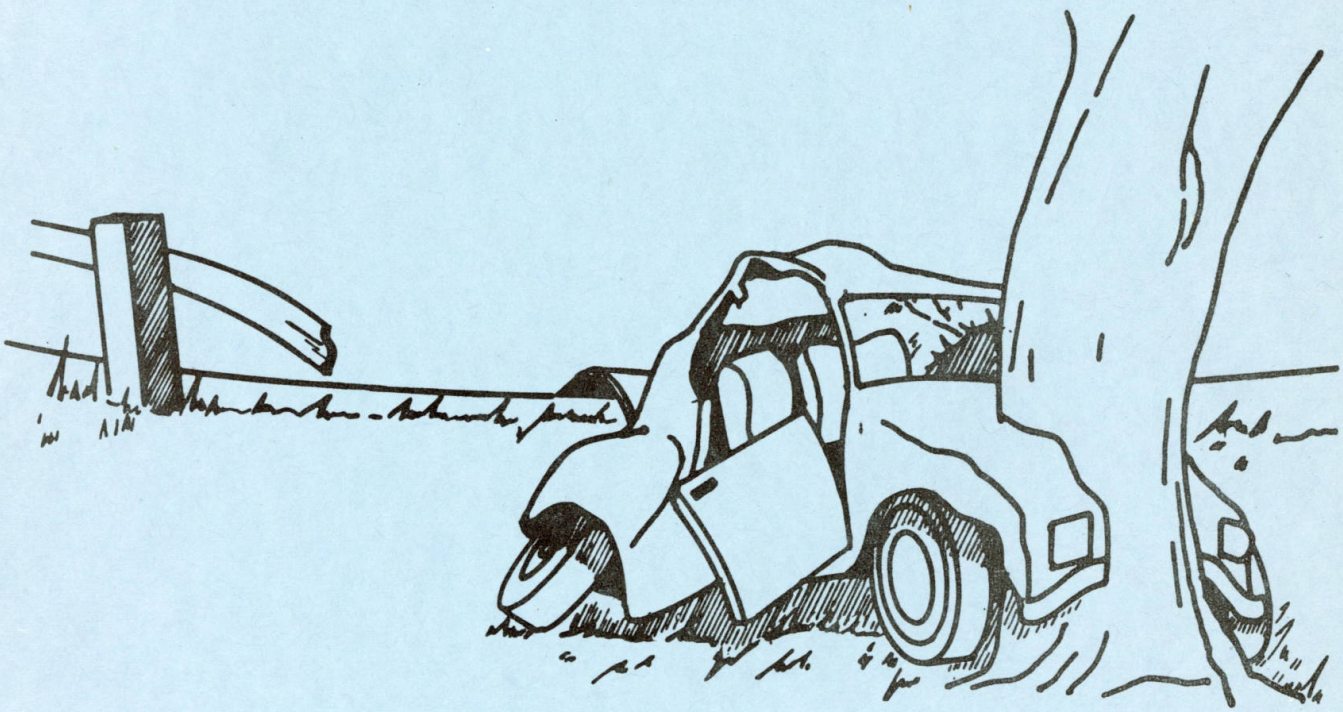
1982 TRAFFIC VARIATIONS BY MONTH OF YEAR
(PERCENT OF TOTAL YEAR)

	URBAN INTERSTATE	URBAN FREEWAY	URBAN STATE ROUTES	URBAN LOCAL	URBAN TOTAL	RURAL INTERSTATE	RURAL PRINCIPLE ARTERIAL	RURAL MINOR ARTERIAL	RURAL LOCAL	RURAL TOTAL
JAN	6.4	6.8	7.0	6.8	6.8	6.3	6.3	5.8	5.9	6.1
FEB	7.2	7.7	7.8	7.4	7.5	7.0	7.1	6.2	6.8	6.6
MAR	7.7	8.1	8.1	8.0	8.0	7.7	8.0	8.0	7.1	7.7
APR	9.4	8.3	8.7	8.4	8.7	8.5	8.5	7.8	7.9	8.2
MAY	8.6	8.5	8.9	8.9	8.7	8.7	9.1	8.5	8.6	8.7
JUN	9.3	8.3	8.6	8.7	8.8	9.2	9.4	7.9	8.8	8.8
JUL	8.5	9.2	9.5	8.3	8.9	9.6	9.0	9.9	9.2	9.4
AUG	8.7	9.6	8.5	8.2	8.6	9.6	9.1	10.5	10.1	9.8
SEP	8.6	9.8	8.4	9.7	9.1	8.7	8.9	9.9	9.9	9.4
OCT	8.7	8.2	8.4	10.0	8.8	8.4	8.6	9.4	9.4	9.0
NOV	8.5	7.7	7.9	7.8	8.0	8.4	8.3	8.4	8.4	8.4
DEC	8.4	7.7	8.0	7.7	8.0	7.8	7.7	7.9	8.1	7.9

SOURCE: ODOT, BUREAU OF TECHNICAL SERVICES
MONTHLY VARIATION REPORT



ACCIDENTS



THIS SECTION PRESENTS INFORMATION ON HIGHWAY ACCIDENTS.

TRAFFIC DEATH AND PERSONAL INJURY RATES IN OHIO

CALENDAR YEAR	VEHICLE TRAVEL (MILLION MILES)	TOTAL DEATHS	DEATH RATE**	TOTAL INJURIES	INJURY RATE**
1960	38,696	1,907	4.90	80,425	207.81
1961	39,397	1,679	4.11	80,920	205.40
1962	40,083	1,864	4.34	87,337	217.89
1963	42,100	2,011	4.48	93,515	222.13
1964	44,402	2,108	4.49	108,270	243.84
1965	46,750	2,333	4.77	118,495	253.47
1966	48,273	2,605	5.11	102,585	212.51
1967	49,722	2,533	4.78	118,060	237.44
1968	52,843	2,555	4.65	103,739	196.35
1969	55,821	2,778	4.87	110,000	197.06
1970	56,014	2,575	4.36	110,000	196.38
1971	61,051	2,381	3.90	105,000	171.99
1972	63,505	2,451	3.86	113,295	178.40
1973	65,171	2,385	3.66	109,028	167.30
1974	63,084	1,900	3.01	142,406	225.74
1975	64,134	1,809	2.82	151,121	235.63
1976	67,019	1,930	2.88	159,850	238.51
1977	70,082	1,873	2.68	166,352	237.37
1978	72,029	2,048	2.85	166,827	231.61
1979	73,224	2,281	3.12	170,118	232.33
1980	71,803	2,033	2.83	137,754	191.85
1981	71,727	1,780	2.48	146,723	204.56
1982	70,579*	1,618	2.29	146,665	207.80

*Preliminary
**Per hundred million vehicular miles traveled

Note: 95,314 persons have been killed on Ohio highways since 1936 when Ohio started keeping track of fatalities -- an average of 2,028 per year.

Source: Ohio Department of Highway Safety, "1982 Ohio Traffic Accident Rates"
Ohio Department of Transportation, Bureau of Technical Services

PROBABLE CAUSE OF ACCIDENTS DURING 1982

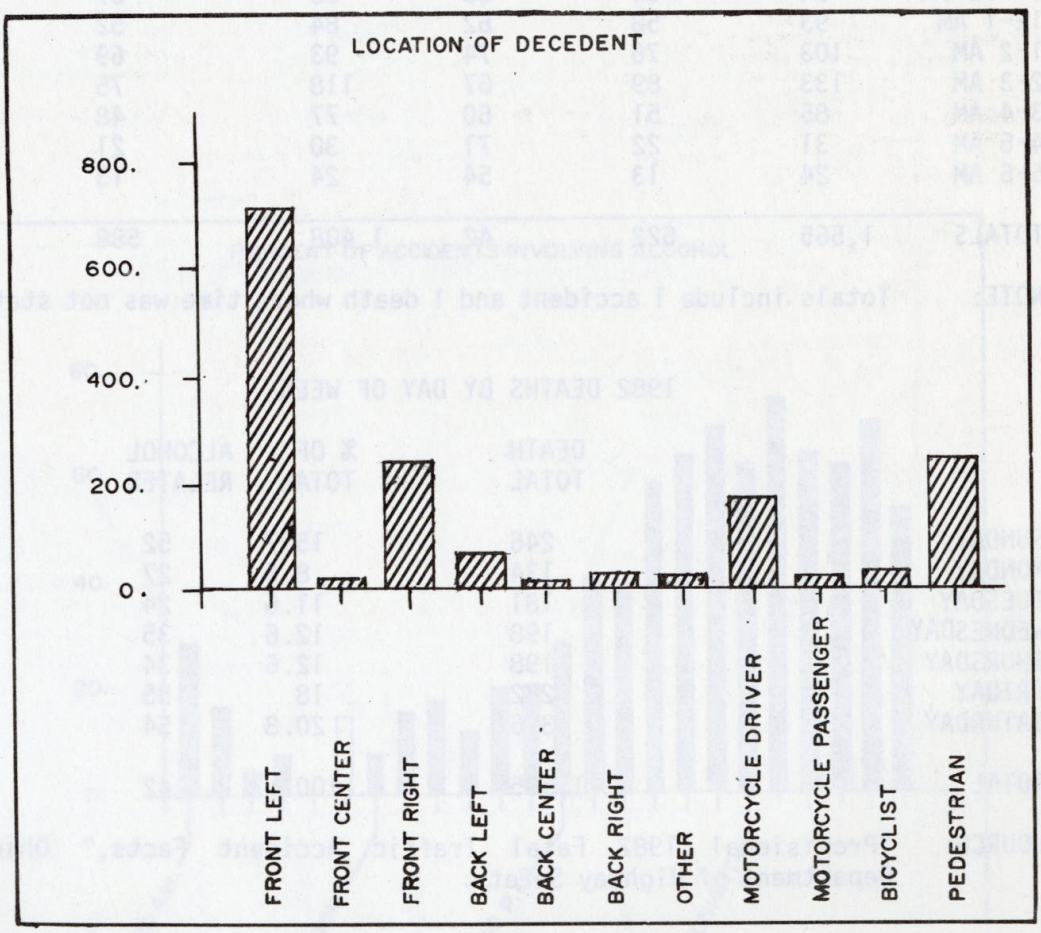
CAUSE	URBAN	RURAL	ALL ACCIDENTS	% OF TOTAL
FAILURE TO YIELD	32,057	13,559	45,616	14.4
UNSAFE SPEED	6,778	22,260	29,038	9.2
FOLLOWING TOO CLOSE	29,938	10,950	40,888	12.9
RAN RED LIGHT	7,779	902	8,681	2.7
RAN STOP SIGN	3,546	1,139	4,685	1.5
IMPROPER TURNING	8,235	2,207	10,442	3.3
IMPROPER PASSING	3,618	2,697	6,315	2.0
IMPROPER LANE CHANGE	10,849	1,923	12,772	4.0
IMPROPER BACKING	10,119	2,457	12,576	4.0
IMPROPER START	2,018	388	2,406	0.8
STOPPED/PARKED ILLEGALLY	454	270	724	0.2
LEFT OF CENTER	5,613	4,975	10,588	3.3
FAILURE TO CONTROL	28,218	9,014	37,232	11.7
DRIVER INATTENTION	13,727	4,824	18,551	5.9
DROVE OFF ROAD	2,299	4,002	6,301	2.0
OTHER DRIVER ERROR	8,945	3,865	12,810	4.0
VEHICLE DEFECTS	3,326	3,566	6,892	2.2
LOAD SHIFTING OR SPILLING	396	544	940	0.3
PAVEMENT DEFECT	615	277	892	0.3
SHOULDER DEFECT	27	52	79	0.0
DEBRIS ON ROAD	372	462	834	0.3
DOWNED TRAFFIC DEVICE	91	33	124	0.0
VISION OBSTRUCTION	669	231	900	0.3
ANIMAL ACTION	807	9,378	10,185	3.2
PEDESTRIAN AT FAULT	2,310	570	2,880	0.9
FAULT INCONCLUSIVE	6,266	2,291	8,557	2.7
FAULT NOT STATED	20,238	4,867	25,105	7.9
TOTALS	209,310	107,703	317,013	100 %

SOURCE: 1982 Ohio Traffic Accident Facts, Ohio Department of Highway Safety

LOCATION OF DECEDENT

	TOTAL	URBAN	RURAL	MALE	FEMALE	% TOTAL
FRONT LEFT	705	217	488	563	142	45.0
FRONT CENTER	21	5	16	8	13	1.3
FRONT RIGHT	242	68	174	129	113	15.0
BACK LEFT	61	20	41	34	27	3.9
BACK CENTER	9	1	8	3	6	.6
BACK RIGHT	29	12	17	17	12	1.9
OTHER POSITION	27	8	19	20	7	1.7
MOTORCYCLE DRIVER	170	66	104	165	5	10.9
MOTORCYCLE PASSENGER	29	16	13	19	10	1.9
BICYCLIST	35	13	22	31	4	2.2
PEDESTRIAN	237	139	98	156	80	15.1
STATE TOTALS	1,565	565	1,000	1,145	419	100

SOURCE: "Provisional 1982 Fatal Traffic Accident Facts", Ohio Department of Highway Safety.



1982 ACCIDENTS AND DEATHS BY HOUR

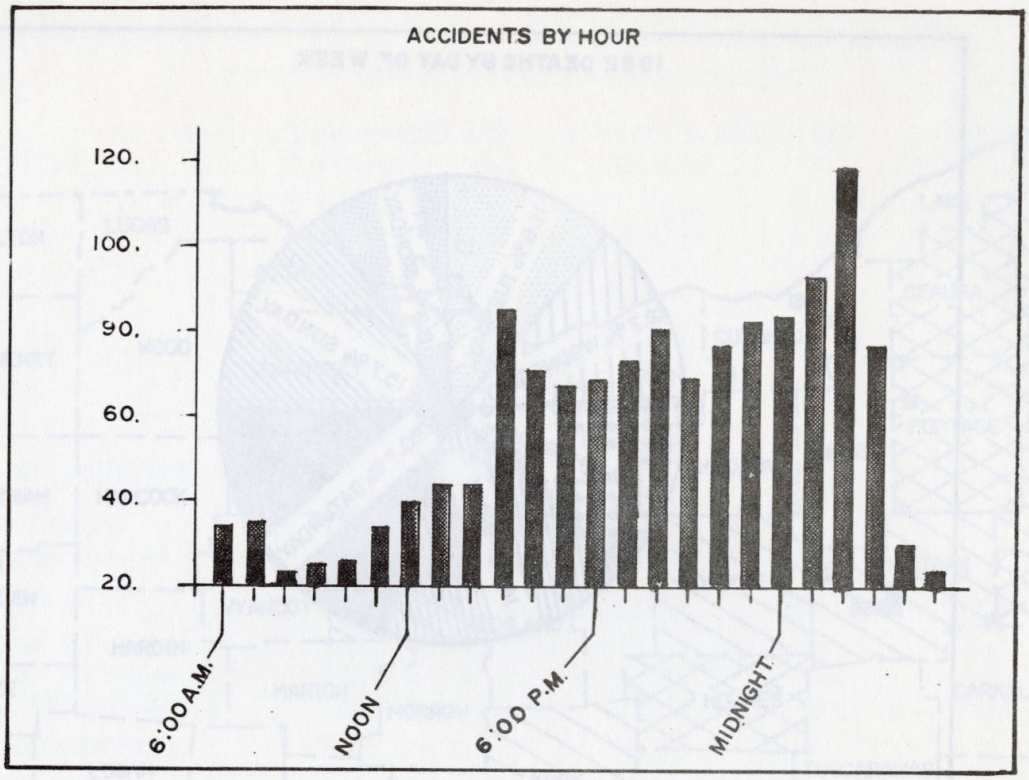
	DEATH TOTAL	DEATH WITH ALCOHOL	DEATH % ALCOHOL	ACCIDENT TOTAL	ACCIDENTS WITH ALCOHOL	ACCIDENTS % ALCOHOL
6-7 AM	41	14	34	34	10	29
7-8 AM	37	6	16	35	6	17
8-9 AM	28	1	4	23	1	4
9-10 AM	28	3	11	25	2	8
10-11 AM	31	0	0	26	0	0
11-12 PM	38	6	16	34	5	15
12-1 PM	46	4	9	40	3	8
1-2 PM	51	13	25	44	7	16
2-3 PM	49	11	22	44	8	18
3-4 PM	92	10	11	85	10	12
4-5 PM	75	15	20	71	14	20
5-6 PM	72	15	21	67	14	21
6-7 PM	79	23	29	69	20	29
7-8 PM	81	33	41	74	30	41
8-9 PM	90	34	38	81	32	40
9-10 PM	75	43	57	69	41	59
10-11 PM	88	57	65	77	49	64
11-12 PM	94	64	68	83	57	69
12-1 AM	93	58	62	84	52	62
1-2 AM	103	76	74	93	69	74
2-3 AM	133	89	67	118	75	64
3-4 AM	85	51	60	77	48	62
4-5 AM	31	22	71	30	21	70
5-6 AM	24	13	54	24	13	54
TOTALS	1,565	622	42	1,408	588	42

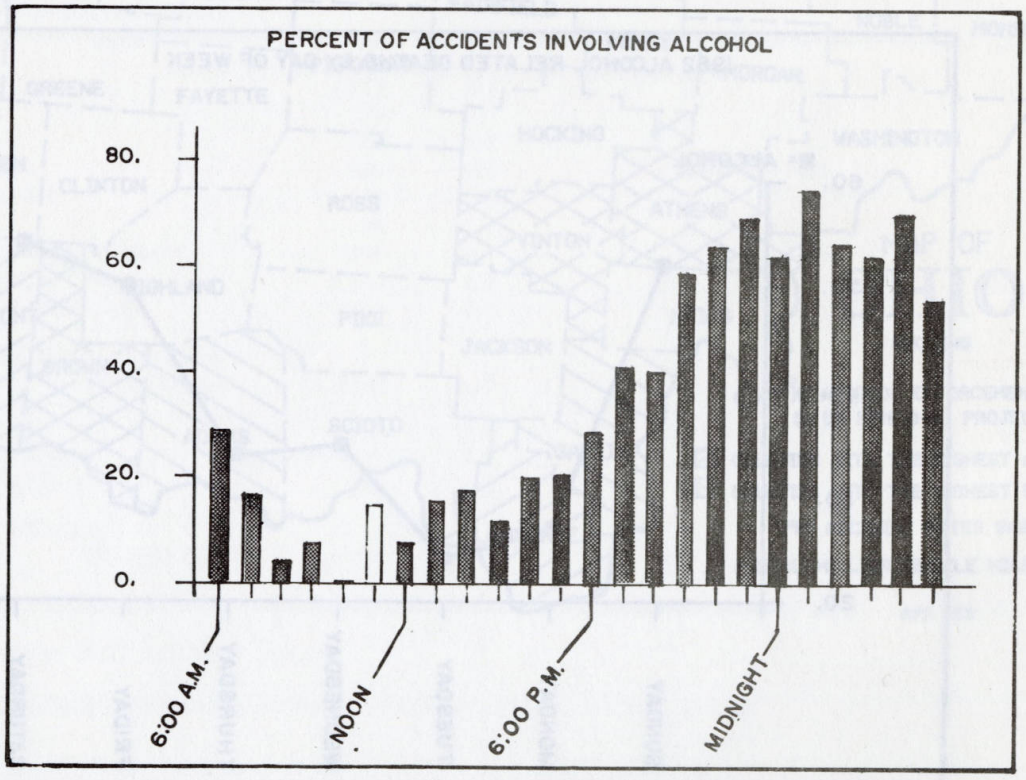
NOTE: Totals include 1 accident and 1 death where time was not stated.

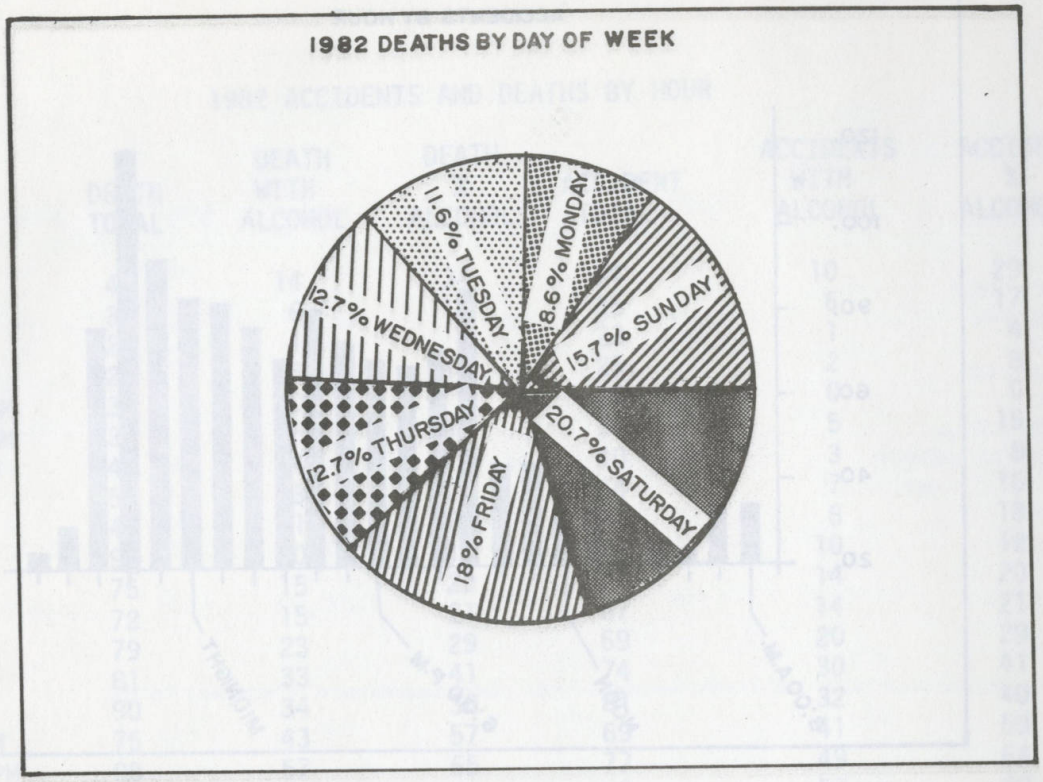
1982 DEATHS BY DAY OF WEEK

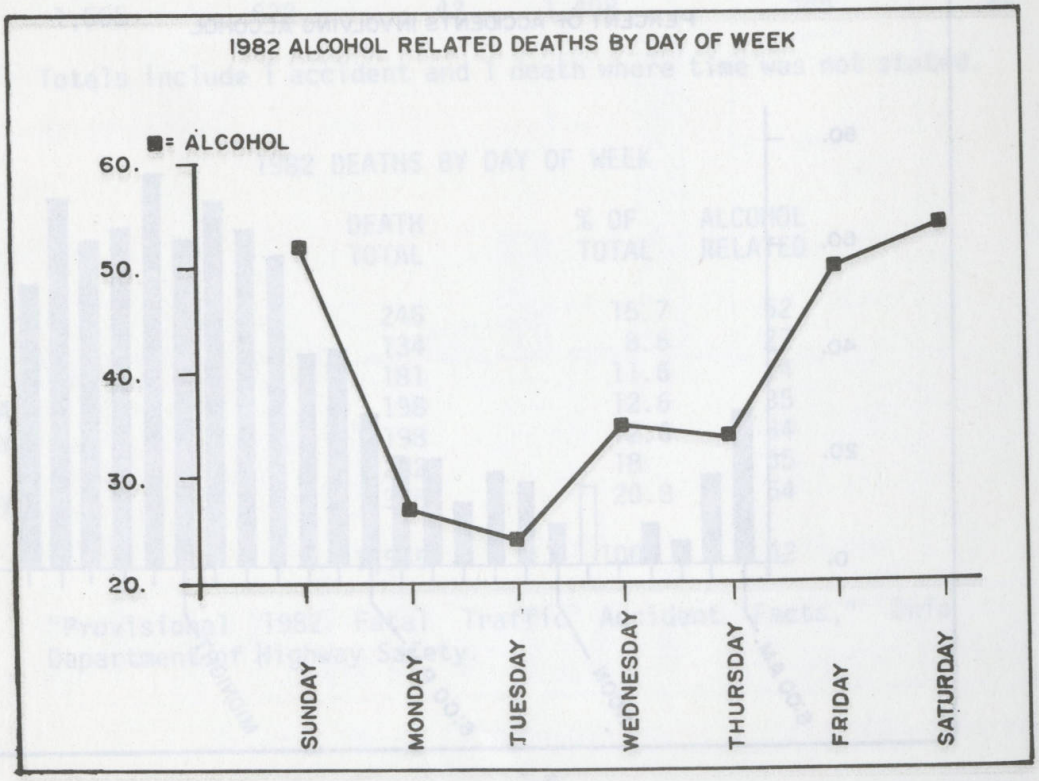
	DEATH TOTAL	% OF TOTAL	ALCOHOL RELATED
SUNDAY	246	15.7	52
MONDAY	134	8.6	27
TUESDAY	181	11.6	24
WEDNESDAY	198	12.6	35
THURSDAY	198	12.6	34
FRIDAY	282	18	55
SATURDAY	326	20.8	54
TOTAL	1,565	100	42

SOURCE: "Provisional 1982 Fatal Traffic Accident Facts," Ohio Department of Highway Safety.


ACCIDENTS BY HOUR
120.
100.
90.
60.
40.
20.
6:00 A.M.
NOON
6:00 P.M.
MIDNIGHT


PERCENT OF ACCIDENTS INVOLVING ALCOHOL
80.
60.
40.
20.
0.
6:00 A.M.
NOON
6:00 P.M.
MIDNIGHT


1982 DEATHS BY DAY OF WEEK
8.6% MONDAY
15.7% SUNDAY
20.7% SATURDAY
18% FRIDAY
12.7% THURSDAY
12.7% WEDNESDAY
11.6% TUESDAY


1982 ALCOHOL RELATED DEATHS BY DAY OF WEEK
■= ALCOHOL
60.
50.
40.
30.
20.
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


FULTON
LUCAS
WILLIAMS
OTTAWA
LAKE
ASHTABULA
GEAUGA
DEFIANCE
HENRY
WOOD
SANDUSKY
ERIE
CUYAHOGA
TRUMBULL
LORAIN
PAULDING
SENECA
PORTAGE
HURON
MEDINA
SUMMIT
PUTNAM
HANCOCK
MAHONING
ASHLAND
VAN WERT
CRAWFORD
STARK
ALLEN
WYANDOT
WAYNE
COLUMBIANA
RICHLAND
HARDIN
MERCER
AUGLAIZE
MARION
HOLMES
CARROLL
MORROW
JEFFERSON
LOGAN
KNOX
TUSCARAWAS
SHELBY
UNION
HARRISON
COSHOCTON
DELAWARE
DARKE
CHAMPAIGN
LICKING
GUERNSEY
MIAMI
FRANKLIN
BELMONT
MUSKINGUM
CLARK
MONTGOMERY
MADISON
FAIRFIELD
PREBLE
NOBLE
MONROE
PERRY
PICKAWAY
GREENE
FAYETTE
MORGAN
HOCKING
WASHINGTON
BUTLER
WARREN
CLINTON
ROSS
ATHENS
VINTON
HAMILTON
HIGHLAND
CLERMONT
PIKE
MEIGS
JACKSON
BROWN
ADAMS
SCIOTO
GALLIA
LAWRENCE
MAP OF
OHIO
SHOWING
ALCOHOL ENFORCEMENT PROJECTS
55 MPH NMSL PROJECTS
COUNTIES WITH THE HIGHEST ALCOHOL RELATED
COUNTIES WITH THE HIGHEST SPEED RELATED
1981 ACCIDENT RATES BASED ON
ANNUAL MILLION VEHICLE MILES TRAVEL
APR '83

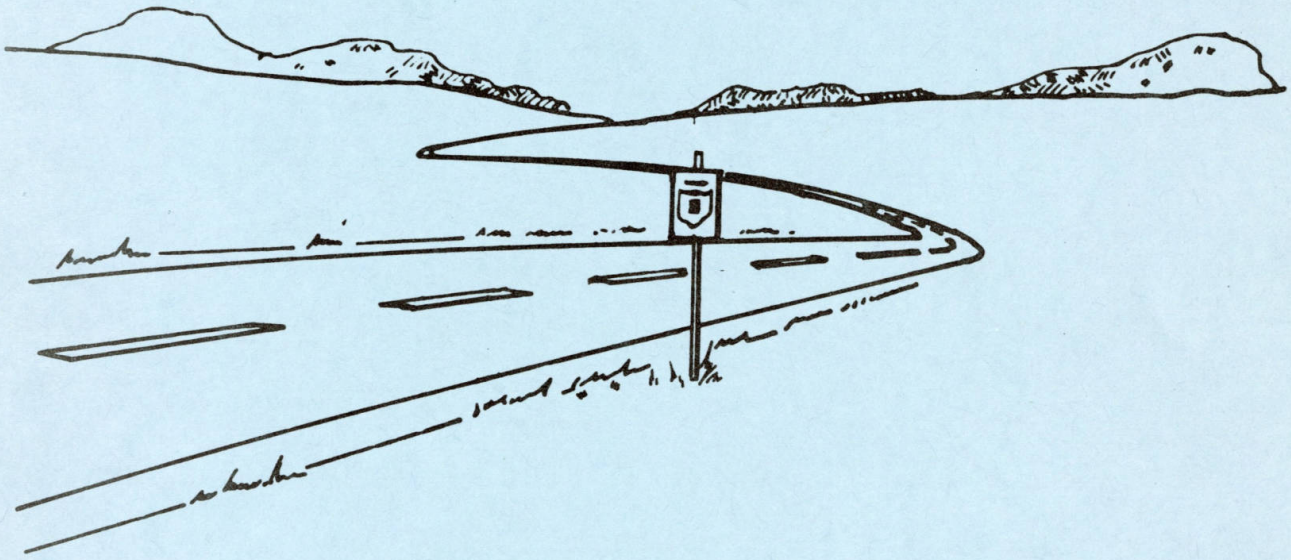
TYPES OF VEHICLES INVOLVED IN ACCIDENTS

TYPES OF VEHICLES	IN ALL ACCIDENTS VEHICLES	%	IN FATAL ACCIDENTS VEHICLES	%	INJURIES IN VEHICLES KILLED	INJURED
SUBCOMPACT	46,736	8.1	170	7.6	144	15,453
COMPACT	94,967	16.6	326	14.5	263	30,201
MID-SIZE	144,353	25.2	456	20.3	283	41,268
FULL-SIZE	156,267	27.2	484	21.6	262	40,296
CAR—SUBTOTAL	**442,323**	**77.1**	**1,436**	**64.0**	**952**	**127,218**
PICKUP TRUCK	44,432	7.8	205	9.1	92	10,200
PANEL TRUCK	20,261	3.5	66	2.9	29	4,377
STRAIGHT TRUCK	9,654	1.7	42	1.9	8	1,221
STRAIGHT TRUCK W/TRAILER	1,130	0.2	6	0.3	1	127
TRUCK TRACTOR	808	0.1	6	0.3	3	132
TRACTOR-SEMI-TRAILER	10,615	1.9	135	6.0	30	1,427
TRACTOR DOUBLE TRAILER	121	0.0	3	0.1	—	25
TRUCK—SUBTOTAL	**87,021**	**15.2**	**463**	**20.6**	**163**	**17,509**
MOTORCYCLE UP TO 350 cc	1,373	0.2	19	0.9	19	1,270
MOTORCYCLE UP TO 750 cc	4,004	0.7	110	4.9	108	3,812
MOTORCYCLE OVER 750 cc	2,066	0.4	66	2.9	62	1,931
MOTORCYCLE—SUBTOTAL	**7,443**	**1.3**	**195**	**8.7**	**189**	**7,013**
POLICE VEHICLE	1,183	0.2	2	0.1	2	412
FIRE TRUCK	228	0.0	3	0.1	1	61
AMBULANCE RESCUE	287	0.1	3	0.1	4	107
PUBLIC SAFETY — SUBTOTAL	**1,698**	**0.3**	**8**	**0.3**	**7**	**580**
BUS (PUBLIC)	1,487	0.2	2	0.1	—	346
TAXI	296	0.1	—	—	—	56
TRAIN	429	0.1	35	1.6	—	30
PUBLIC TRANSPORTATION — SUBTOTAL	**2,212**	**0.4**	**37**	**1.7**	**0**	**432**
SCHOOL BUS	1,847	0.3	6	0.3	—	376
CHURCH BUS	124	0.0	—	—	—	15
MOTOR HOME	531	0.1	1	—	—	138
FARM VEHICLE	356	0.1	4	0.2	1	65
FARM EQUIPMENT	133	0.0	2	0.1	1	20
SNOWMOBILE	28	0.0	2	0.1	2	21
CONSTRUCTION EQUIPMENT	396	0.1	4	0.2	2	33
MOTORIZED BICYCLE	1,109	0.2	11	0.5	12	1,075
OTHER MOTOR VEHICLE	1,309	0.2	5	0.2	3	320
ALL OTHER MOTOR VEHICLES — SUBTOTAL	**5,833**	**1.0**	**35**	**1.6**	**21**	**2,063**
BICYCLE	3,046	0.5	37	1.7	36	2,783
ANIMAL WITH RIDER	9	0.0	—	—	—	6
ANIMAL WITH BUGGY	122	0.0	1	—	1	62
NON-MOTOR VEHICLE — SUBTOTAL	**3,177**	**0.5**	**38**	**1.7**	**37**	**2,851**
TOTAL — ALL VEHICLES*	**573,607**	**100.0%**	**2,245**	**100.0%**	**1,373**	**160,052**

*"TOTAL" includes "NOT STATED" vehicles

Source: 1982 Ohio Traffic Accident Facts, Ohio Department of Highway Safety

HIGHWAY MILEAGE



THIS SECTION SUMMARIZES THE NUMBER OF HIGHWAY MILES BY COUNTY AND SYSTEM.

MILEAGE ON OHIO EXISTING STATE AND LOCAL ROADS AND STREETS
AS OF JANUARY 1, 1983

	RURAL INTERSTATE	RURAL STATE	RURAL COUNTY	RURAL TOWNSHIP	MUNICIPAL INTERSTATE	MUNICIPAL STATE	MUNICIPAL CITY	TOTAL
ADAMS		201.10	390.18	392.36		15.78	51.21	1,050.63
ALLEN	17.72	140.45	340.43	509.43	5.46	19.85	226.29	1,259.63
ASHLAND	16.14	221.38	284.98	409.45		20.16	95.60	1,047.71
ASHTABULA	22.53	285.58	354.84	627.88	6.16	50.75	236.14	1,583.88
ATHENS		189.17	372.47	515.55		26.98	109.42	1,213.59
AUGLAIZE	12.12	181.12	354.48	321.98	0.43	17.78	102.07	989.98
BELMONT	26.59	213.50	308.48	731.78	1.17	32.42	139.33	1,453.27
BROWN		193.10	353.38	424.64		15.15	51.65	1,037.92
BUTLER	10.76	162.58	272.67	518.33	0.49	58.22	478.78	1,501.83
CARROLL		144.69	306.43	420.72		7.81	32.67	912.32
CHAMPAIGN		194.24	242.06	340.02		15.75	67.65	859.72
CLARK	30.74	131.91	305.69	393.38		26.34	281.20	1,169.26
CLERMONT	13.36	232.24	384.14	490.56	0.52	21.99	73.76	1,216.57
CLINTON	15.33	167.36	270.92	294.12		22.65	64.33	834.71
COLUMBIANA		260.78	168.62	861.82		41.67	220.97	1,553.86
COSHOCTON		203.61	353.22	621.40		10.70	80.23	1,269.16
CRAWFORD		179.55	221.40	447.23		19.71	125.20	993.09
CUYAHOGA	1.04	5.03	28.00	10.64	104.09	335.12	3,282.42	3,766.34
DARKE		241.46	526.28	547.04		22.20	119.91	1,456.89
DEFIANCE		142.68	332.65	431.68		21.30	70.72	999.03
DELAWARE	17.23	174.10	339.78	354.91		17.39	96.36	999.77
ERIE		123.81	142.84	245.61		27.39	153.41	693.06
FAIRFIELD	1.68	164.11	356.59	532.02	0.70	28.75	176.67	1,260.52
FAYETTE	13.77	141.67	300.75	206.10	0.88	12.86	54.13	730.16
FRANKLIN	44.97	92.77	394.27	349.27	67.21	146.22	1,979.93	3,074.64
FULTON		126.40	368.28	386.96		14.92	68.66	965.22
GALLIA		175.67	464.24	361.16		13.40	25.43	1,039.90
GEAUGA		182.82	226.18	463.80		11.11	33.41	917.32
GREENE	6.90	108.61	331.45	285.55	4.50	28.30	411.49	1,176.80
GUERNSEY	50.95	178.49	409.38	596.66	0.99	15.87	88.03	1,340.37
HAMILTON	45.81	68.93	507.85	463.58	49.88	135.37	1,426.24	2,697.66
HANCOCK	22.38	194.54	429.12	537.16	2.85	24.08	167.65	1,377.78
HARDIN		160.33	375.56	370.21		15.69	79.85	1,001.64
HARRISON		152.29	258.01	408.32		13.39	46.24	878.25
HENRY		157.39	393.99	427.97		18.94	71.28	1,069.57
HIGHLAND		243.07	393.37	452.11		17.15	48.19	1,153.89
HOCKING		163.44	213.26	415.62		4.31	35.43	832.06
HOLMES		167.62	249.42	562.84		6.82	19.86	1,006.56
HURON		201.28	225.27	491.40		26.45	108.75	1,053.15
JACKSON		151.20	296.21	369.07		17.61	73.00	907.09
JEFFERSON		133.55	262.14	449.09		35.78	197.04	1,077.60
KNOX		181.54	403.20	601.02		16.80	93.49	1,296.05
LAKE	16.68	63.87	153.21	158.08	14.28	112.11	458.68	976.91
LAWRENCE		176.48	369.51	345.45		12.79	92.22	996.45
LICKING	28.15	200.32	434.41	749.93	1.26	35.43	271.94	1,721.44
LOGAN		203.47	373.51	343.22		22.72	99.03	1,041.95
LORAIN	3.34	164.22	263.51	303.34	12.68	110.54	624.07	1,481.70
LUCAS	11.61	80.96	295.32	262.77	22.51	101.10	1,220.26	1,994.53
MADISON	27.26	152.90	348.42	120.04		16.30	48.46	713.38
MAHONING	23.55	184.67	509.15	415.77	7.28	46.64	576.10	1,763.16
MARION		179.61	412.53	249.15		21.35	119.37	982.01
MEDINA	42.59	175.47	328.24	337.16	2.70	27.34	145.90	1,059.40
MEIGS		180.89	252.12	500.25		9.14	44.11	986.51
MERCER		196.20	400.16	436.64		14.61	77.36	1,124.97
MIAMI	15.52	154.14	443.17	264.89	4.44	27.88	203.60	1,113.64
MONROE		199.21	372.36	540.51		14.64	24.93	1,151.65
MOTGOMERY	26.71	77.64	420.25	654.01	21.26	82.56	1,284.76	2,567.19
MORGAN		182.63	350.01	398.93		6.67	17.81	956.05
MORROW	19.93	146.15	383.58	339.09		10.37	28.15	927.27
MUSKINGM	25.20	219.54	513.95	692.16	2.14	20.03	158.71	1,631.73
NOBLE	18.75	189.88	264.86	479.23	0.17	7.00	16.22	976.11
OTTOWA		128.46	162.27	300.10		10.99	65.73	667.55
PAULDING		158.07	329.83	497.93		9.86	46.75	1,042.44
PERRY		166.57	319.27	375.50		19.39	67.86	948.59
PICKAWAY	3.16	182.70	228.42	401.42		11.00	70.16	896.86
PIKE		137.22	308.86	259.68		8.35	32.71	746.82
PORTAGE	21.19	179.38	371.57	382.57	2.13	47.45	233.43	1,237.72
PREBLE	17.67	155.13	258.26	425.35		19.18	60.51	936.10
PUTNAM		188.09	334.53	622.64		21.09	75.29	1,241.64
RICKLAND	20.64	187.84	378.94	558.52		54.44	278.81	1,479.19
ROSS		205.60	398.31	488.22		10.56	96.12	1,198.81
SANDUSKY		160.50	318.13	444.36		14.50	126.98	1,064.47
SCIOTO		177.13	419.04	500.28		22.78	95.32	1,214.55
SENECO		196.30	375.11	633.42		24.52	128.07	1,357.42
SHELBY	19.09	131.27	395.41	329.29	1.46	13.02	84.32	973.86
STARK	13.80	234.30	446.00	1,178.95	4.74	65.08	775.50	2,718.37
SUMMIT	35.08	71.83	335.40	470.63	41.71	119.06	1,518.86	2,592.57
TRUMBULL	10.87	295.02	461.21	602.13	1.46	45.60	376.02	1,792.31
TUSCARAWAS	33.62	152.63	472.64	595.91	1.35	25.66	248.00	1,529.81
UNION		186.56	491.05	143.39		8.38	42.15	871.53
VANWERT		156.75	271.82	517.95		10.99	83.31	1,040.82
VINTON		151.34	197.88	328.76		6.50	20.29	704.77
WARREN	29.73	146.55	285.08	359.44	4.73	36.08	160.16	1,021.77
WASHINGTON	15.44	233.49	344.53	848.68	2.15	21.55	104.66	1,570.50
WAYNE	4.53	215.32	499.73	563.52	2.57	28.93	193.96	1,508.56
WILLIAMS		169.38	397.16	346.45		19.35	87.45	1,019.79
WOOD	38.90	234.76	243.13	993.09	4.56	33.52	211.71	1,759.67
WYANDOT		186.00	337.58	302.02		13.85	46.42	885.87
TOTAL	893.03	15,051.60	29,781.91	39,701.26	400.91	2,871.83	22,206.32	110,906.86

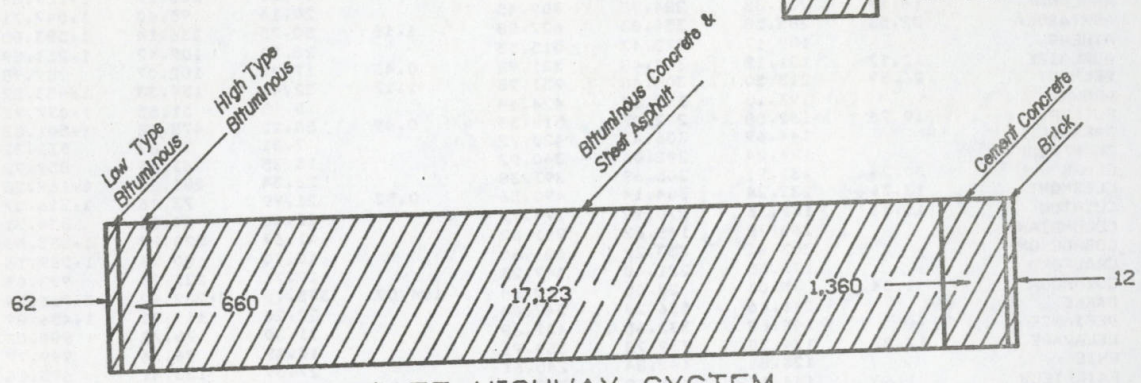
SOURCE: OHIO DEPARTMENT OF TRANSPORTATION, BUREAU OF TECHNICAL SERVICES

NOTE: Does not include 241 miles on the Ohio Turnpike.

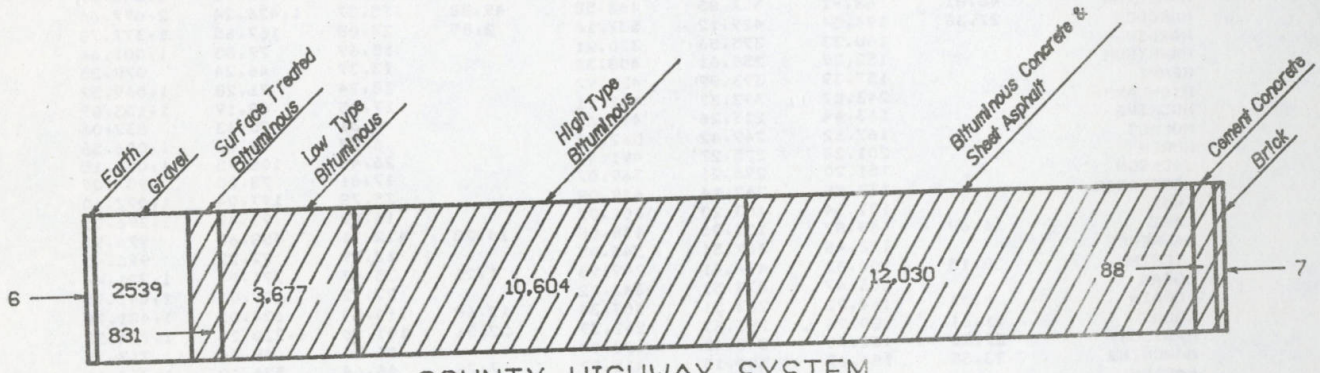
OHIO ROAD MILES BY SURFACE TYPES

JANUARY 1,1983

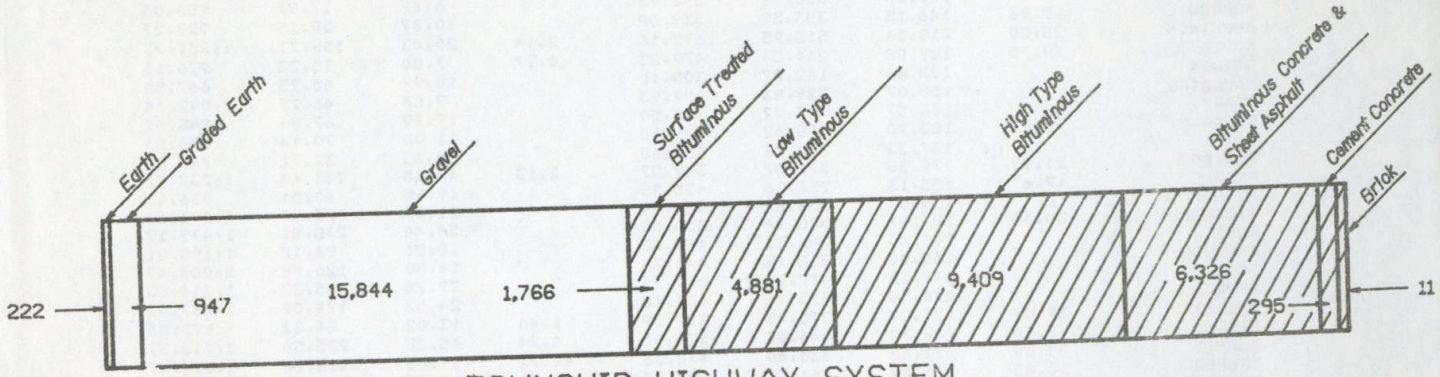
PAVED HIGHWAY



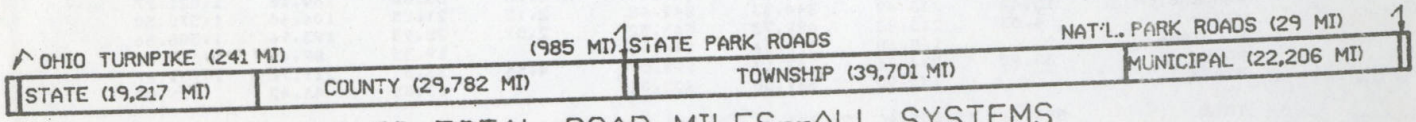
STATE HIGHWAY SYSTEM
(19,217 MILES)



COUNTY HIGHWAY SYSTEM
(29,782 MILES)



TOWNSHIP HIGHWAY SYSTEM
(39,701 MILES)



OHIO TOTAL ROAD MILES--ALL SYSTEMS
(112,161 MILES)

REST AREAS

As of January 1, 1983, Ohio has 211 Rest Areas statewide. 49 have flush toilets of which 12 have been built with the money collected from the vanity license plate fee.

Federal matching money is available at the rate of 90% Federal/10% State on the Interstate and 75% Federal/25% State off the Interstate.

ODOT District	Interstate	Primary	Secondary	Total	Well	Phone	Flush Toilet
1	2	17	5	24	0	7	7
2	2	12	1	15	0	4	2
3	8	15	0	23	1	17	3
4	10	10	0	20	0	15	9
5	8	6	2	16	0	11	5
6	10	5	1	16	0	15	9
7	4	7	6	17	1	10	6
8	8	2	3	13	0	8	2
9	0	14	9	23	5	2	1
10	0	18	3	21	4	1	0
11	4	9	3	16	0	6	5
12	4	2	1	7	0	5	0
TOTAL	60	117	34	211	11	101	49

INTERSTATE SYSTEM
25 Flush
35 Vault
6 Parking Only (No Facilities)*
66 TOTAL

PRIMARY AND SECONDARY SYSTEM
25 Flush
127 Vault
151 TOTAL

*NOT INCLUDED IN ABOVE REST AREA INVENTORY

Source: Ohio Department of Transportation, Bureau of Maintenance

MAP OF

OHIO

SHOWING

REST AREAS

PRIMARY - INTERSTATE

PRIMARY - NONINTERSTATE

REST AREAS PRIMARY

REST AREAS SECONDARY

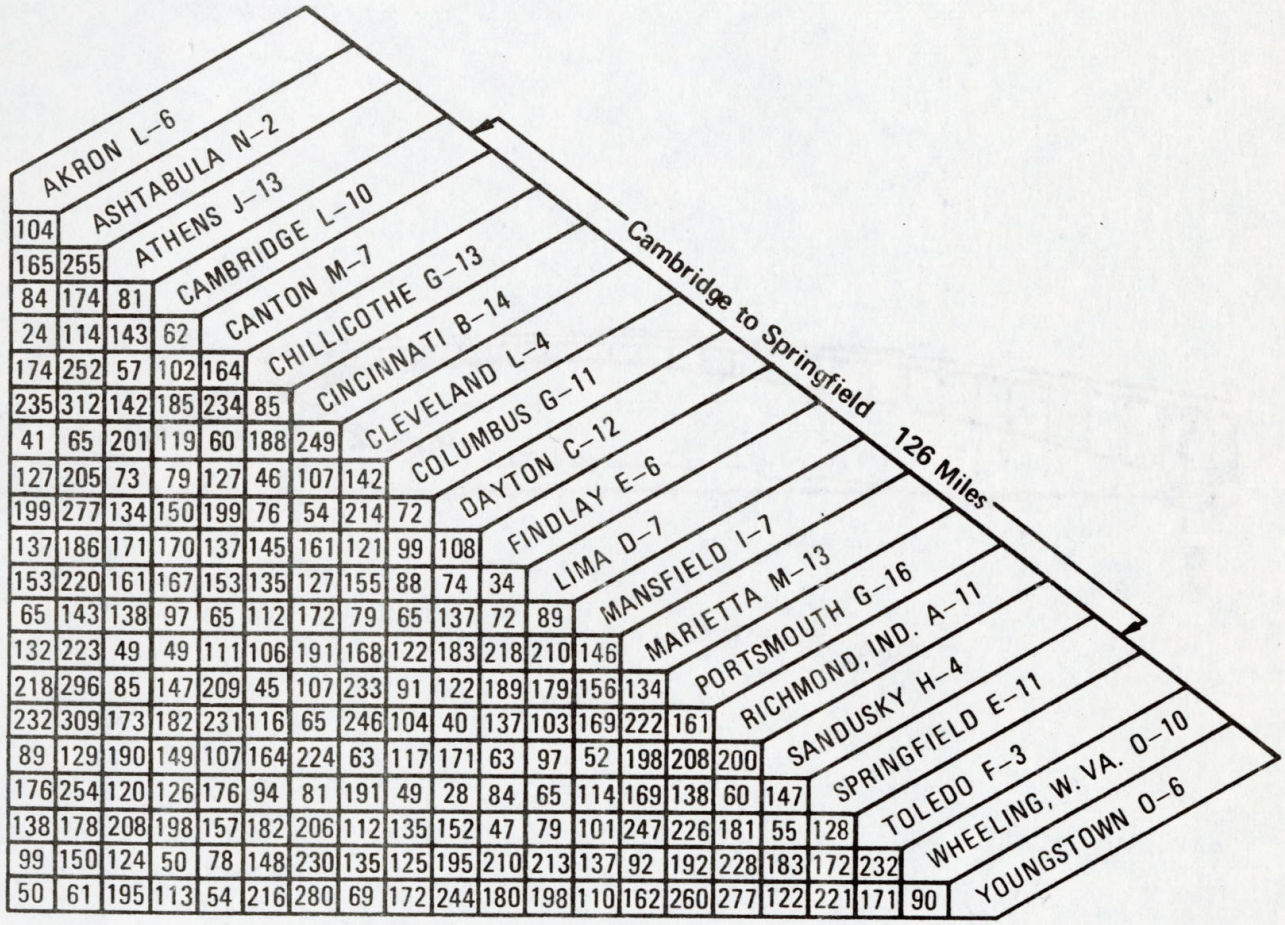
REST AREAS FLUSH TOILET

REST AREAS IMPROVEMENTS

BUREAU OF TECHNICAL SERVICES

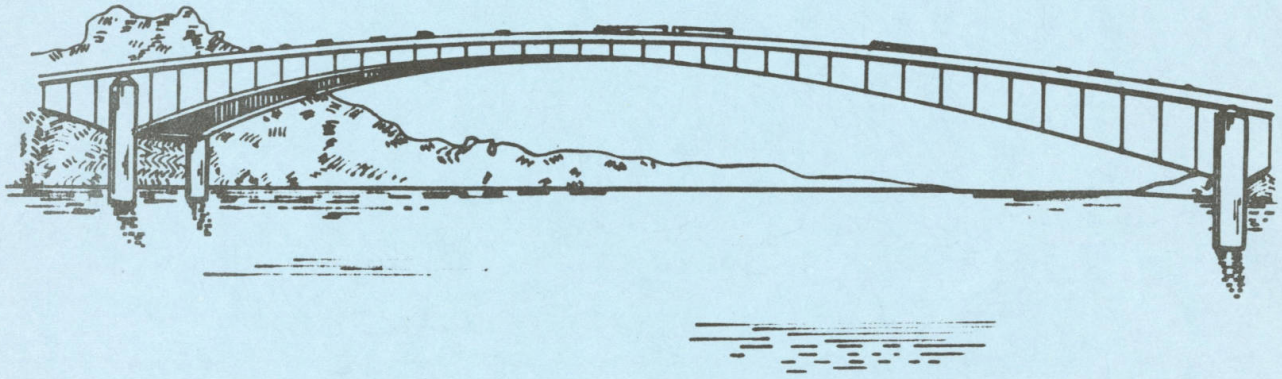
12APR82

MILEAGE BETWEEN SELECTED CITIES



AKRON L–6	ASHTABULA N–2	ATHENS J–13	CAMBRIDGE L–10	CANTON M–7	CHILLICOTHE G–13	CINCINNATI B–14	CLEVELAND L–4	COLUMBUS G–11	DAYTON C–12	FINDLAY E–6	LIMA D–7	MANSFIELD I–7	MARIETTA M–13	PORTSMOUTH G–16	RICHMOND, IND. A–11	SANDUSKY H–4	SPRINGFIELD E–11	TOLEDO F–3	WHEELING, W. VA. O–10	YOUNGSTOWN O–6
104																				
165	255																			
84	174	81																		
24	114	143	62																	
174	252	57	102	164																
235	312	142	185	234	85															
41	65	201	119	60	188	249														
127	205	73	79	127	46	107	142													
199	277	134	150	199	76	54	214	72												
137	186	171	170	137	145	161	121	99	108											
153	220	161	167	153	135	127	155	88	74	34										
65	143	138	97	65	112	172	79	65	137	72	89									
132	223	49	49	111	106	191	168	122	183	218	210	146								
218	296	85	147	209	45	107	233	91	122	189	179	156	134							
232	309	173	182	231	116	65	246	104	40	137	103	169	222	161						
89	129	190	149	107	164	224	63	117	171	63	97	52	198	208	200					
176	254	120	126	176	94	81	191	49	28	84	65	114	169	138	60	147				
138	178	208	198	157	182	206	112	135	152	47	79	101	247	226	181	55	128			
99	150	124	50	78	148	230	135	125	195	210	213	137	92	192	228	183	172	232		
50	61	195	113	54	216	280	69	172	244	180	198	110	162	260	277	122	221	171	90	

BRIDGES



THIS SECTION PRESENTS THE NUMBER OF BRIDGES CATORIZED BY COUNTY, AGE AND DEFICIENCIES.

BRIDGES-GENERAL INFORMATION

In 1976, the Federal Highway Administration (FHWA) with the cooperation of the American Association of State Highway and Transportation Officials (AASHTO) developed a priority system under which bridges with the greatest need for funding could be identified for assignment of rehabilitation and replacement funds. The system incorporates the use of a calculated priority number known as the bridge "Sufficiency Rating." This priority or "Sufficiency" number is developed by selecting certain inventory data and applying standard formulas and equations to calculate a rating number between 0 and 100. The final rating number, expressed as a percentage, is a major factor in determining which structures are in need of corrective work.

All states calculate the sufficiency rating for a bridge by using the same nationally accepted standard equations and formulas, thus insuring uniformity of meaning across the country. The calculated rating number is a numeric expression of the structure's ability to service safely and efficiently the current traffic on the route. A sufficiency rating of 100 percent, therefore, indicates that the structure has met today's standards for a bridge serving the volume and type of traffic currently on the route. Some of the data used in a sufficiency calculation are: the bridge roadway width; approach roadway alignment and geometric shape of the deck; load carrying capacity of the structure; vertical and horizontal clearances; traffic on the bridge; waterway opening, etc. Structures with a Sufficiency Rating of less than 50 percent generally qualify for rehabilitation or replacement, while those with a sufficiency rating of 50 percent thru 80 percent are considered for rehabilitation only.

Structure inadequacies fall into two (2) general categories commonly known as "Structural Deficiencies" and "Functional Deficiencies" and are defined as follows:

Structural Deficiencies are those which cause a loss of overall strength and therefore result in a reduced load carrying capacity for the bridge.

Functional Deficiencies are those caused by structure and approach roadway geometrics which are inadequate to service safely the current traffic types and volume.

Some of the common "Functional Deficiencies" found on our problem bridges are:

1. Bridge roadway too narrow for today's size and volume of traffic.
2. Bad curve on bridge or poor alignment of approach roadway.
3. Inadequate vertical clearances over or under a bridge for today's traffic.
4. Inadequate waterway opening under the bridge causing flooding of adjacent upstream lands.

In the area of "Structural Deficiencies," some of the common problems are:

1. Older bridge with structural members in good condition but too small in size to allow the bridge to carry today's heavier loads.

2. Primary bridge members weathered or wear deteriorated to such an extent that their cross-section is now reduced and thus requires a lowering of the load capacity for the bridge.

3. Primary bridge members damaged by vehicle collision causing overall weakness of the bridge.

4. Piers or abutments crumbling due to weathering of material or damage caused by overloaded vehicles.

5. Undermining of abutment or pier footings due to changes in stream flow.

Even though all states calculate sufficiency ratings using the same equations and formulas, the State of Ohio differs on its definition of a bridge from that used by the Federal Highway Administration as stated below:

Ohio's definition of a bridge:

Any structure, including supports, of 10 feet or more clear span or more in diameter on, above or below a highway. The span of all bridges shall be measured along the centerline of the highway.

Multiple cell culverts under a fill with a distance of 10 feet or more between extreme ends of openings, measured normal to the axis of the culvert, including multiple pipes where the clear distance between openings is less than half of the diameter of the smaller opening, shall be regarded as a bridge.

Federal Highway Administration's definition of a bridge:

A structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercoping of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening.

Due to the difference in definitions, the bridge inventories are split by road system and length as shown on the following table.

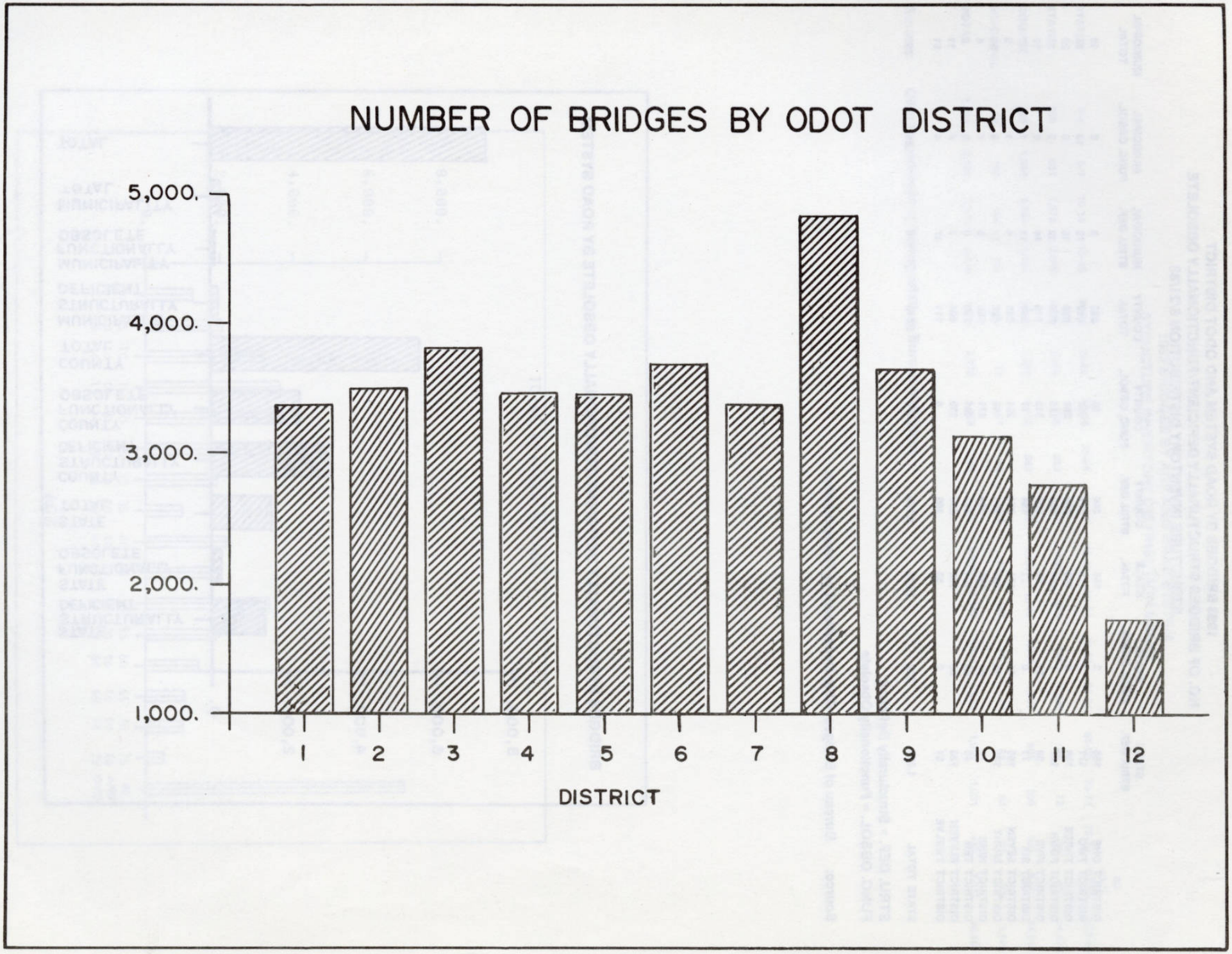
Source: Bureau of Bridges, Ohio Department of Transportation

1983 BRIDGES BY ROAD SYSTEM AND COUNTY/ODOT DISTRICT
NUMBER OF BRIDGES WHOSE LENGTHS ARE LESS/MORE THAN 20 FEET
STRUCTURE INVENTORY DISTRIBUTION 6/21/83

	STATE 0-20	STATE OVER 20	STATE TOTAL	COUNTY 0-20	COUNTY OVER 20	COUNTY TOTAL	MUNI 0-20	MUNI OVER 20	MUNI TOTAL	TOTAL 0-20	TOTAL OVER 20	TOTAL
ALLEN	39	107	146	126	275	401	3	9	12	168	391	559
DEFIANCE	21	51	72	155	138	293	0	0	0	176	189	365
HANCOCK	48	114	162	142	276	418	1	38	39	191	428	619
HARDIN	18	41	59	89	236	325	1	3	4	108	280	388
PAULDING	15	40	55	70	137	207	0	0	0	85	177	262
PUTNAM	21	55	76	102	189	291	0	4	4	123	248	371
VAN WERT	25	84	109	64	266	330	0	10	10	89	360	449
WYANDOT	23	87	110	88	157	245	4	3	7	115	247	362
DISTRICT ONE	210	579	789	836	1,674	2,510	9	67	76	1,055	2,320	3,375
FULTON	15	80	95	17	157	174	0	4	4	32	241	273
HENRY	20	85	105	122	231	353	0	10	10	142	326	468
LUCAS	23	246	269	66	101	167	65	112	177	154	459	613
OTTAWA	7	63	70	11	106	117	0	4	4	18	173	191
SANDUSKY	33	152	185	84	208	292	8	6	14	125	366	491
SENECA	32	77	109	185	258	443	2	10	12	219	345	564
WILLIAMS	33	93	126	10	156	166	0	0	0	43	249	292
WOOD	44	210	254	34	314	348	7	0	7	85	524	609
DISTRICT TWO	207	1,006	1,213	529	1,531	2,060	82	146	228	818	2,683	3,501
ASHLAND	44	138	182	75	179	254	0	14	14	119	331	450
CRAWFORD	27	74	101	51	180	231	0	13	13	78	267	345
ERIE	28	150	178	37	90	127	0	2	2	65	242	307
HURON	29	101	130	162	248	410	4	12	16	195	361	556
LORAIN	63	235	298	74	153	227	2	46	48	139	434	573
MEDINA	56	166	222	16	110	126	0	0	0	72	276	348
RICHLAND	47	164	211	154	214	368	10	32	42	211	410	621
WAYNE	51	136	187	110	314	424	0	4	4	161	454	615
DISTRICT THREE	345	1,164	1,509	679	1,488	2,167	16	123	139	1,040	2,775	3,815
ASHTABULA	62	161	223	61	201	262	0	12	12	123	374	497
MAHONING	43	238	281	155	168	323	18	26	44	216	432	648
PORTAGE	48	131	179	17	122	139	2	8	10	67	261	328
STARK	36	205	241	24	271	295	3	22	25	63	498	561
SUMMIT	24	345	369	108	199	307	4	67	71	136	611	747
TRUMBULL	60	235	295	180	210	390	0	0	0	240	445	685
DISTRICT FOUR	273	1,315	1,588	545	1,171	1,716	27	135	162	845	2,621	3,466
COSHOCTON	30	66	96	99	229	328	0	0	0	129	295	424
FAIRFIELD	30	80	110	123	248	371	3	15	18	156	343	499
GUERNSEY	46	153	199	134	236	370	0	2	2	180	391	571
KNOX	32	84	116	11	258	269	0	0	0	43	342	385
LICKING	42	155	197	67	296	363	11	37	48	120	488	608
MUSKINGUM	51	144	195	177	274	451	2	5	7	230	423	653
PERRY	33	81	114	29	175	204	0	0	0	62	256	318
DISTRICT FIVE	264	763	1,027	640	1,716	2,356	16	59	75	920	2,538	3,458
DELAWARE	38	97	135	135	161	296	0	2	2	173	260	433
FAYETTE	25	82	107	62	152	214	1	7	8	88	241	329
FRANKLIN	76	535	611	142	223	365	67	165	232	285	923	1,208
MADISON	42	95	137	69	119	188	0	0	0	111	214	325
MARION	27	92	119	110	176	286	0	0	0	137	268	405
MORROW	31	85	116	13	201	214	0	0	0	44	286	330
PICKAWAY	36	89	125	123	172	295	0	0	0	159	261	420
UNION	39	76	115	6	124	130	0	0	0	45	200	245
DISTRICT SIX	314	1,151	1,465	660	1,328	1,988	68	174	242	1,042	2,653	3,695

	STATE 0-20	STATE OVER 20	STATE TOTAL	COUNTY 0-20	COUNTY OVER 20	COUNTY TOTAL	MUNI 0-20	MUNI OVER 20	MUNI TOTAL	TOTAL 0-20	TOTAL OVER 20	TOTAL
AUGLAIZE	24	98	122	122	254	376	0	0	0	146	352	498
CHAMPAIGN	28	72	100	55	161	216	0	0	0	83	233	316
CLARK	32	165	197	4	68	72	3	22	25	39	255	294
DARKE	32	101	133	46	357	403	0	0	0	78	458	536
LOGAN	32	99	131	62	221	283	0	0	0	94	320	414
MERCER	44	79	123	4	313	317	0	0	0	48	392	440
MIAMI	31	115	146	95	229	324	0	0	0	126	344	470
SHELBY	21	82	103	100	201	301	6	9	15	127	292	419
DISTRICT SEVEN	244	811	1,055	488	1,804	2,292	9	31	40	741	2,646	3,387
BUTLER	27	105	132	120	250	370	18	31	49	165	386	551
CLERMONT	60	123	183	151	223	374	0	0	0	211	346	557
CLINTON	50	70	120	134	148	282	0	0	0	164	218	402
GREENE	22	97	119	126	189	315	0	2	2	148	288	436
HAMILTON	50	429	479	118	297	415	1	72	73	169	798	967
MONTGOMERY	31	245	276	146	244	390	52	147	199	229	636	865
PREBLE	40	107	147	110	254	364	0	0	0	150	361	511
WARREN	40	115	155	142	224	366	8	11	19	190	350	540
DISTRICT EIGHT	320	1,291	1,611	1,047	1,829	2,876	79	263	342	1,446	3,383	4,829
ADAMS	51	88	139	122	156	278	0	0	0	173	244	417
BROWN	51	79	130	148	217	365	0	0	0	199	296	495
HIGHLAND	44	94	138	95	198	293	0	0	0	139	292	431
JACKSON	47	84	131	110	174	284	0	13	13	157	271	428
LAWRENCE	36	106	142	11	175	186	0	5	5	47	286	333
PIKE	20	87	107	26	141	167	0	0	0	46	228	274
ROSS	37	137	174	149	276	425	2	2	4	188	415	603
SCIOTO	52	128	180	227	256	483	4	7	11	283	391	674
DISTRICT NINE	338	803	1,141	888	1,593	2,481	6	27	33	1,232	2,423	3,655
ATHENS	51	138	189	48	173	221	0	0	0	99	311	410
GALLIA	43	102	145	26	190	216	0	0	0	69	292	361
HOCKING	39	102	141	82	206	288	0	0	0	121	308	429
MEIGS	46	73	119	21	168	189	0	0	0	67	241	308
MONROE	29	65	94	5	102	107	0	0	0	34	167	201
MORGAN	13	58	71	91	166	257	0	0	0	104	224	328
NOBLE	46	133	179	6	157	163	0	0	0	52	290	342
VINTON	29	79	108	99	141	240	0	0	0	128	220	348
WASHINGTON	45	112	157	51	201	252	0	0	0	96	313	409
DISTRICT TEN	341	862	1,203	429	1,504	1,933	0	0	0	770	2,366	3,136
BELMONT	36	164	200	81	212	293	4	13	17	121	389	510
CARROLL	13	49	62	39	106	145	0	0	0	52	155	207
COLUMBIANA	37	152	189	75	231	306	10	8	18	122	391	513
HARRISON	19	79	98	24	119	143	0	0	0	43	198	241
HOLMES	41	59	100	113	201	314	0	0	0	154	260	414
JEFFERSON	17	97	114	86	186	272	0	7	7	103	290	393
TUSCARAWAS	28	165	193	95	183	278	0	15	15	123	363	486
DISTRICT ELEVEN	191	765	956	513	1,238	1,751	14	43	57	718	2,046	2,764
CUYAHOGA	74	540	614	135	255	390	33	122	155	242	917	1,159
GEAUGA	32	42	74	87	111	198	3	1	4	122	154	276
LAKE	23	156	179	26	74	100	2	4	6	51	234	285
DISTRICT TWELVE	129	738	867	248	440	688	38	127	165	415	1,305	1,720
STATEWIDE TOTAL	3,176	11,248	14,424	7,502	17,316	24,818	364	1,195	1,559	11,042	29,759	40,801

Source: Ohio Department of Transportation, Bureau of Bridges

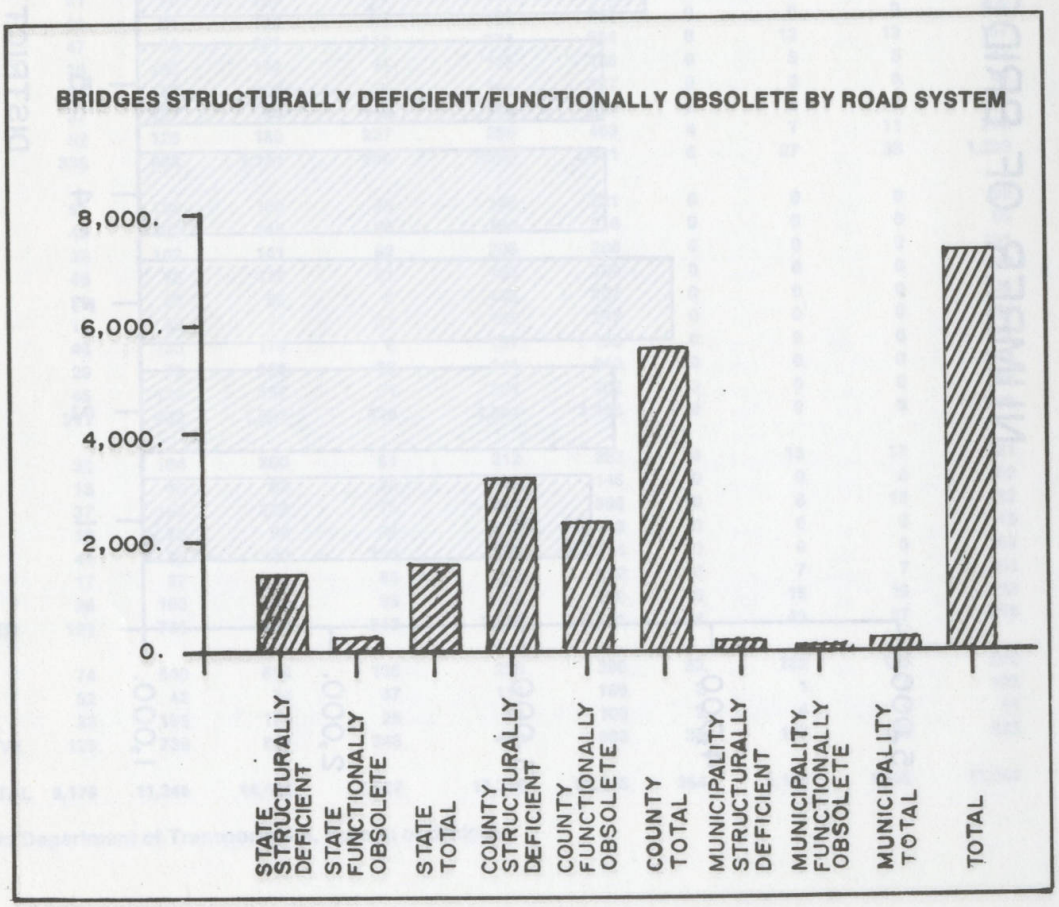

NUMBER OF BRIDGES BY ODOT DISTRICT
5,000.
4,000.
3,000.
2,000.
1,000.
1
2
3
4
5
6
7
8
9
10
11
12
DISTRICT

1983 BRIDGES BY ROAD SYSTEM AND ODOT DISTRICT
NO. OF BRIDGES STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE
STRUCTURE INVENTORY DISTRIBUTION 6/21/83

	STATE STRU. DEF.	STATE FUNC. OBSOL.	STATE TOTAL	COUNTY STRU. DEF.	COUNTY FUNC. OBSOL.	COUNTY TOTAL	MUNICIPAL STRU. DEF.	MUNICIPAL FUNC. OBSOL.	MUNICIPAL TOTAL	TOTAL
DISTRICT ONE	156	2	158	240	88	328	8	5	13	499
DISTRICT TWO	171	7	178	277	142	419	19	13	32	629
DISTRICT THREE	189	9	198	269	269	538	16	6	22	758
DISTRICT FOUR	147	7	154	105	150	255	32	5	37	446
DISTRICT FIVE	59	21	80	506	313	819	14	5	19	918
DISTRICT SIX	71	0	71	184	77	261	11	1	12	344
DISTRICT SEVEN	160	11	171	354	251	605	4	1	5	781
DISTRICT EIGHT	139	15	154	254	168	422	17	9	26	602
DISTRICT NINE	75	51	126	284	371	655	3	1	4	785
DISTRICT TEN	40	64	104	327	401	728	0	0	0	832
DISTRICT ELEVEN	133	33	166	265	139	404	7	4	11	581
DISTRICT TWELVE	51	2	53	105	6	111	47	4	51	215
STATE TOTAL	1,391	222	1,613	3,170	2,375	5,545	178	54	232	7,390

STRU. DEF. = Structurally Deficient
FUNC. OBSOL. = Functionally Obsolete

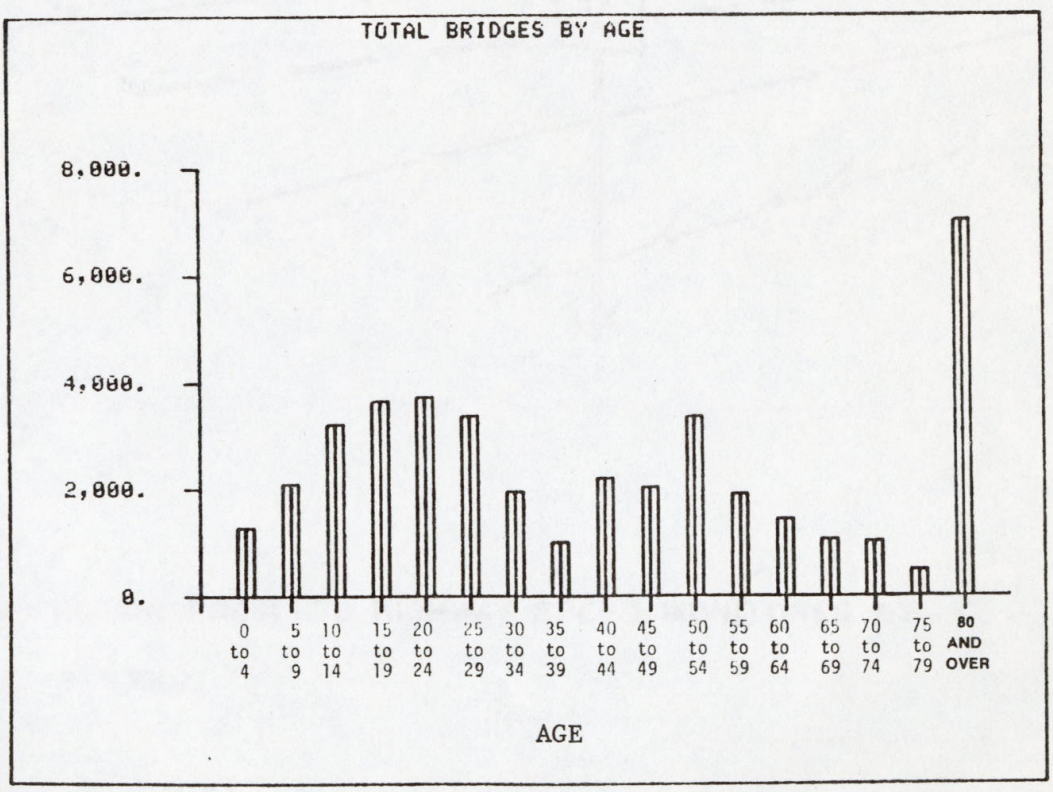
Source: Bureau of Bridges, Ohio Department of Transportation



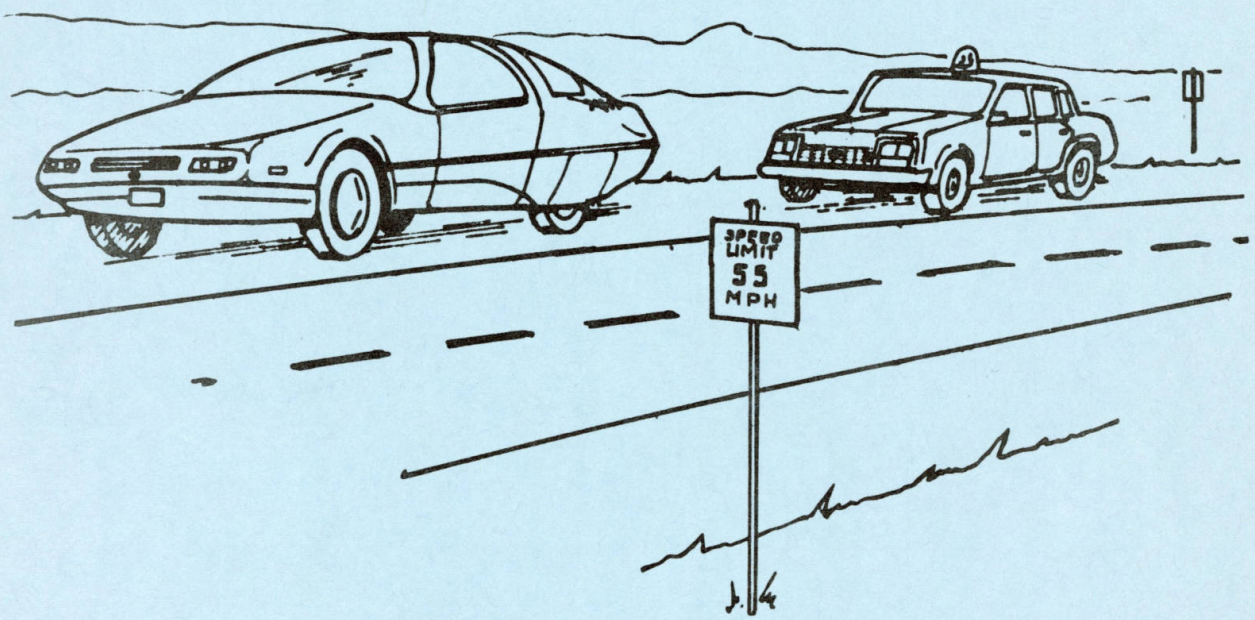
1983 BRIDGES BY AGE AND ROAD SYSTEM
STRUCTURE INVENTORY DISTRIBUTION 6/21/83

SYSTEM	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80 AND OVER	TOTAL
STATE	369	631	1,578	2,066	2,301	2,044	735	383	567	596	1,445	740	300	86	72	44	467	14,424
COUNTY	866	1,364	1,504	1,480	1,324	1,251	1,152	583	1,552	1,355	1,739	1,044	1,057	905	896	405	6,341	24,818
MUNICIPAL	53	108	134	103	91	84	71	40	74	72	163	117	76	68	63	33	209	1,559
TOTAL	1,288	2,103	3,216	3,649	3,716	3,379	1,958	1,006	2,193	2,023	3,347	1,901	1,433	1,059	1,031	482	7,017	40,801

Source: Ohio Department of Transportation, Bureau of Bridges



HIGHWAY SPEED:



THIS SECTION PRESENTS HIGHWAY SPEED MONITORED BY HIGHWAY SYSTEM..

SPEED - GENERAL INFORMATION

There have been no new State laws, regulations, or administrative orders adopted relating to the enforcement of the 55 MPH NMSL since the submittal of the 1982 Certification Package.

In compliance with CFR, Part 659, Sub-part (15), paragraph (C), Subparagraph (1), the number of miles of roads within the State of Ohio having a posted or allowable maximum speed of 55 miles per hour subject to the monitoring program is 18,346.16.

With respect to Paragraph (C), Subparagraph (2), the Ohio State Highway Patrol has exclusive patrol responsibility on 16,044 miles of the mileage indicated in the preceding paragraph. The remainder mileage is made up of county and township roads and 378 miles of State route extensions inside municipalities on which local governmental agencies have been relegated the patrol responsibility.

Sample of Speed Monitoring Program

On the following table all data was collected according to the requirements of 23CFR-Part 659 and as approved in the 1982 Speed Monitoring Plan submitted to FHWA. The allowable adjustment factor to compensate for any speedometer error which may occur is calculated by using the formula listed below:

$$.7 \times (A - B) + B = C$$

A = % exceeding 55 MPH
B = % exceeding 60 MPH
C = adjusted % exceeding 55 MPH

Example: Summary Statewide Totals (JULY - SEPT 1982)
$.7 \times (57.5 - 21.5) + 21.5 = 46.7$

Automatic electronic recording devices connected to inductive loops buried in the road surface were used to collect the speed data.

From a minimum of two "Control" locations randomly selected in each highway group, one or more are used for sampling in each quarter. These are used to obtain individual speeds of all vehicles passing the locations. This data provides an estimate of the mean speed, median speed, 85th percentile, and percentage exceeding 55, 60 and 65 MPH.

Two-thirds of all the locations are randomly selected from the entire "population" of sampling sections to supply the "standard" locations. These are sampled once a year for data to obtain the number of vehicles exceeding 55 MPH and the total number of vehicles passing the location during a 24-hour monitoring period.

Source: 1982 Ohio Annual Report, "Speed Monitoring and Enforcement of State Laws Related to Vehicle Speed," Ohio Department of Transportation, Department of Highway Safety

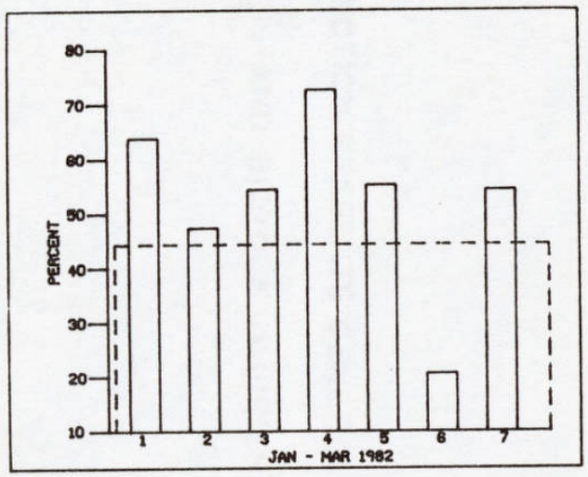
COMPARISON OF SPEED MONITORING DATA

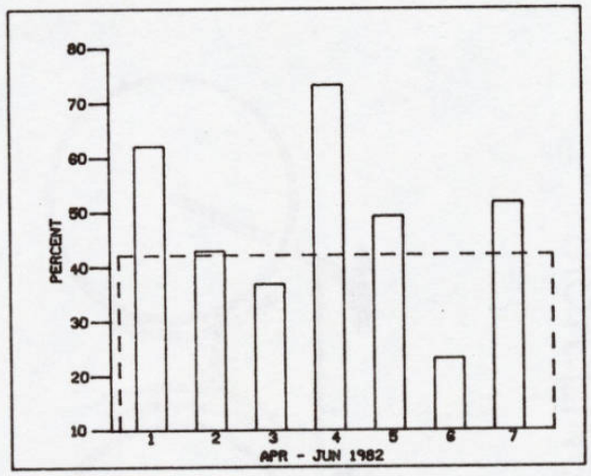
SYSTEM	REPORT PERIOD	AVERAGE SPEED MPH	MEDIAN SPEED MPH	85th % TILE SPEED MPH	% EXCEEDING (MPH) 55	60	65	% EXCEEDING 55 MPH (ADJUSTED FOR SPEEDOMETER ERROR)
Urban Interstate	APR—JUN 1981	54.6	54.6	59.0	55.4	11.2	1.4	
	JUL—SEP 1981	55.9	56.0	60.5	50.5	17.4	2.9	
	OCT—DEC 1981	53.6	55.9	61.9	55.5	19.3	3.9	
	JAN—MAR 1982	56.2	57.4	63.3	63.8	20.1	5.8	
	APR—JUN 1982	55.2	56.9	62.5	62.1	22.4	4.3	
	JUL—SEP 1982	55.1	56.3	61.5	56.5	17.8	2.8	
	OCT—DEC 1982	56.8	58.3	64.2	64.9	31.9	7.9	
	JAN—MAR 1983	56.1	57.0	61.8	64.8	19.7	3.2	
	APR—JUN 1983	55.2	56.6	62.5	61.8	21.7	5.2	
Urban Other Freeways and Expressways	APR—JUN 1981	54.6	55.0	59.2	39.0	10.7	1.3	
	JUL—SEP 1981	56.3	57.0	60.7	62.7	20.9	3.8	
	OCT—DEC 1981	55.8	56.8	62.0	55.9	20.2	4.3	
	JAN—MAR 1982	54.1	55.6	60.7	47.4	13.7	2.6	
	APR—JUN 1982	53.6	55.1	60.6	42.9	13.4	2.6	
	JUL—SEP 1982	56.5	57.3	62.5	62.2	22.8	4.7	
	OCT—DEC 1982	58.7	59.2	64.4	74.0	35.1	7.9	
	JAN—MAR 1983	55.1	55.7	60.4	43.1	12.6	2.1	
	APR—JUN 1983	54.8	55.7	62.1	48.5	19.5	6.2	
Urban Other Principal Arterials and Minor Arterials	APR—JUN 1981	52.9	53.1	58.0	37.4	8.2	1.1	
	JUL—SEP 1981	54.5	54.6	59.7	49.3	14.2	2.6	
	OCT—DEC 1981	55.1	56.4	62.2	53.4	21.2	6.3	
	JAN—MAR 1982	53.9	56.6	62.6	54.4	22.2	5.2	
	APR—JUN 1982	52.5	53.9	60.4	36.8	13.1	3.1	
	JUL—SEP 1982	55.0	56.6	61.3	55.3	16.7	2.5	
	OCT—DEC 1982	55.8	57.7	62.8	62.9	25.2	4.3	
	JAN—MAR 1983	55.2	56.8	62.7	56.4	23.2	5.0	
	APR—JUN 1983	56.9	57.5	62.3	55.4	22.3	3.7	
Rural Interstate	APR—JUN 1981	57.1	57.0	61.3	71.4	23.2	3.2	
	JUL—SEP 1981	57.4	57.5	61.6	69.5	25.3	3.6	
	JUL—SEP 1981	57.4	57.5	61.6	69.5	25.3	3.6	
	OCT—DEC 1981	58.4	59.5	64.2	77.1	39.0	11.1	
	JAN—MAR 1982	56.6	58.5	63.8	72.6	30.6	6.5	
	APR—JUN 1982	57.6	58.3	64.0	73.2	30.9	7.6	
	JUL—SEP 1982	58.7	59.4	65.2	78.4	38.4	10.8	
	OCT—DEC 1982	57.8	59.4	65.2	72.9	38.4	11.4	
	JAN—MAR 1983	58.0	59.2	64.4	64.1	35.4	8.1	
	APR—JUN 1983	58.5	59.7	65.5	74.9	40.8	12.7	
Rural Other Principal Arterials and Minor Arterials	APR—JUN 1981	54.8	55.0	59.3	56.2	12.4	2.1	
	JUL—SEP 1981	56.0	56.0	60.6	47.6	19.5	3.8	
	OCT—DEC 1981	56.3	57.4	62.4	59.3	22.9	4.4	
	JAN—MAR 1982	54.9	56.3	61.3	55.2	16.4	3.2	
	APR—JUN 1982	54.8	56.2	61.0	49.2	15.0	2.6	
	JUL—SEP 1982	55.5	56.9	61.8	57.8	19.4	3.6	
	OCT—DEC 1982	55.2	56.6	61.4	56.1	17.0	2.3	
	JAN—MAR 1983	55.9	57.2	61.6	65.9	18.8	3.2	
	APR—JUN 1983	50.8	53.1	58.9	42.6	8.8	2.1	
Rural Major Collectors	APR—JUN 1981	53.7	53.9	60.2	45.2	17.1	5.2	
	JUL—SEP 1981	54.9	54.4	60.8	42.6	21.1	6.9	
	OCT—DEC 1981	54.5	56.3	62.4	29.6	21.3	5.0	
	JAN—MAR 1982	44.6	50.6	59.3	20.6	10.3	2.5	
	APR—JUN 1982	52.4	55.0	60.9	23.1	14.5	3.7	
	JUL—SEP 1982	52.1	54.6	60.5	34.5	13.2	3.0	
	OCT—DEC 1982	50.4	53.9	60.8	34.8	14.2	3.8	
	JAN—MAR 1983	52.5	54.5	60.8	19.7	14.1	3.3	
	APR—JUN 1983	52.0	54.6	61.1	21.6	15.6	3.3	
SUMMARY STATEWIDE TOTALS OCT 1981-SEP 1982								
	OCT—DEC 1981	55.5	57.1	62.7	55.8	21.3	5.7	45.4
	JAN—MAR 1982	53.7	56.0	62.0	54.3	21.0	4.5	44.3
	APR—JUN 1982	54.8	56.4	61.9	51.7	19.8	4.3	42.1
	JUL—SEP 1982	55.4	56.8	62.2	57.5	21.5	4.6	46.7
	ANNUAL SUMMARY	54.8	56.6	62.3	55.9	21.7	4.8	45.6
SUMMARY STATEWIDE TOTALS OCT 1982-DEC 1983								
	OCT—DEC 1982	55.6	57.4	63.1	59.7	26.7	6.5	49.8
	JAN—MAR 1983	55.6	56.9	62.0	54.8	21.1	4.1	44.7
	APR—JUN 1983	54.4	56.1	62.0	51.7	21.4	5.6	42.6

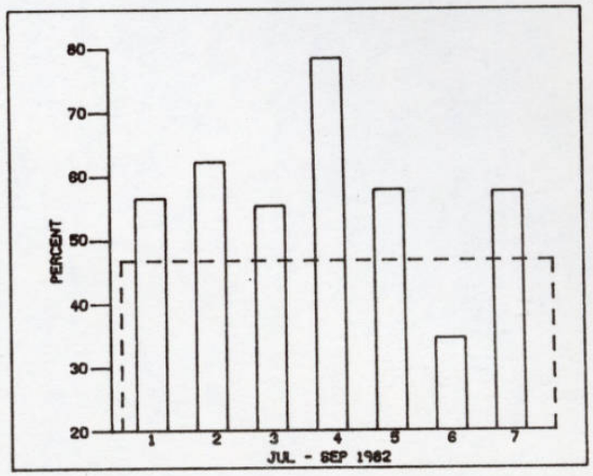
PERCENT EXCEEDING 55 MPH SPEED

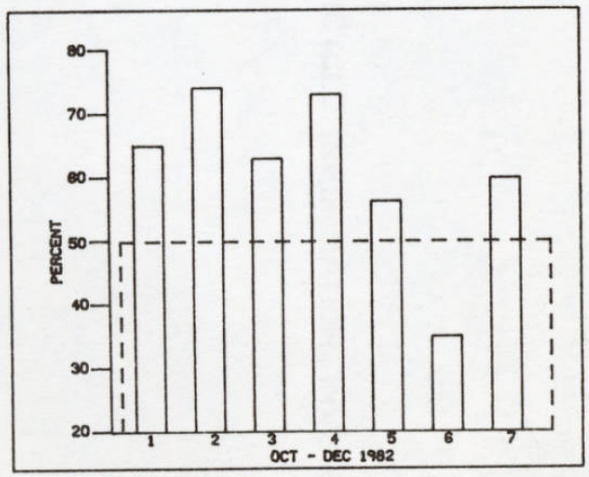
BY HIGHWAY TYPE SHOWING

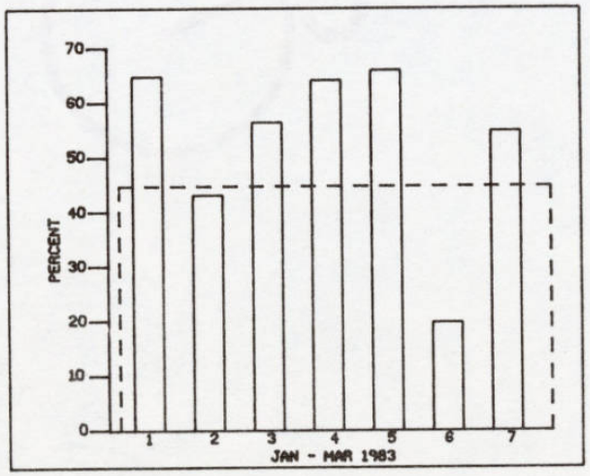
CONFORMANCE TO 55 MPH NATIONAL SPEED LIMIT

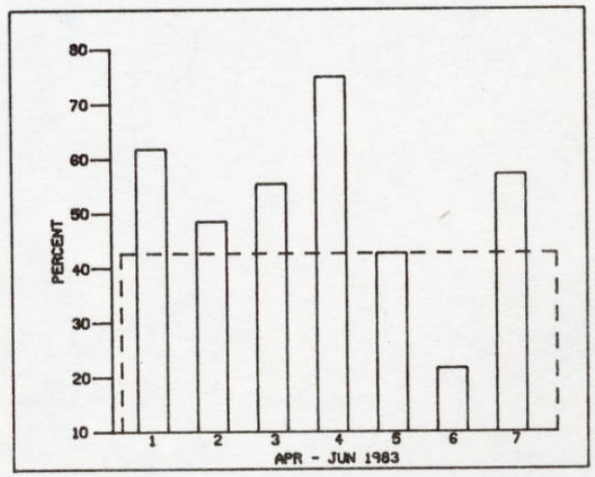












1-URBAN INTERSTATE

2-URBAN OTHER FREEWAYS AND EXPRESSWAYS

3-URBAN OTHER PRINCIPAL ARTERIALS AND MINOR ARTERIALS

4-RURAL INTERSTATE

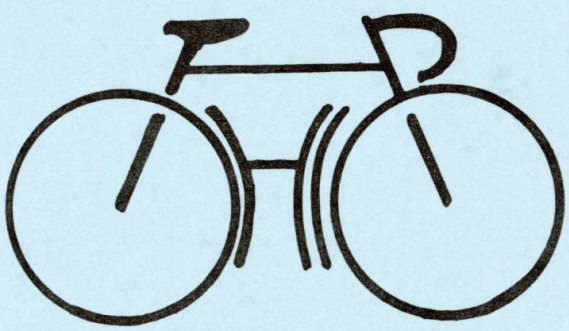
5-RURAL OTHER PRINCIPAL ARTERIALS AND MINOR ARTERIALS

6-RURAL MAJOR COLLECTORS

7-SUMMARY STATEWIDE (WEIGHTED VMT)

DASH LINE-SUMMARY STATEWIDE ADJUSTED FOR SPEEDOMETER ERROR

BICYCLING



THIS SECTION PRESENTS GENERAL BICYCLE INFORMATION, INVENTORY OF BIKEWAYS, AND BICYCLE INJURIES.

BICYCLING - GENERAL INFORMATION

The Ohio Bicycle Advisory Council was established by executive order in recognition of the important role that bicycling currently plays in the state and of the potential benefits that can come from bicycling for energy conservation, physical fitness, tourism and economy.

An estimated 4 million Ohioans own bicycles. Residents of the state use their bikes for transportation, recreation, competition, fitness, relaxation and family enjoyment. Bicycling attracts all ages, economic classes and ethnic groups. It is the most efficient and inexpensive form of transportation available.

Support for bicycling is strong in Ohio. An extensive network of local bicycle clubs, advocacy groups and other organizations and agencies exists throughout the state. More than 50 major weekend bike tours attract thousands of bicyclists from across the Midwest each year. A system of cross-Ohio bike routes welcomes vacations by bicycle. More than 30 bicycle moto-cross (BMX) tracks and dozens of Olympic-style competitions attract bicycle racers and spectators from around the country.

In addition to these private-sector activities, several state agencies are responsible for pieces of the bicycle picture. The Ohio Department of Development distributes information about bicycling through the Office of Tourism. The Ohio Department of Highway Safety collects bicycle accident statistics and provides safety information to enforcement officials. The Ohio Department of Natural Resources undertakes projects and provides funding for major recreational bike facilities such as the Little Miami Scenic Park, Blackhand Gorge Bike Path, and those routes along the Olentangy and Great Miami rivers. The Ohio Department of Transportation coordinates transportation bicycle facilities.

Ohio is fortunate to have the basic resources necessary to build a comprehensive and effective bicycle program for the state. The grassroots energy and expertise devoted to bicycling is abundant, although it lacks focus. State agencies are gradually building awareness and expertise in the field of cycling. Overall, however, a lack of coordination, funding and promotion has hampered both public and private efforts.

In an effort to address these problems and opportunities, the Ohio Bicycle Advisory Council was charged to "investigate the status of bicycling in the state and make recommendations for the promotion of the use of the bicycle as a significant mode of transportation" and for "other potential uses and aspects...such as bicycle touring, recreation trails and maps, safety, education, health fitness, law enforcement, competitive racing, bicycle manufacturing and retailing, potential funding sources, and coordination...around the state."

Source: Ohio Department of Transportation, Bureau of Planning, Bicycle Coordinator

INVENTORY OF BIKEWAYS IN OHIO

POLITICAL SUBDIVISION	NAME	PATH MILES	LANE MILES	ROUTE MILES	REMARKS
STATE					
Ohio	Cardinal Trail (1)			314	New Paris to New Middletown--signed
	Route A (1)			230	Cincinnati to Maumee
	Route B (1)			240	Cincinnati to Marietta
	Route C (1)			294	Cincinnati to Cleveland--partially signed--85 miles also known as Little Miami River Scenic Bikeway
	Route E (1)			266	Portsmouth to Sylvania--route extends to Pippa Passes, KY (connects to U.S. Bike Route 76) and to Milford, MI
	Route F (1)			281	New Paris to Bellaire
	Route J (1)			244	Marietta to Conneaut
	Route K (1)			156	McGill to Mifflin
	Route N (1)			300	McGill to Pierpoint--signed
	Route 5 (2)			76	Ohio State University to Caesar Creek Park
	Route 7 (2)			64	Worthington to Malabar Farm--signed
	Route 9 (2)			61	Westerville to Malabar Farm--signed
COUNTY					
Clark	Old Mill (1)			35	south from Clifton--signed
Erie	Huron to Milan			9	signed
Fairfield	Covered Bridge (1)			36	Canal Winchester to Lancaster--signed
Hamilton County	Park Dist.				
	Sharon Woods	2.8			signed
	Winton Woods	1.6			signed
Hancock	North Country Cycling			56	pavement markings show route
	Old Millstream			37	pavement markings show route
	Ottawa Creek			32	pavement markings show route
Licking	Blackhand Gorge	4.4			signed
	Granville to Newark	3.1			signed
Logan	Top of Ohio (1)			45	southeast from Bellefontaine--signed
Lucas County	Sylvania Avenue		1.9		signed
Medina	County Park District				
	Silver Creek	1			
Montgomery	Vandalia-Butler Loop			22.8	
Richland	Mansfield Bikeway (1)			22	southeast from Mansfield--signed
Union	Dublin Bikeways (1)			10	northwest from Dublin--3 signed rout
				42	
				52	

INVENTORY OF BIKEWAYS IN OHIO (CONTINUED)

POLITICAL SUBDIVISION	NAME	PATH MILES	LANE MILES	ROUTE MILES	REMARKS
CITY					
Akron Metropolitan Park District		11.7		4.9	connects to Cleveland Metroparks System at Bedford--signed
Ashtabula				20	needs some sign replacement
Athens		3			signed
Bellbrook				8.8	signed
Blue Ash				8.4	signed
Bowling Green				11.6	signed
Cincinnati	Center Hill			1.5	signed
	Dunham Sport Complex	1.5			
	Lunken Playfield	6.0			signed
Cleveland Heights		1.5			connects three parks
Cleveland Metroparks System					
	Bedford	5			connects to Akron Metroparks
	Big Creek	7.5			
	Euclid Creek	2.5			
	Huntington Conn.	1			connects to Bay Village
	Rocky Fork	8.8			
	North Chagrin	2.5			
	South Chagrin	2			
Columbus	Olentangy River	9.4	0.2	6.4	Frank Road to S.R. 161--some sections not completed--signed
	Route 2			7	Olentangy River to Scioto River--signed
Columbus Metro Parks					
	Blacklick Woods	4.1			
	Sharon Woods	3.8			
Dayton	East			6	signed
	River Corridor	18		6	signed
Delaware				3	signed
Delphos				2.7	signed
Euclid				5.2	
Fairborn				16.9	signed
Fairfield				16.5	signed
Fremont				0.5	signed
Indian Hill				7.5	signed
Kettering	East			11.1	not signed
	West			8.1	not signed
Lima				3.9	signed
Miamisburg				6.3	signed
Moraine				6.1	signed
Newark	Raymond Wilson Memorial			3	signed
Oakwood				11.6	signed
Sandusky		1.5		2.7	signed
Sidney				12.4	
Springfield	Buck Creek		2.5	8.9	signed
	Northridge			5	signed
Sylvania	Monroe & Erie St.			3.5	
Tipp City				5.4	
Toledo	Ottawa Park	5.6			signed

POLITICAL SUBDIVISION	NAME	PATH MILES	LANE MILES	ROUTE MILES	REMARKS
Toledo Metropolitan Park District					
	Oak Openings Preserve	4.2			signed
	Pearson	3.3			signed
	Secor	2.8			signed
	Swan Creek	3			signed
	Wildwood Preserve	1.9			signed
Trotwood				7.9	signed
Troy		1.2		9	signed
Vandalia	Intra City Loops			9.8	signed
Wayne				14.3	
West Carrollton				7.8	signed
Willoughby				2	
Worthington	Olentangy River	2			
Yellow Springs			2.8		signed

Total Miles

Miles of Cross-Ohio Routes	2,526.0
Miles of Bike Paths	126.7
Miles of Bike Lanes	7.4
Miles of Bike Routes	670.2
Grand Total	3,330.6

Source: Ohio Department of Transportation, Bureau of Planning, Bicycle Coordinator

1982

Bicycle Injuries by Area

AREA	Killed	Injuried
Cities over 50,000 population	9	1,078
Cities of 25,000 to 50,000 population	3	382
Cities of 10,000 to 25,000 population	1	460
Cities of 5,000 to 10,000 population	-	192
Cities of 2,500 to 5,000 population	-	59
Villages under 2,500 population	1	63
Other rural roads	22	549
TOTALS	36	2,783

1982

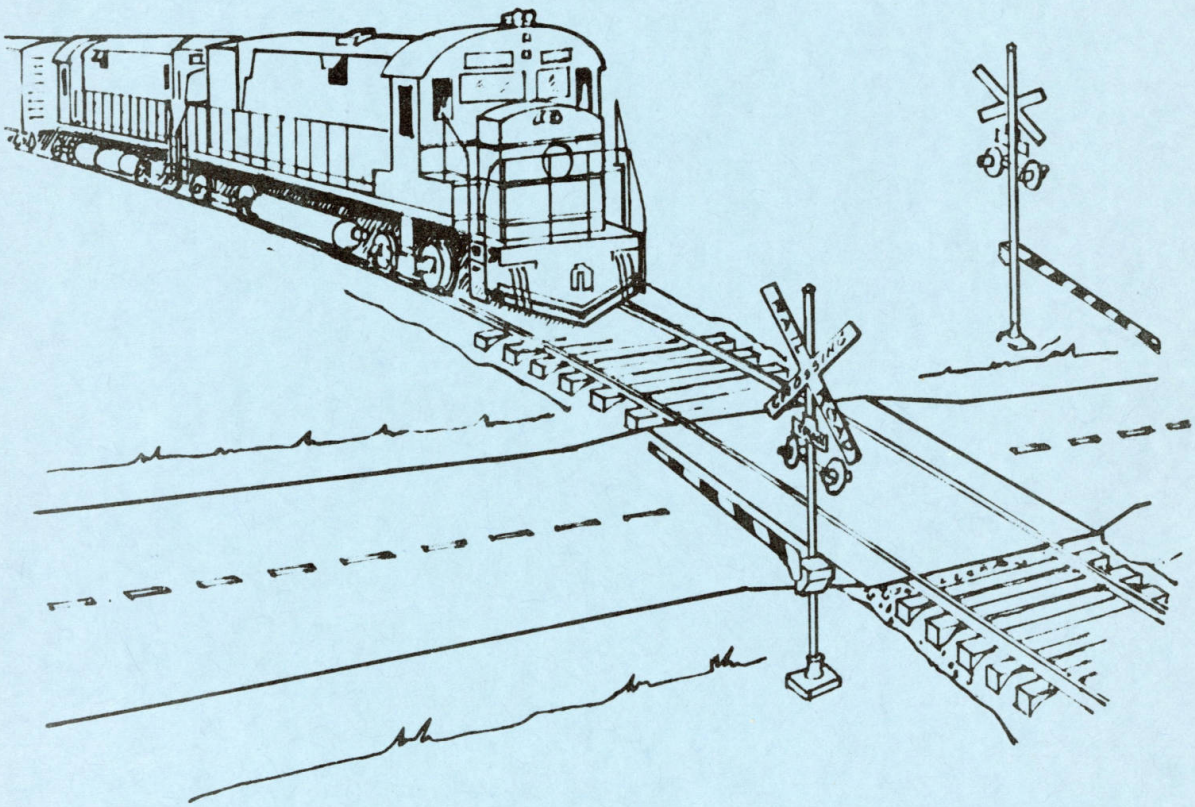
Bicycle Injuries by Light Conditions

Age Group	Total Killed	Day	Night	Total Injured	Day	Night
0 - 5 Yrs	1	1	-	77	70	7
6 - 10 Yrs	8	8	-	659	605	52
11 - 15 Yrs	11	6	4	1,087	930	150
16 - 20 Yrs	9	6	3	400	299	100
21 & Over Yrs	7	3	4	481	361	116
TOTALS*	36	24	11	2,783	2,327	441

*TOTALS includes "NOT STATED" category

SOURCE: 1982 Ohio Traffic Accident Facts, Ohio Department of Highway Safety

RAILROADS



THIS SECTION PRESENTS INFORMATION CONCERNING ALL AT-GRADE RAIL CROSSINGS IN OHIO, AS WELL AS, ABOUT RAILROADS IN GENERAL.

RAILROADS - GENERAL INFORMATION

The Ohio rail network is comprised of 7,490.3 route miles of railroad track over which 28 railroad companies operate. The state is presently serviced by ten Class I carriers, four Class II and III "Line Haul" carriers and fifteen switching terminal companies. However, the five major Class I carriers (CR, B&O, C&O, N&W, DT&I) operate over approximately 91% of the track in Ohio.

Rail carriers and specialized industry publications periodically report height, weight and width limits for traffic along specific line segments. Height and width restrictions refer to the capacity of a line to handle oversized shipments due to the varying obstructions (bridges, etc.) located along the line. Weight restrictions are somewhat more variable over time, depending upon the physical condition of the track and roadbed.

Source: Railroad Annual Reports R-1, 1981
ODOT Division of Rail Transportation Development

RAILROAD MILEAGE OPERATED IN OHIO

DECEMBER 31, 1981

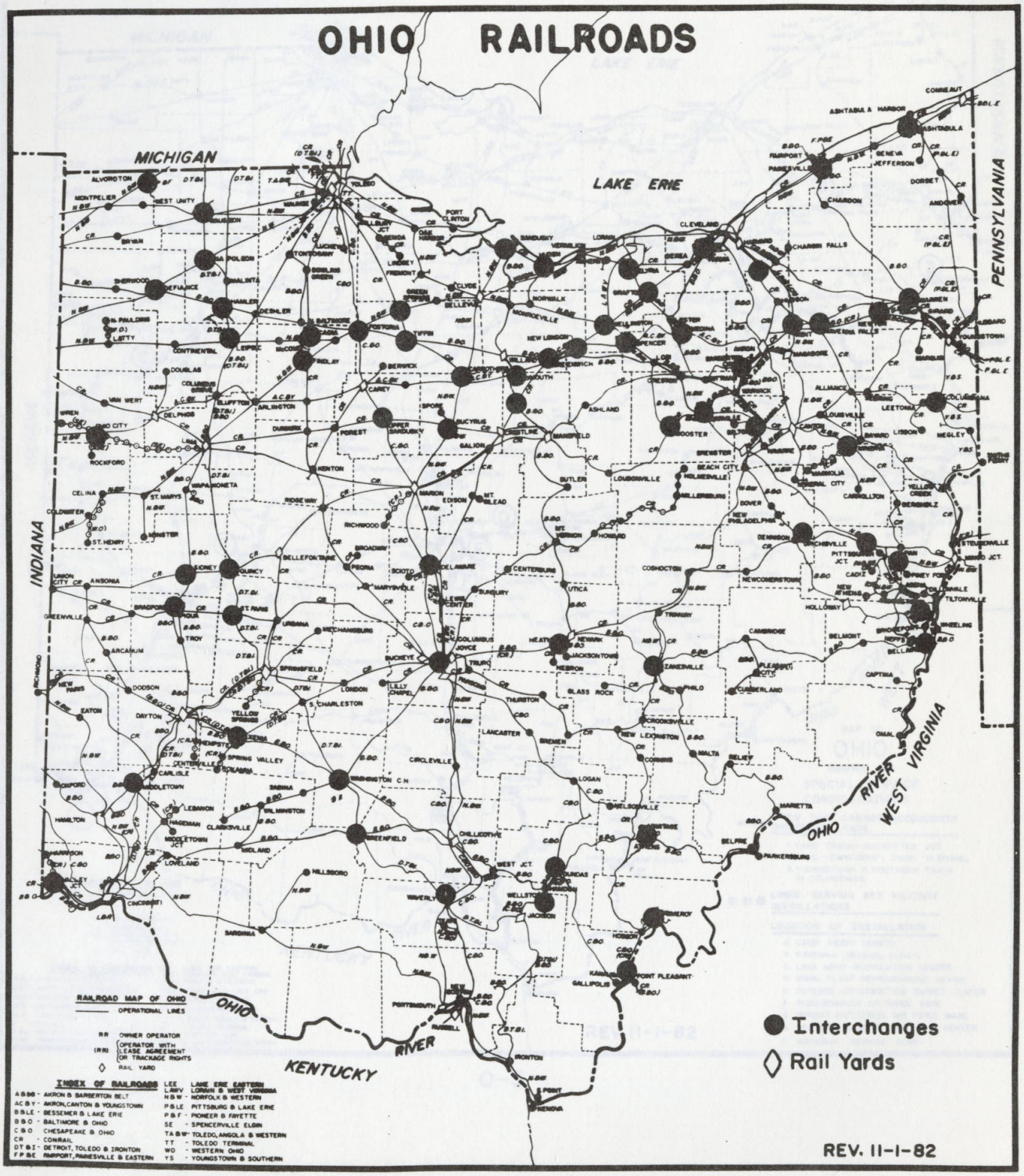
	Miles Operated		Percent Operated Within State
	Entire Line	Within State	
CLASS I LINE-HAUL RAILROADS:			
Baltimore & Ohio RR	5,198	1,580	30.3
Bessemer & Lake Erie RR	205	5	2.4
Chesapeake & Ohio Ry.	4,856	386	7.9
Cincinnati, New Orleans & Tex. Pac. Ry.	371	2	0.5
Consolidated Rail Corp.	18,420	3,022	16.4
Detroit, Toledo & Ironton RR	623	504	80.0
Louisville & Nashville RR	6,538	3	
Norfolk & Western Ry.	7,803	1,553	19.9
Pittsburgh & Lake Erie RR	270	81	30.0
Grand Trunk Western RR	972	4	0.4
TOTAL CLASS I	45,256	7,140	15.7
CLASS II AND III LINE-HAUL RAILROADS:			
Indiana & Ohio RR	26.0	7.0	26.9
Detroit & Toledo Shore Line RR	50	4	8.0
Lorain & West Virginia Ry.	25	25	100.0
Youngstown & Southern Ry.	48	41	85.4
Spencerville & Elgin RR	30	30	100.0
TOTAL CLASS II AND III	179	107	61.2
SWITCHING AND TERMINAL COMPANIES:			
Akron & Barberton Belt RR	20.5	20.5	100.0
Atchinson Bridge Co.	*	*	100.0
Cleveland Union Terminal Co.	12	12	100.0
Covington & Cincinnati Elevated RR & Transfer Bridge Co.	5	2	40.0
Cuyahoga Valley Ry.	14	14	100.0
Dayton Union Ry.	9	9	100.0
Fairport, Painesville & Eastern RR	20	20	100.0
Lake Erie & Eastern RR	7.7	7.7	100.0
Lake Terminal RR	21	21	100.0

SWITCHING AND TERMINAL COMPANIES: cont.

Lakefront Dock & Railroad Terminal Co.	61	61	100.0
Newburg & South Shore Ry	5.2	5.2	100.0
River Terminal Ry.	28	28	100.0
Toledo Terminal RR	35.1	35.1	100.0
Union Depot Co.	3	3	100.0
Youngstown & Northern RR	4.8	4.8	100.0
TOTAL SWITCHING	246.3	243.3	98.7

*Less than 1/2 mile

Source: Railroad Annual Reports R-1, 1981
ODOT Division of Rail Transportation Development


OHIO RAILROADS
MICHIGAN
LAKE ERIE
PENNSYLVANIA
INDIANA
KENTUCKY
OHIO RIVER
WEST VIRGINIA
RAILROAD MAP OF OHIO
OPERATIONAL LINES
RR OWNER OPERATOR
(RR) OPERATOR WITH LEASE AGREEMENT OR TRACKAGE RIGHTS
RAIL YARD
INDEX OF RAILROADS
A&BR - AKRON & BARBERTON BELT
ACBY - AKRON, CANTON & YOUNGSTOWN
B&LE - BESSEMER & LAKE ERIE
B&O - BALTIMORE & OHIO
C&O - CHESAPEAKE & OHIO
CR - CONRAIL
DT&I - DETROIT, TOLEDO & IRONTON
FP&E - FAIRPORT, PAINESVILLE & EASTERN
LEE - LAKE ERIE EASTERN
LAWV - LORAIN & WEST VIRGINIA
NBW - NORFOLK & WESTERN
P&LE - PITTSBURG & LAKE ERIE
P&F - PIONEER & FAYETTE
SE - SPENCERVILLE ELDEN
TA&BW - TOLEDO, ANGOLA & WESTERN
TT - TOLEDO TERMINAL
WO - WESTERN OHIO
YS - YOUNGSTOWN & SOUTHERN
Interchanges
Rail Yards
REV. 11-1-82


OHIO RAILROADS
MICHIGAN
INDIANA
PENNSYLVANIA
LAKE ERIE
WEST VIRGINIA
OHIO RIVER
KENTUCKY
RIVER
RAILROAD MAP OF OHIO
OPERATIONAL LINES
RR OWNER OPERATOR
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RAIL YARD
INDEX OF RAILROADS
ABBB - AKRON & BARBERTON BELT
ACBY - AKRON, CANTON & YOUNGSTOWN
BBLE - BESSEMER & LAKE ERIE
BBO - BALTIMORE & OHIO
CBO - CHESAPEAKE & OHIO
CR - CONRAIL
DTBI - DETROIT, TOLEDO & IRONTON
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LEE - LAKE ERIE EASTERN
LAWV - LORAIN & WEST VIRGINIA
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PBLE - PITTSBURG & LAKE ERIE
PBF - PIONEER & FAYETTE
SE - SPENCERVILLE ELGIN
TABW - TOLEDO, ANGOLA & WESTERN
TT - TOLEDO TERMINAL
WO - WESTERN OHIO
YS - YOUNGSTOWN & SOUTHERN
MAP OF
OHIO
SHOWING THE
SPECIAL SERVICE
CONSIDERATIONS
LINES THAT CANNOT ACCOMODATE OVERSIZED LOADS
1. YARD TRACK—MANHATTEN JCT.
2. B.&O.—CINNCINNATI UNION TERMINAL
3. YOUNGSTOWN & SOUTHERN TRACK IN COLUMBIANA
LINES SERVING KEY MILITARY INSTALLATIONS
LOCATION OF INSTALLATION
A. CAMP PERRY (ARMY)
B. RAVENNA ARSENAL (ARMY)
C. LIMA ARMY MODIFICATION CENTER
D. NAVAL PLANT REPRESENTATIVE OFFICE
E. DEFENSE CONSTRUCTION SUPPLY CENTER
F. RICKENBACKER AIR FORCE BASE
G. WRIGHT PATTERSON AIR FORCE BASE
H. DEFENSE ELECTRONIC SUPPLY CENTER
I. NATIONAL SERVICE CORP.
REV. 11-1-82

RAIL/TRUCK INTERMODAL SERVICE

Intermodal transfers from truck to rail through the use of container on flatcar (COFC)/ trailer on flatcar (TOFC) equipment are commonly referred to as "piggyback" traffic. Piggyback ramp locations for both TOFC and COFC are as follows:

OHIO INTERMODAL FACILITIES-PIGGYBACK RAMPS

	TOFC	COFC
N&W	Bellevue Brewster Cincinnati Cleveland (a)* Columbus (a)* Lima Montpelier Toledo	Cleveland (a)* Columbus (a)*
CONRAIL	Cleveland Columbus Toledo (satellite term'l) Cincinnati	Cincinnati Cleveland Columbus Toledo
CHESSIE	Akron Cincinnati Columbus Dayton Lordstown Newark Sidney Toledo	
L&N	Cincinnati	
SOU	Cincinnati	Cincinnati

* (a) denotes side loading device

** As of November 1, 1981, Source - Official Railway Guide

Source: ODOT Division of Rail Transportation Development

OHIO HIGH SPEED INTERCITY PASSENGER PLANNING

In November of 1983, Governor Celeste appointed a 15 member High Speed Rail Task Force, consisting of six legislators and nine private citizens to serve until June 30, 1985.

The task force will review advanced surface transportation systems of the world; determine Ohio based industries which have the capabilities to participate in "state of the art" development of an advanced surface transportation system, and examine all possible financing methods for construction and implementation of an advanced surface transportation system.

Ohio has the most comprehensive data base for high speed rail development in the United States. This data is based on Ohio's Phase I and II studies of high speed rail in Ohio.

The task force will review these studies and work closely with the Department of Transportation to develop a recommendation to the Governor on this project.

Source: ODOT Division of Rail Transportation Development

RAILROAD AT-GRADE CROSSINGS

The Ohio Department of Transportation surveys and maintains an inventory list of all public crossings of railroad at-grade whether on state, county or township highways or on streets or ways within municipal corporations. (Section 5523.31 of the Ohio Revised Code)

Each at grade crossing is assigned a hazard rating using criteria from a ten-year time period which consists of items such as: volume of vehicular traffic, volume of train traffic, train type and speed, limitations of view, intersection angle, number of tracks, highway alignment, and types of protection.

The 1983 inventory reflects there are 8,319 railroad at grade crossings of public highways in Ohio.

The following shows at grade crossings by protection type:

Protection Type	No. of Crossings
None	248
Highway Approach	23
RR Crossbuck Sign	5,089
Automatic Bell	42
Wigwag	29
Stationary Light	2
Flashing Lights	2,041
Watchman	18
Manual Gates	2
Automatic Gates	825

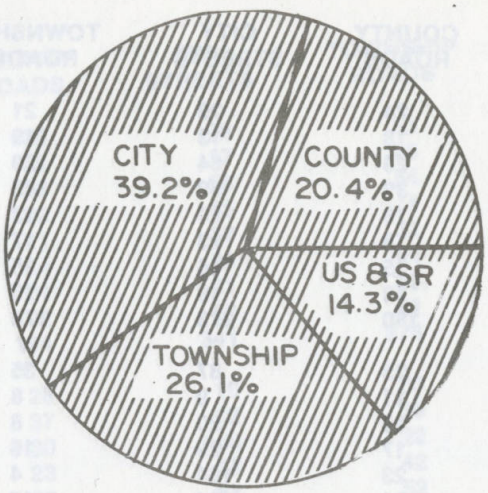
Source: Ohio Department of Transportation, Bureau of Technical Services

AT-GRADE PUBLIC RAILROAD CROSSINGS IN EACH COUNTY SUMMARIZED BY ODOT DISTRICT AND ROAD JURISDICTION 1981

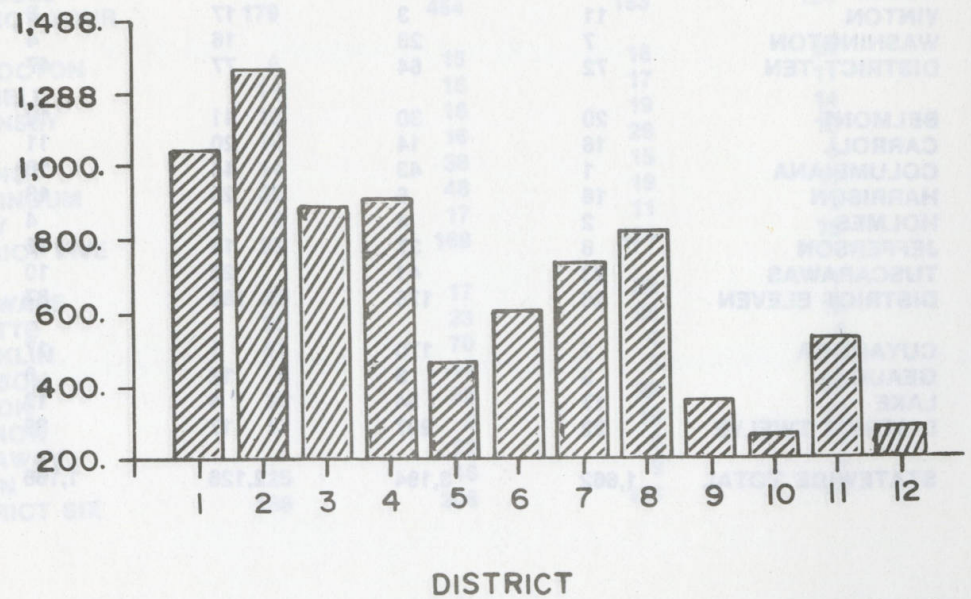
	COUNTY ROADS	CITY STREETS	TOWNSHIP ROADS	US & SR ROUTES	COUNTY TOTAL
ALLEN	33	72	53	14	172
DEFIANCE	19	17	26	6	68
HANCOCK	32	68	54	17	171
HARDIN	22	35	44	23	124
PAULDING	21	27	32	12	92
PUTNAM	24	35	61	27	147
VAN WERT	21	61	63	17	162
WYANDOT	22	26	41	16	105
DISTRICT ONE	194	341	374	132	1,041
FULTON	28	10	33	8	79
HENRY	37	32	36	14	119
LUCAS	30	150	22	30	232
OTTAWA	23	17	42	13	95
SANDUSKY	28	67	52	20	167
SENECA	43	42	64	21	170
WILLIAMS	38	20	43	17	118
WOOD	17	99	136	34	286
DISTRICT TWO	244	437	428	157	1,266
ASHLAND	10	11	17	7	45
CRAWFORD	13	42	38	25	118
ERIE	16	35	21	9	81
HURON	16	38	37	16	107
LORAIN	20	59	38	31	148
MEDINA	39	14	40	21	114
RICHLAND	30	40	30	29	129
WAYNE	45	29	47	23	144
DISTRICT THREE	189	268	268	161	886
ASHTABULA	20	61	43	22	146
MAHONING	49	44	8	17	118
PORTAGE	0	0	0	0	0
STARK	44	158	62	32	296
SUMMIT	22	117	9	20	168
TRUMBULL	44	74	31	33	182
DISTRICT FOUR	179	454	153	124	910
COSHOCTON	6	15	16	20	57
FAIRFIELD	11	18	17	11	57
GUERNSEY	10	16	19	14	59
KNOX	10	16	29	10	65
LICKING	14	38	15	5	72
MUSKINGUM	30	48	19	10	107
PERRY	8	17	11	9	45
DISTRICT FIVE	89	168	126	79	462
DELAWARE	25	17	32	7	81
FAYETTE	25	23	25	16	89
FRANKLIN	51	70	4	8	133
MADISON	9	14	5	8	36
MARION	35	39	22	23	119
MORROW	17	5	19	12	53
PICKAWAY	1	22	5	3	31
UNION	25	16	9	9	59
DISTRICT SIX	188	206	121	86	601

	COUNTY ROADS	CITY STREETS	TOWNSHIP ROADS	US & SR ROUTES	COUNTY TOTAL
AUGLAIZE	24	29	21	13	87
CHAMPAIGN	18	13	19	18	68
CLARK	20	64	29	10	123
DARKE	39	59	49	31	178
LOGAN	18	20	13	8	59
MERCER	8	23	17	8	56
MIAMI	35	46	15	10	106
SHELBY	18	19	15	5	57
DISTRICT SEVEN	180	273	178	103	734
BUTLER	25	87	35	18	165
CLERMONT	11	9	8	3	31
CLINTON	15	20	8	12	55
GREENE	17	29	16	10	72
HAMILTON	23	164	4	16	207
MONTGOMERY	26	164	17	14	221
PREBLE	0	0	0	0	0
WARREN	10	34	6	16	66
DISTRICT EIGHT	127	507	94	89	817
ADAMS	3	3	7	6	19
BROWN	8	3	10	6	27
HIGHLAND	15	10	10	6	41
JACKSON	16	18	20	16	70
LAWRENCE	6	20	6	4	36
PIKE	7	4	7	5	23
ROSS	17	18	31	16	82
SCIOTO	20	18	19	4	61
DISTRICT NINE	92	94	110	63	359
ATHENS	18	20	18	14	70
GALLIA	13	5	6	8	32
HOCKING	6	0	8	7	21
MEIGS	9	7	8	2	26
MONROE	0	0	0	0	0
MORGAN	8	9	4	4	25
NOBLE	0	0	0	0	0
VINTON	11	3	17	8	39
WASHINGTON	7	20	16	4	47
DISTRICT TEN	72	64	77	47	260
BELMONT	20	30	41	18	109
CARROLL	16	14	20	11	61
COLUMBIANA	1	43	44	18	106
HARRISON	16	6	25	13	60
HOLMES	2	4	8	4	18
JEFFERSON	8	37	19	13	77
TUSCARAWAS	23	41	23	10	97
DISTRICT ELEVEN	86	175	180	87	528
CUYAHOGA	2	170	1	17	190
GEAUGA	3	3	12	8	26
LAKE	17	34	4	13	68
DISTRICT TWELVE	22	207	17	38	284
STATEWIDE TOTAL	1,662	3,194	2,126	1,166	8,148

DISTRIBUTION OF AT-GRADE CROSSINGS BY ROAD JURISDICTION

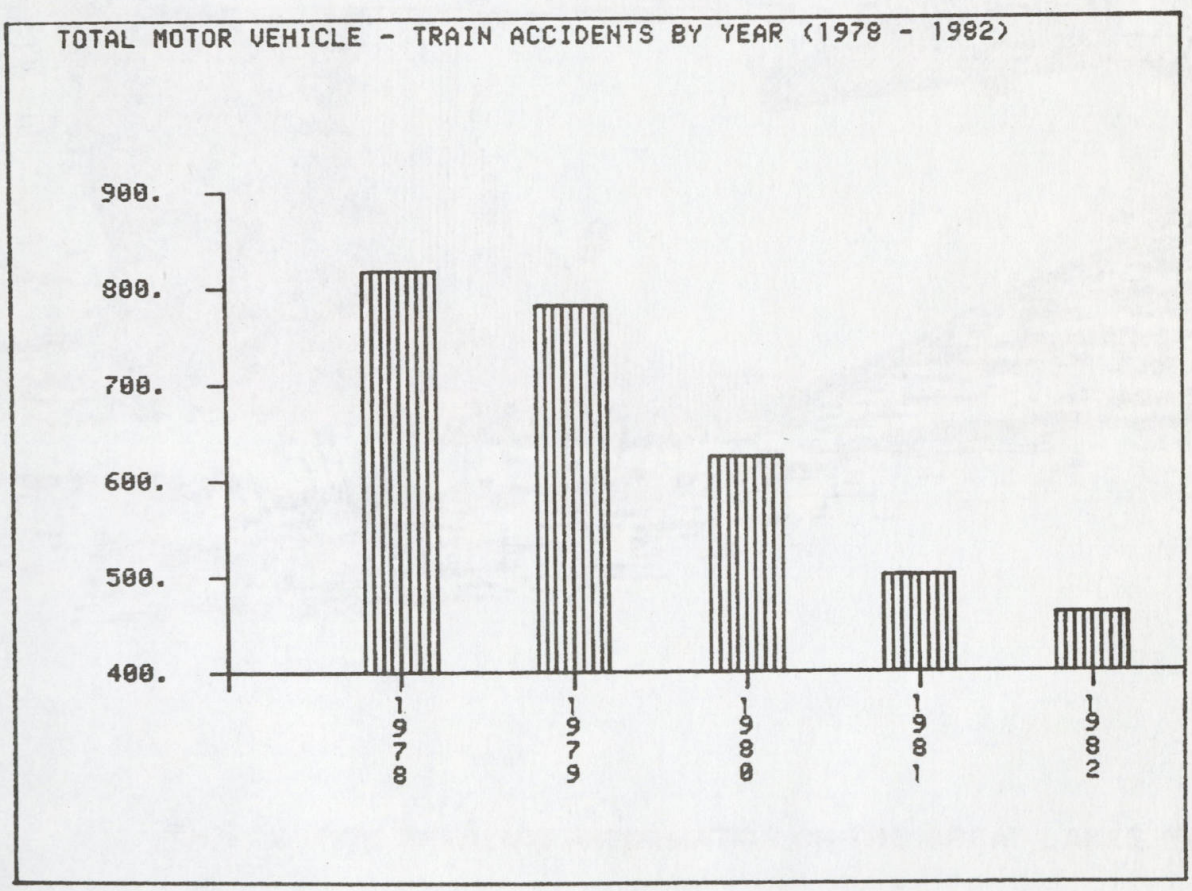


TOTAL AT-GRADE CROSSING BY ODOT DISTRICT

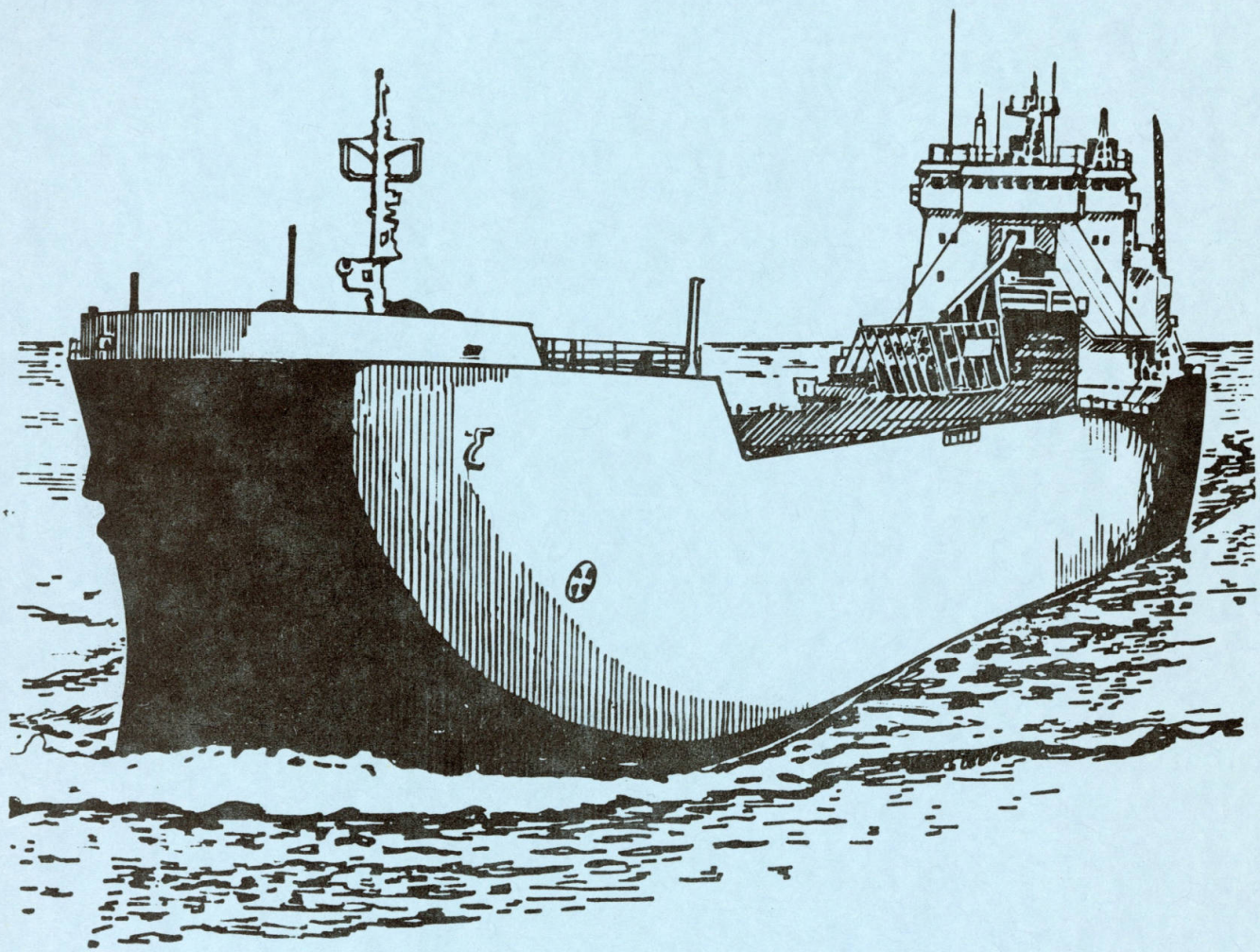


MOTOR VEHICLE - TRAIN ACCIDENT EXPERIENCE

	1978	1979	1980	1981	1982
FATAL	56	53	48	41	36
INJURY	331	311	281	197	194
PROPERTY DAMAGE ONLY	429	416	294	262	230
TOTAL ACCIDENTS	816	780	623	500	460
TOTAL KILLED	77	63	60	49	42
TOTAL INJURED	452	465	400	266	294



WATERBORNE TRANSPORTATION



THIS SECTION PRESENTS INFORMATION ON THE GREAT LAKES PORTS AND OHIO RIVER TERMINALS.

GENERAL INFORMATION ON WATERBORNE TRANSPORTATION

Great Lakes

Ohio's Lake Erie ports give access to seven other states, Canada, and, via the St. Lawrence Seaway, the maritime markets of the world. In 1980 the state's eight lake ports handled 83.6 million tons of cargo. Lake ships range in length from 600 to 1000 feet and have capacities of 10,000 to 20,000 tons. Most bulk carriers on the Great Lakes are self-unloaders which can unload their cargos independently of shore-side facilities.

Total tonnages and tonnages of selected commodities handled at Ohio's Lake Erie ports in 1980 (millions of tons).

		Major Commodities Handled			
Port	Total Tonnage	Coal	Grain	Ore	Stone, Sand and Gravel
Ashtabula	10.1	5.3		4.0	.4
Cleveland	14.0			10.0	2.5
Conneaut	18.7	8.0		9.3	1.3
Fairport Harbor	1.9				1.4
Huron	2.1		.4	1.2	.4
Lorain	8.2			6.6	1.2
Sandusky	6.4	6.2			
Toledo	22.3	12.8	4.8	2.8	.3
Total tonnage moved through Ohio's Lake Erie Ports (may not equal total of port tonnages due to rounding)	83.7	32.3	5.2	32.3	7.3

Ohio River

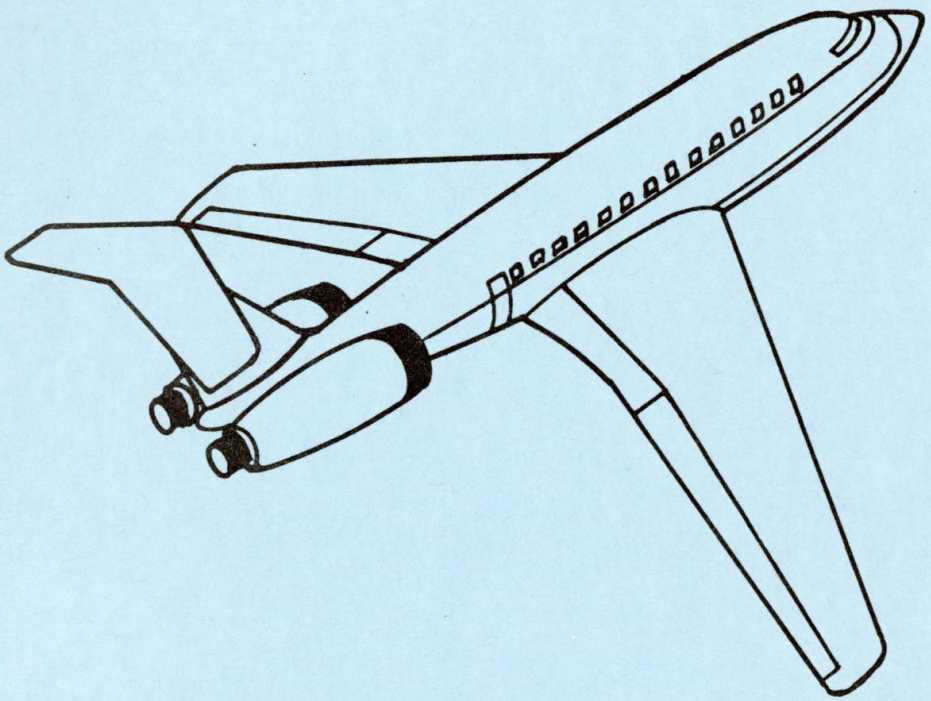
The Ohio River provides the state with 400 miles of navigable waterway on its southern and southeastern borders, giving Ohio access to the Gulf of Mexico and the entire Inland Waterway System. In 1980 the Ohio River carried 156 million tons of cargo, including 11 million tons handled by the Port of Cincinnati.

The major commodities on the Ohio River in 1980 were coal and coke (85.4 million tons), petroleum products (17.5 million tons), aggregates (17.4 million tons); and chemical and chemical fertilizers (11.4 million tons).

The average river barge is 35 feet wide and 200 feet long and can carry 1500 tons of dry bulk, the equivalent of 15 jumbo rail cars or 60 large trucks. Tows consisting of 20 barges, the equivalent of 1200 large semi trucks, are common on the lower Ohio.

SOURCE: Ohio Department of Transportation, Bureau of Planning

AVIATION



THIS SECTION PRESENTS GENERAL DATA ON AIRPORTS, AIRCRAFT, AND ACCIDENTS.

GENERAL AVIATION DATA

Airports

The State of Ohio has 777 airports of all types, from large metropolitan airports served by major airlines to private landing strips for the owner's sole use. Twenty-two of these airports are considered Class I, or large airports. Included in Class I are the six airports served by trunk carriers (i.e., major airlines flying national and international routes) and located in the Cleveland, Columbus, Dayton, Toledo, Akron, Canton and Youngstown metropolitan areas (Cincinnati is served by an air carrier airport in Kentucky).

Class II airports are reliever airports, which can handle excess traffic from Class I airports. They also serve as principal airports for smaller cities and counties. There are seventy-nine Class II airports in Ohio.

Class III airports are general aviation airports serving the need for business, instructional, agricultural and recreational aviation facilities. They also allow emergency flights for medical patients and can be used in case of large scale disasters. Class III airports include both publicly owned airports and airports which are privately owned but open to the public.

The most important function of the Class II and Class III general aviation airport is to encourage the retention and expansion of business enterprises within their service areas. Many of the Class II facilities in Ohio serve as county airports in rural areas, and by enabling businesses to move executives and high priority freight by air they have added greatly to Ohio's attractiveness as a potential industrial location.

There are 201 Class I, II and III airports in Ohio, constituting the core of the state's aviation system. A map of Ohio's Class I and II airports is shown in Figure 1, and the airports are listed in Table 1.

The quantity and quality of its airports makes Ohio one of the leading states in aviation in the nation. Ohio ranks first in the nation in the ratio of the number of paved, lighted runways to land area, with one airport for every 207 square miles. Another measure of the coverage of an aviation system is the average distance between paved, lighted landing strips, which in Ohio's case is 20 miles. Besides giving access to local communities, this close spacing between airports means that an aircraft in difficulty is never more than 3 minutes from a safe haven.

Heliports

Helicopter transportation is a rapidly expanding segment of the aviation industry. The helicopter is being recognized as a valuable mode of transportation for moving people and goods in congested urban areas. The Division of Aviation currently has records of 24 commercial and 204 noncommercial heliports in Ohio, including a downtown heliport in all seven of Ohio's major metropolitan

FIGURE I

Class I and II Airports in Ohio, Including Air Carrier Airports

OHIO DEPARTMENT OF TRANSPORTATION

TABLE 1 - CLASS I AND II AIRPORTS IN OHIO, INCLUDING AIR CARRIER AIRPORTS

CITY	COUNTY	AIRPORT	TYPE
Akron	Summit	Akron-Canton	Air Carrier
Akron	Summit	Fulton Municipal	Class I
Albany	Athens	Ohio University	Class II
Ashland	Ashland	Ashland County	Class II
Ashtabula	Ashtabula	Ashtabula County	Class II
Barnesville	Belmont	Bradfield	Class II
Batavia	Clermont	Clermont County	Class II
Bellefontaine	Logan	Bellefontaine Municipal	Class II
Bluffton	Hancock	Bluffton	Class II
Bowling Green	Wood	Wood County	Class II
Bryan	Williams	Williams County	Class II
Bucyrus	Crawford	Port Bucyrus	Class II
Caldwell	Noble	Noble County	Class II
Cambridge	Guernsey	Cambridge Municipal	Class II
Carrollton	Carroll	Carroll County-Tolson	Class II
Celina	Mercer	Lakefield	Class II
Chillicothe	Ross	Ross County	Class II
Cincinnati	Hamilton	Blue Ash	Class II
Cincinnati	Hamilton	Lunken Field	Class I
Circleville	Pickaway	Pickaway County Memorial	Class II
Cleveland	Cuyahoga	Burke Lakefront	Class I
Cleveland	Cuyahoga	Cuyahoga County	Class I
Cleveland	Cuyahoga	Cleveland-Hopkins International	Air Carrier
Columbus	Franklin	Bolton Field	Class I
Columbus	Franklin	Ohio State University	Class I
Columbus	Franklin	Port Columbus International	Air Carrier
Columbus	Franklin	South Columbus	Class II
Coshocton	Coshocton	Richard Downing	Class II
Dayton	Montgomery	Cox Dayton International	Air Carrier
Dayton	Montgomery	Dayton General South	Class I
Dayton	Montgomery	Moraine Airpark	Class II
Defiance	Defiance	Defiance Memorial	Class II
Delaware	Delaware	Delaware Municipal	Class II
East Liverpool	Columbiana	Columbiana County	Class II
Findlay	Hancock	Findlay	Class I
Fostoria	Seneca	Fostoria Metropolitan	Class II
Galion	Crawford	Galion Municipal	Class II
Gallopolis	Gallia	Gallia-Meigs County	Class II
Georgetown	Brown	Brown County	Class II
Hamilton	Butler	Hamilton	Class I
Hillsboro	Highland	Highland County	Class II
Kent	Summit	Kent State	Class II
Kenton	Hardin	Hardin County	Class II
Lancaster	Fairfield	Fairfield County	Class II

TABLE 1 - CLASS I AND II AIRPORTS IN
OHIO, INCLUDING AIR CARRIER AIRPORTS (Cont'd.)

CITY	COUNTY	AIRPORT	TYPE
Lebanon	Warren	Warren County	Class II
Lima	Allen	Allen County	Class II
London	Madison	Madison County	Class II
Lorain	Lorain	Lorain County Regional	Class II
Mansfield	Richland	Mansfield Lahm	Class I
Marion	Marion	Marion Municipal	Class II
Marysville	Union	Union County	Class II
McArthur	Vinton	Vinton County	Class II
McConnelsville	Morgan	Morgan County	Class II
Medina	Medina	Freedom Field	Class II
Middlefield	Geauga	Geauga County	Class II
Middleton	Butler	Hook Field Municipal	Class II
Millersburg	Holmes	Holmes County	Class II
Mt. Gilead	Morrow	Morrow County	Class II
Mt. Vernon	Knox	Mt. Vernon	Class II
Napoleon	Henry	Henry County	Class II
Newark	Licking	Newark-Heath	Class II
New Knoxville	Auglaize	Neil Armstrong	Class II
New Lexington	Perry	Perry County	Class II
New Philadelphia	Tuscarawas	Clever Field	Class II
Norwalk	Huron	Huron County	Class II
Ottawa	Putnam	Putnam County	Class II
Oxford	Butler	Miami University	Class II
Painesville	Lake	Casement	Class II
Piqua	Miami	Piqua	Class II
Port Clinton	Ottawa	Heller Field	Class II
Portsmouth	Scioto	Greater Portsmouth Regional	Class I
Ravenna	Portage	Portage County	Class II
Sandusky	Erie	Griffing	Class II
Shelby	Richland	Shelby Community	Class II
Sidney	Shelby	Sidney	Class II
Smithfield	Jefferson	Jefferson County	Class II
Springfield	Clark	Springfield Municipal	Class I
Tiffin	Seneca	Seneca County	Class II
Toledo	Wood	Metcalf Field	Class I
Toledo	Lucas	Toledo Express	Air Carrier
Upper Sandusky	Wyandot	Wyandot County	Class II
Urbana	Champaign	Grimes Field	Class II
Van Wert	Van Wert	Van Wert Municipal	Class II
Versailles	Darke	Darke County	Class II
Wadsworth	Medina	Wadsworth Municipal	Class II
Washington Court House	Fayette	Fayette County	Class II
Wauseon	Fulton	Fulton County	Class II
Waverly	Pike	Pike County	Class II
West Union	Adams	Alexander Salamon	Class II
Willard	Huron	Willard	Class II

TABLE 1 - CLASS I AND II AIRPORTS IN
OHIO, INCLUDING AIR CARRIER AIRPORTS (Cont'd.)

CITY	COUNTY	AIRPORT	TYPE
Willoughby	Lake	Lost Nation	Class I
Wilmington	Clinton	Airborne	Class II
Wilmington	Clinton	Clinton Field	Class II
Woodsfield	Monroe	Monroe County	Class II
Wooster	Wayne	Wayne County	Class II
Xenia	Greene	Greene County	Class II
Youngstown	Mahoning	Lansdowne	Class II
Youngstown	Mahoning	Executive	Class II
Youngstown	Mahoning	Youngstown Municipal	Air Carrier
Zanesville	Muskingum	Zanesville Municipal	Class I

areas, while such large urban centers as Chicago and Los Angeles have none (See Figure 2). Ohio's heliport system parallels the Ohio airport system in this respect, affording the state a leading position in helicopter transportation.

Aircraft Fleet

Ohio's aviation fleet currently numbers approximately 8800 aircraft of all types, up from approximately 6100 aircraft in 1973. A rundown of the aviation fleet by type of aircraft is shown below in Table 2.

Table 1 - Registered aircraft in Ohio by type, 1973 and 1983.

	1973	1983
Piston	5718	8225
Turboprop	112	212
Turbojet	97	130
Helicopters	150	187
Total	6077	8754

The increase from 1974 to 1983 is especially noteworthy in the case of turbinepowered aircraft, since these aircraft generally require longer runways for landings and takeoffs.

Air Freight

The air freight segment of the aviation industry has undergone a great deal of expansion in the last decade, and is continuing to expand rapidly.

This growth has been very beneficial to the State of Ohio. Ohio's ample endowment of airports, combined with its location near the center of gravity of the U. S. population, have made Ohio the leading state for air freight hubs in the nation. Three large air freight companies have hubs in Ohio. Two of these, Emery and Airborne Express, have located here within the last two years. The Emery operation, located in Dayton, is a $58,000,000 facility employing 1,200 people. The Airborne Express operation uses the former Air Force base at Wilmington, and employs 800 people. Total Ohio employment in the air freight industry is shown in Table 3.

Table 2 - Ohio-based employment in the air freight industry.

COMPANY	EMPLOYMENT
Air Continental	100
DNL	100
Emery	1,200
Airborne Express	800
Purolator	200
Federal Express	150
TOTAL	2,550

Figure 2 - Public use heliports in Ohio.

Pavement Overlay Program

The state legislature has made available the sum of $550,000 annually for the purpose of repaving the runways of existing county airports. Each county airport is eligible for $50,000, and the airports whose runways are in the worst condition are given the highest priority. Any costs over the $50,000 state grant are paid by the local jurisdiction. To date forty-three of the sixty-one county airports have been repaved under this program. These are listed in Table 4, and shown on the map of Ohio in Figure 3.

Aircraft Registration

All Ohio-based aircraft must be registered with the Division of Aviation, which keeps records on the size and make-up of Ohio's aircraft fleet. Registration fees are collected and used to defray the cost of publishing the Ohio Airport Directory. This publication, updated biannually, describes all Class I, II and III airports in Ohio, and also all commercial heliports. Each description includes a drawing of the airport and notes on navigation aids, runway lighting, flight path obstacles and services available. Copies of the Ohio Airport Directory are issued to each Ohio-registered aircraft and airport.

Revenue

In 1982, the state's General Revenue Fund received about $5 million from aviation sources. This money came from the state sales tax on aviation fuel, aircraft and aircraft parts. An additional $96,500 was raised from aircraft registration fees; this money is used for the publication of the Ohio Airport Directory and other aviation safety publications.

Table 4: Progress of pavement overlay program.

Fiscal Year 1980

	AIRPORT	STATE SHARE	LOCAL SHARE
1.	Highland Co.	$ 50,000.00	$ 14,266.00
2.	Darke Co.	50,000.00	18,203.75
3.	Wayne Co.	50,000.00	25,801.30
4.	Pickaway Co.	50,000.00	20,745.05
5.	Geauga Co.	42,431.00	-0-
6.	Jackson Co.	50,000.00	10,580.00
7.	Pike Co.	50,000.00	18,614.34
8.	Delaware Co.	50,000.00	9,516.90
9.	Noble Co.	50,000.00	14,827.20
10.	Fairfield Co.	50,000.00	45,969.20
11.	Kelley's Island	25,000.00	-0-
		$ 517,431.00	$ 178,523.74

Fiscal Year 1981

1.	Seneca Co.	$ 50,000.00	$ 9,504.45
2.	Warren Co.	42,197.76	-0-
3.	Fulton Co.	50,000.00	9,839.37
4.	Vinton Co.	50,000.00	14,037.50
5.	Carroll Co.	50,000.00	24,881.93
6.	Union Co.	46,413.00	-0-
7.	Monroe Co.	50,000.00	21,234.00
8.	Barnesville City	50,000.00	10,544.00
9.	Clermont Co.	50,000.00	-0-
10.	Piqua City	50,000.00	10,460.78
11.	Adams Co.	50,000.00	18,933.75
12.	Portage Co.	47,118.07	-0-
		$ 585,728.83	$ 119,435.78

Fiscal Year 1982

1.	Morgan Co.	$ 50,000.00	$ 13,899.10
2.	Perry Co.	50,000.00	16,768.67
3.	Henry Co.	50,000.00	10,891.86
4.	Defiance Co.	50,000.00	244,631.30
5.	Urbana City	50,000.00	409.90
6.	Morrow Co.	50,000.00	1,549.19
7.	Marion City	50,000.00	26,285.51
8.	Fayette Co.	50,000.00	10,240.00
9.	Putnam Co.	50,000.00	19,552.35
10.	Wyandot Co.	50,000.00	4,852.88
11.	Knox Co.	50,000.00	52,535.20
		$ 550,000.00	$ 401,615.96

TABLE 4

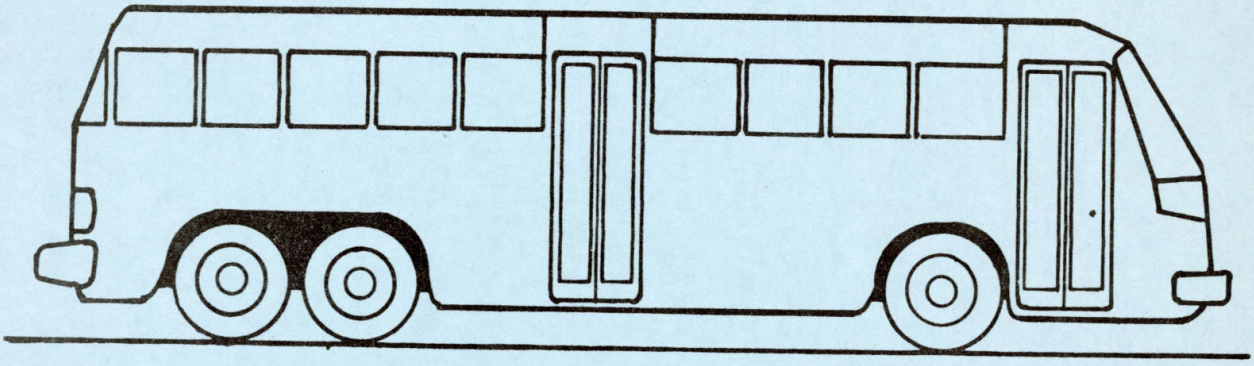
Fiscal Year 1983

AIRPORT	STATE SHARE	LOCAL SHARE
1. Port Clinton*	$ 50,000.00	$ 642,510.00
2. Bluffton City	50,000.00	13,663.34
3. Hardin Co.	50,000.00	7,486.97
4. Huron Co.	50,000.00	20,872.00
5. Kent State University*	50,000.00	699,300.00
6. Mercer Co.	50,000.00	9,975.00
	$ 300,000.00	$ 1,393,807.31
GRAND TOTAL	$ 1,953,159.83	$ 2,093,382.79

*State and FAA combined project.

Figure 3 - County airports resurfaced to date under pavement overlay program.

PUBLIC TRANSPORTATION



THIS SECTION PRESENTS PUBLIC TRANSPORTATION PROGRAMS.

PUBLIC TRANSPORTATION

Various federal, state and local programs are administered by the Division of Public Transportation such as:

- Ohio Public Transportation Grant Program (Ohio)
- Ohio Elderly and Handicapped Transit Fare Assistance Program (Ohio)
- Special Equipment for Elderly and Handicapped (UMTA Sec. 16(b)(2))
- Rural and Small Urban Public Transportation Program (UMTA Sec. 18)
- Technical Assistance Programs (Ohio)
  - Transit Studies (Feasibility, Management, Marketing Planning, Elderly and Handicapped Transportation)
  - Passenger Assistance Techniques Training

Descriptions and disbursement of these programs are discussed on the following pages:

Source: Division of Public Transportation, Ohio Department of Transportation

PUBLIC TRANSPORTATION GRANT PROGRAM

(An Ohio Transit Assistance Program)

Program Description: The state grants approved through this program may be used only to help match the nonfederal portion of an approved federal transportation grant. During the past biennium, the Ohio Public Mass Transportation Grant Program provided state funds to counties, municipalities, county transit boards, and regional transit authorities in 38 counties which had approved Sections 3, 5, and 18 federal capital and operating grants.

Under current Department criteria the state participation is 50% of the nonfederal share for capital assistance grants, and the lesser of 50% of the nonfederal share, or 15% of the eligible operating expense, for assistance grants. The State will participate in up to 100% of the the nonfederal share of project elements which are judged by ODOT to be eligible for funding as demonstrations.

The program helps to assure that all Ohio citizens, regardless of age, physical ability or economic status, may continue to enjoy an adequate level of personal mobility. It also assists in meeting State goals of improved air quality, reduced energy consumption, revitalization of urban areas, economic development, and social equity.

Legislative Authority: Section 5501.07 of the Ohio Revised Code provides the Division of Public Transportation of the Ohio Department of Transportation with the authority to issue grants from the Public Mass Transportation Grant Program appropriation to county transit boards, regional transit authorities, and public mass transportation systems at such time as the Deputy Director for Public Transportation certifies to the Director of Transportation that the State grant will be used to help match the nonfederal portion of a federal grant application submitted in accordance with federal mass transportation acts and programs.

The Director of Transportation shall establish criteria of eligibility for such grants. These criteria shall include but not be limited to consideration of the degree to which comprehensive, integrated regional transportation planning may be better effectuated by a program for which a grant is sought, the amount of local effort in support of public mass transit operations, and the degree to which the proposal plan demonstrated approaches of potential value to other mass transportation system in the solution of future problems related to mass transportation.

Historical Background: The Ohio General Assembly made capital assistance funding available to publicly owned mass transit systems in July 1973 through the Ohio Public Mass Transportation Grant Program. This funding was to provide a portion of the nonfederal share of the Urban Mass Transportation Administration (UMTA) grants. The original matching rate was one-fourth of the nonfederal share. In 1975 this rate was increased to one-half. Legislation passed in 1977 made it possible for Ohio to provide operating assistance in addition to capital assistance. The $112 million in matching funds provided by the State from 1974 through 1982 generated an additional $320.6 million in federal funds.

Since the initiation of this program, overall transit ridership in Ohio has increased from 158 million in 1975 to 253 million in 1981, a sixty percent (60%) increase. Even though the State's financial support programs may not be totally responsible for these increases, they have contributed significantly. Transit revenue vehicle miles increased from 47 million to well over 78 million from 1974 through 1982, and although exact numbers would be hard to find, literally hundreds of thousands of Ohio citizens have reveived the benefits of the improved transportation facilities that have been developed as the result of the combined efforts of Federal, State and local agencies to expand mass transit services. During the past biennium this program also subsidized 23 continuing projects in rural and small urban areas as well as 20 transit systems in the larger urbanized areas.

COUNTIES SERVED BY
OHIO PUBLIC TRANSPORTATION GRANT PROGRAM

ELDERLY AND HANDICAPPED TRANSIT FARE ASSISTANCE PROGRAM
(An Ohio Transit Assistance Program)

Program Description: All elderly and handicapped transit riders shall be eligible for a reduced transit fare on participating local transit systems as set forth in program criteria for the period that is agreed upon by the applicant and the Ohio Department of Transportation. Under the current program, local transit systems participating in this program shall permit elderly and handicapped transit riders to utilize local transit during all hours of service at a fare which is no greater than one-half of the regular peak hour adult fare.

In 1974 the Ohio General Assembly authorized $2,000,000 of State General Revenue funds for implementation of a reduced transit fare program for elderly transit riders in Ohio. The Director of Transportation was given the authority to issue rules and regulations necessary to operate the program. This State funded program is available to local units of government (i.e.: cities, counties, RTA's) as the direct grant recipient, however, the beneficiaries of the program are the elderly and handicapped transit riders.

Elderly transit riders must be age 65 or older. Handicapped transit riders are defined as those persons using local transit service who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, are unable without special facilities or special planning or design to utilize local transit facilities and services as effectively as persons who are not so affected.

Legislative Authority: Section 5501.07, Ohio Revised Code provides the Division of Public Transportation of the Ohio Department of Transportation with authority to issue grants from the Elderly and Handicapped Transit Fare Assistance appropriation to county transit boards, regional transit authorities, and public mass transportation systems.

Current authorization for this program is contained in Amended Substitute House Bill 291 (Item 551-770), which expires at the end of the state's fiscal year on June 30, 1985.

Historical Background: The reduced fare program was initiated on March 1, 1975, with 52 counties, cities, and regional transit authorities offering reduced transit fares to elderly riders. In the first year of the program, 16 million rides were provided to the elderly, 3.2 million of them subsidized with state funds.

The program was eventually rewritten to include the handicapped, and in 1980, handicapped riders began to receive benefits from the reduced fare program. For FY 1982, the 38 grantees participating in the current program carried over 32 million elderly and handicapped riders, 7.8 million of them subsidized with state funds.

Total ridership in Ohio by persons over 65 years of age has increased 100 percent since the initiation of the program in 1975. This program has also been given credit for helping to retain service provided by a number of the smaller transit operators in the non-urbanized portion of the state.

The Ohio Department of Transportation has projected that $5.3 million will be needed in the FY 1984-85 biennium to fully meet the growing needs of the Ohio Elderly and Handicapped Transit Fare Assistance Program. This is the amount that was approved by the legistature.

COUNTIES SERVED BY OHIO ELDERLY AND HANDICAPPED TRANSIT FARE ASSISTANCE PROGRAM

RURAL AND SMALL URBAN PUBLIC TRANSPORTATION PROGRAM (SECTION 18)

(A Federal Grant Assistance Program Administered by ODOT)

Program Description: The Federal Surface Transportation Act of 1978 amended the existing Urban Mass Transportation Act of 1964 and provided for both capital and operating assistance to public transportation systems in rural and small urban (non-urbanized) areas. Prior to this act, operating assistance was available only to urbanized areas (population of 50,000 or more) of the State.

The Ohio Department of Transportation administers the 3rd largest Section 18 program in the country. This program passes federal dollars through the State to designated eligible recipients -- counties, cities, villages, county transit boards, and regional transit authorities.

This program provides for the reimbursement (no upfront money is available) of costs incurred in providing public transportation in nonurbanized areas. The State also reimburses a portion of the cost through the Public Transportation Grant Program. Recipients can receive checks monthly for Federal and State reimbursement.

Legislative Authority: This Federal special purpose item is inserted in the ODOT budget to allow Federal funds to flow to the various eligible transit agencies in Ohio. Section 5501.07 of the Ohio Revised Code provides authority for this program. A certain portion of the overall Federal funds is set aside to cover ODOT costs of administering the program and providing technical assistance to the participating local jurisdictions.

The current ODOT budget bill (Amended Substitute House Bill No. 373) provides the appropriations required to carry out these responsibilities (See Item 414, Rural and Small Urban Public Transportation Assistance - Federal). The cost figures in the budget bill were determined by the amounts of federal grant monies that ODOT is administering for the federal government and passing through to the eligible applicants for the grant funds.

Historical Background: The program was initiated in Ohio in 1979. Until specific operating needs were determined, Ohio's allocation of federal funds was divided among eligible recipients according to population, each area receiving the equivalent of $1.00 per capita. After the program was in operation for one year, the $1.00 per capita restriction was removed, and projects were funded on a formula basis.

Federal funds may now be used to participate in up to 50% of the deficit of the "operations" portion of the operating deficit and up to 80% of the "administration" portion of the operating deficit. Federal funds may also be used to participate in up to 80% of the capital costs of the purchase of buses, vans, equipment, and facilities.

As discussed above, Ohio's record with this program is outstanding. Ohio is one of only a half dozen states that have a federally approved State Management Plan (SMP) which allows them to administer this program with a reduced level of Federal involvement.

COUNTIES SERVED BY RURAL AND SMALL URBAN PUBLIC TRANSPORTATION PROGRAM

SPECIAL EQUIPMENT FOR ELDERLY AND HANDICAPPED

(A Federal Grant Assistance Program Administered by ODOT)

Program Description: The Director of the Ohio Department of Transportation, through the Division of Public Transportation administers the Section 16(b)(2) capital grant program for the Urban Mass Transportation Administration. Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, was specifically written to provide specialized transportation services to the elderly and handicapped in areas where existing transportation services are unavailable, insufficient, or inappropriate. Under this program, Federal funds are provided to cover 80% of the purchase of small buses and vans. Private, nonprofit corporations are the only eligible recipients of these grants and must provide the remaining 20% from other nonfederal funding sources. Operational costs of the vehicles are a local responsibility.

The Department is responsible for the administration of this program from the application stage through the monitoring of the vehicles usage. ODOT writes specifications and actually purchases the vehicles for the recipients. The State is ultimately reimbursed by the recipient and US DOT. Eighty percent of the administration costs incurred by ODOT are also reimbursed from UMTA.

To participate in this grant program, agencies must submit applications and compete against other similar type agencies for the available funds. The applications are evaluated against established criteria and must meet a minimum score to be considered for funding. Categories of evaluation include: Urgency and Extent of Needs, Vehicle Utilization and Appropriateness of Service, Coordination and Cooperation of Existing and Proposed Transportation Service, Agency Financial and Managerial Capabilities, and Agency Operating Plan.

Legislative Authority: Section 5501.07, Ohio Revised Code provides the Director of Transportation with the authority to issue capital grants which are eligible for federal financial aid under the provisions of the Urban Mass Transportation Act of 1970, the Federal Aid Highway Act of 1973, the "National Mass Transportation Assistance Act of 1974", and similar federal public mass transportation acts and programs.

The current ODOT budget bill (Amended Substitute House Bill No. 373 provides the appropriations required to carry out these responsibilities (See Item 612, Special Equipment - Elderly and Handicapped - Local and Federal). The bill contains the local and Federal funds required to purchase equipment for private non-profit corporations to provide transportation services to elderly and handicapped persons. The cost figures for this budget item are determined by the amount of federal grant monies that ODOT is administering for the federal government and passing through to the eligible applicants for the grant funds.

Historical Background: The Ohio Department of Transportation has recently received UMTA approval of a $963,000 grant for FY 1983 that will be used to purchase approximately 60 vehicles. These vehicles added to those acquired through previous 16(b)(2) grants brings the total number to approximately 560 vehicles granted to private, nonprofit corporations in 85 of Ohio's counties.

COUNTIES SERVED BY
SPECIAL EQUIPMENT FOR ELDERLY AND HANDICAPPED

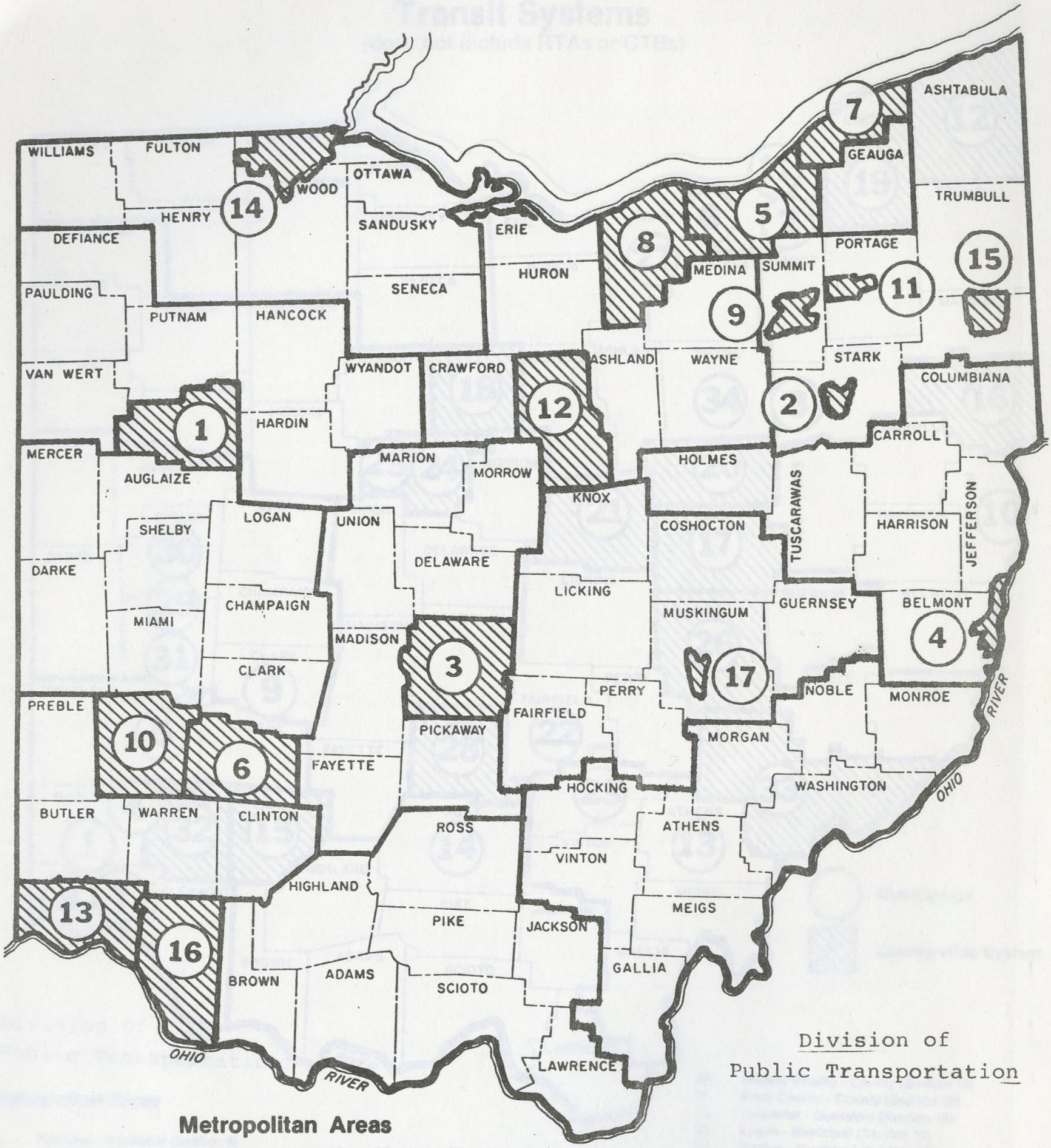
Summary of Federal Mass Transportation Aid Programs

Urban Mass Transportation Act	Program Purpose	Matching Requirements Type	Percentage	Type of Program	Application
Section 3	Capital improvements	Federal	75	Discretionary	Any area
		Nonfederal	25		
Section 5/9	Operating assistance and capital improvements	Operating		Formula	Urbanized areas
		Federal	50		
		Nonfederal	50		
		Capital			
		Federal	80		
		Nonfederal	20		
Section 6	Research, development, & demonstration	Federal	100 max.	Discretionary	
Section 8	Technical studies	Federal	80	Discretionary	Any Area
		Nonfederal	20		
Section 10	Management training	Federal	75	Discretionary	Any area
		Nonfederal	25		
Section 11	University research and training	Federal	50	Discretionary	Any area
		Nonfederal	50		
Section 16(b)(2)	Capital aid to private, nonprofit corporations & associations	Federal	80	Discretionary	Any area
		Nonfederal	20		
Section 18	Capital and operating aid to nonurbanized areas	Capital		Formula to states	Nonurbanized areas
		Federal	80		
		Nonfederal	20		
		Operating			
		Federal	50		
		Nonfederal	50*		

*Up to one-half of the local share may come from other federal funds.

Ohio's Transit Authorities

(As Authorized under Chapter 306 of the Ohio Revised Code)



Division of
Public Transportation

Metropolitan Areas

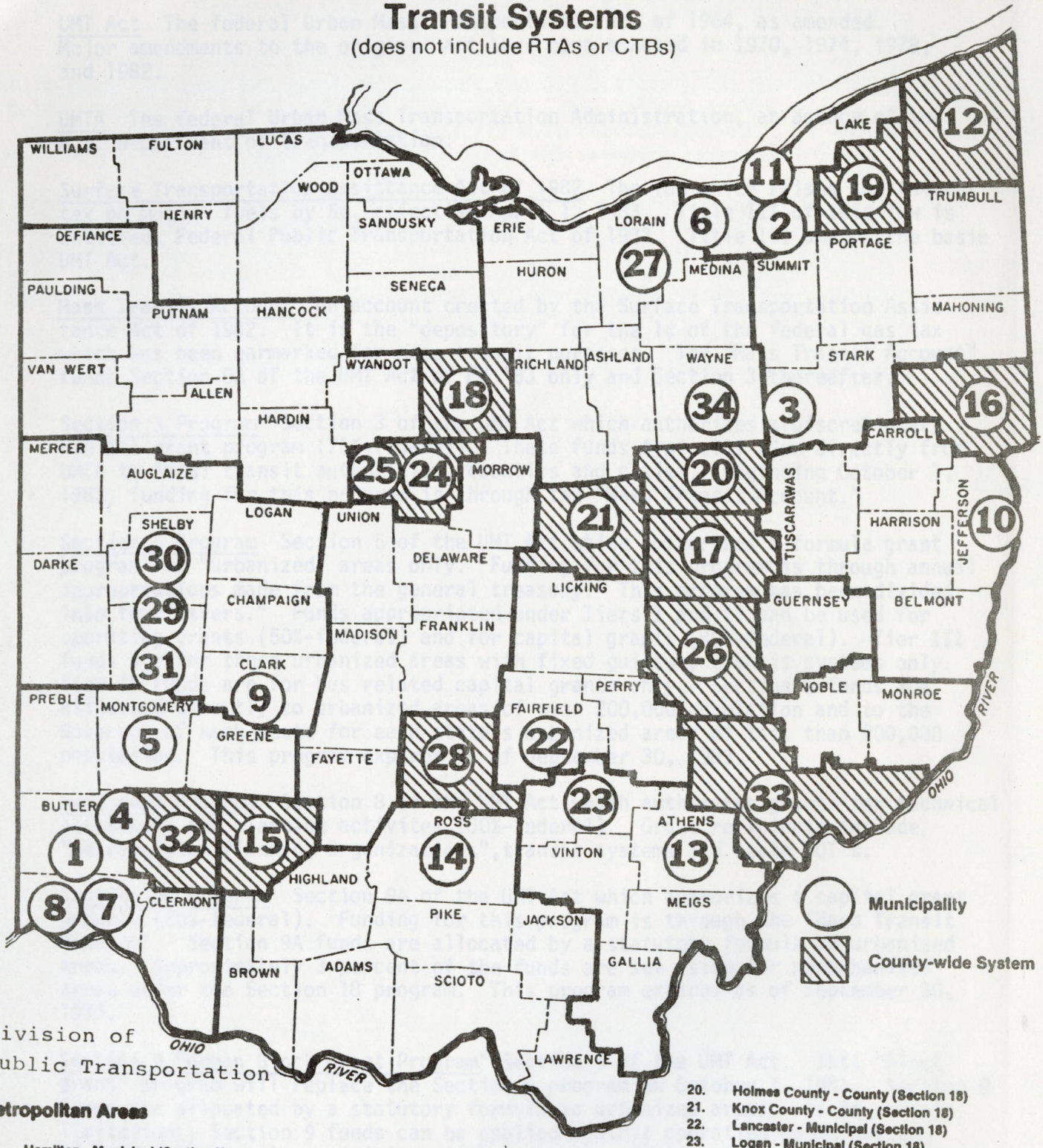
1 Allen County RTA
2 Canton RTA
3 Central Ohio Transit Authority
4 Eastern Ohio RTA
5 Greater Cleveland RTA
6 Greene County Transit Board
7 Laketran
8 Lorain County Transit Board
9 METRO RTA
10 Miami Valley RTA
11 Portage Area RTA
12 Richland County Transit Board
13 Southwest Ohio RTA
14 Toledo Area RTA
15 Western Reserve Transit Authority

Non-metropolitan Areas

16 Clermont County Transit Board
17 Muskingum Authority of Public Transit

Ohio Cities and Counties Served By Publicly or Privately Owned/Operated Transit Systems

(does not include RTAs or CTBs)



Division of Public Transportation

Metropolitan Areas

1. Hamilton - Municipal (Section 9)
2. Maple Heights - Municipal (Local Subsidy)
3. Massillon - Private (No Subsidy)
4. Middletown - Municipal (Section 9)
5. Moraine - Municipal (Section 9)
6. North Olmsted - Municipal (Local Subsidy)
7. Norwood - Municipal (Section 9)
8. St. Bernard - Municipal (Section 9)
9. Springfield - Municipal (Section 9)
10. Steubenville - Municipal (Section 9)
11. University Circle - Private (No Subsidy)

Non-Metropolitan Areas

12. Ashtabula County - County (Section 18)
13. Athens - Municipal (Section 18)
14. Chillicothe - Municipal (Section 18)
15. Clinton County - Private Nonprofit (No Subsidy)
16. Columbiana County - County (Section 18)
17. Coshocton County - County (Section 18)
18. Crawford County - County (Section 18)
19. Geauga County - County (Section 18)
20. Holmes County - County (Section 18)
21. Knox County - County (Section 18)
22. Lancaster - Municipal (Section 18)
23. Logan - Municipal (Section 18)
24. Marion - Municipal (Section 18)
25. Marion County - County (Section 18)
26. Muskingum County - County (Section 18)
27. Oberlin - Municipal (Section 18)
28. Pickaway County - County (Section 18)
29. Piqua - Municipal (Section 18)
30. Sidney - Municipal (Section 18)
31. Troy - Municipal (No Subsidy)
32. Warren County - County (Section 18)
33. Washington County consortium - County (Sec 18)
34. Wooster - Municipal (Section 18)

GLOSSARY OF SELECTED FEDERAL TRANSIT ASSISTANCE TERMS

UMT Act The federal Urban Mass Transportation Act of 1964, as amended. Major amendments to the original act have been enacted in 1970, 1974, 1978, and 1982.

UMTA The federal Urban Mass Transportation Administration, an agency of the U.S. Department of Transportation.

Surface Transportation Assistance Act of 1982 The law which raises the federal tax on motor fuels by 5¢, effective April 1, 1983. Title III of this law is entitled, Federal Public Transportation Act of 1982. Title III amends the basic UMT Act.

Mass Transit Account An account created by the Surface Transportation Assistance Act of 1982. It is the "depository" for the 1¢ of the federal gas tax which has been earmarked for mass transit purposes. The "Mass Transit Account" funds Section 9A of the UMT Act of FY '83 only and Section 3 thereafter.

Section 3 Program Section 3 of the UMT Act which authorizes a discretionary capital grant program (75%-federal). These funds typically flow directly from UMTA to local transit authorities, counties and cities. Beginning October 1, 1983, funding for this program is through the "Mass Transit Account."

Section 5 Program Section 5 of the UMT Act which authorizes a formula grant program for "urbanized" areas only. Funding for this program is through annual appropriations made from the general treasury. This program has been divided into four "tiers." Funds appropriated under Tiers I and II can be used for operating grants (50%-federal) and for capital grants (80%-federal). Tier III funds are for those urbanized areas with fixed guideway transit systems only. Tier IV funds are for bus related capital grants only. Section 5 funds are allocated directly to urbanized areas of over 200,000 population and to the Governor of each state for each state's urbanized areas of less than 200,000 population. This program expires as of September 30, 1983.

Section 8 Program Section 8 of the UMT Act which authorizes grants for technical assistance and planning activites (80%-federal). Grant recipients include "Metropolitan Planning Organizations",transit systems and state DOT's.

Section 9A Program Section 9A of the UMT Act which authorizes a capital grant program (80%-federal). Funding for this program is through the "Mass Transit Account". Section 9A funds are allocated by a statutory formula to urbanized areas. Approximately 3 percent of the funds are set aside for nonurbanized areas under the Section 18 program. This program expires as of September 30, 1983.

Section 9 "Urban Block Grant Program" Section 9 of the UMT Act. This "block grant" program will replace the Section 5 program on October 1, 1983. Section 9 funds are allocated by a statutory formula to urbanized areas. Up to certain limitations, Section 9 funds can be applied against operating costs and can be used for capital acquisitions (80%-federal). Section 9 funds are allocated directly to urbanized areas of over 200,000 population and to the Governor of each state for each state's urbanized areas of less than 200,000 population. Funding for this program is through annual appropriations made from the general treasury.

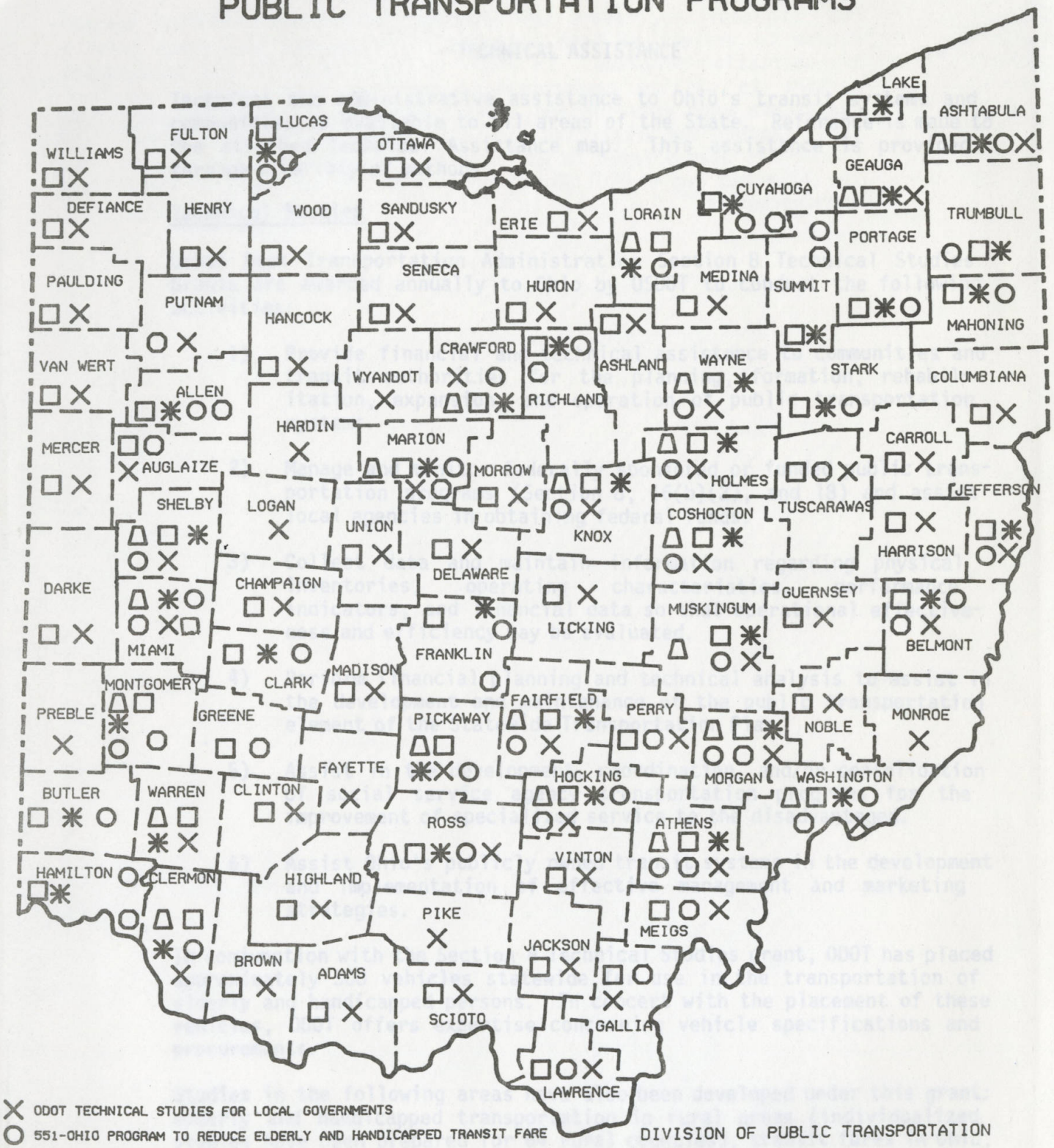
Section 13(c) Section 13(c) of the UMT Act which protects transit employees from any adverse effects of federal assistance. The enforcement of this section is the responsibility of the U. S. Secretary of Labor.

Section 16(b)(2) Program Section 16(b)(2) of the UMT Act which authorizes capital grants (80%-federal) for the purchase of buses and vans for transporting the elderly and/or handicapped. These funds are allocated to each state which in turn solicits applications from eligible recipients. Recipients can only be private nonprofit corporations and Indian reservations.

Section 18 Program Section 18 of the UMT Act which authorizes a formula grant program for "nonurbanized" areas only. These funds are allocated to each state which in turn solicits applications from eligible recipients. Eligible recipients include local public bodies, private transportation providers, including intercity bus, and Indian reservations. Section 18 funds can be used for operating projects (50%-federal) and capital projects (80%-federal). The Governor of each state has designated a state agency to administer the Section 18 program, typically this agency is the state department of transportation.

Section 504 Section 504 of the Rehabilitation Act of 1973 which states that handicapped individuals shall not, solely because of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

COUNTIES SERVED BY THE VARIOUS PUBLIC TRANSPORTATION PROGRAMS



X ODOT TECHNICAL STUDIES FOR LOCAL GOVERNMENTS

O 551-OHIO PROGRAM TO REDUCE ELDERLY AND HANDICAPPED TRANSIT FARE

✱ 501-OHIO PROGRAM TO MATCH FEDERAL TRANSIT GRANTS

□ 612-FEDERAL PROGRAM FOR SPECIAL EQUIPMENT FOR ELDERLY AND HANDICAPPED TRANSPORTATION

O ODOT TRAINING PROGRAM FOR DRIVERS OF SPECIALIZED TRANSPORTATION

△ 414-FEDERAL PROGRAM FOR RURAL AND SMALL URBAN AREA PUBLIC TRANSPORTATION

DIVISION OF PUBLIC TRANSPORTATION

TECHNICAL ASSISTANCE

Technical and administrative assistance to Ohio's transit systems and communities is available to all areas of the State. Reference is made to the attached Technical Assistance map. This assistance is provided through a variety of methods.

Technical Studies

Urban Mass Transportation Administration Section 8 Technical Studies Grants are awarded annually to Ohio by USDOT to conduct the following activities:

1) Provide financial and technical assistance to communities and transit authorities for the planning, formation, rehabilitation, expansion, and operation of public transportation systems.

2) Manage and monitor federally sponsored or funded public transportation programs (Section 8, 16(b)(2), and 18) and assist local agencies in obtaining federal funds.

3) Collect data and maintain information regarding physical inventories, operating characteristics, performance indicators, and financial data so that operational effectiveness and efficiency may be evaluated.

4) Perform financial planning and technical analysis to assist in the development and maintenance of the public transportation element of the Statewide Transportation Plan.

5) Assist in the development, coordination, and/or consolidation of social service agency transportation programs for the improvement of specialized service to the disadvantaged.

6) Assist Ohio's publicly owned transit systems in the development and implementation of effective management and marketing strategies.

In conjunction with the Section 8 Technical Studies grant, ODOT has placed approximately 500 vehicles statewide for use in the transportation of elderly and handicapped persons. In concert with the placement of these vehicles, ODOT offers expertise concerning vehicle specifications and procurements.

Studies in the following areas have also been developed under this grant: elderly and handicapped transportation in rural areas (individualized studies have been prepared for 64 rural counties), transit fares in Ohio, taxi cab directory, public transportation systems directory, and the feasibility of transit in non-urbanized cities and counties.

Passenger Assistance Techniques Training

ODOT, in addition, offers the Passenger Assistance Techniques training course to drivers of both public transit systems and human service transportation programs. In order for many elderly and handicapped persons to utilize transportation services, they require physical assistance upon entering and leaving the transporation vehicle. ODOT staff teaches the proper techniques in assisting these passengers. This course has been offered in 23 counties to several hundred drivers. See the attached map - ODOT Training Program for Drivers of Specialized Transportation.

COUNTIES SERVED BY
ODOT TECHNICAL ASSISTANCE PROGRAMS

Division of Public Transportation

LOCAL SOURCES OF TRANSIT FUNDING

Nonfederal Matching Funds

Federal transit financial assistance regulations require that a nonfederal match be provided in order to generate the Federal funds. This nonfederal match can be made up of both state and local funds. State capital and operating assistance and Elderly and Handicapped Transit Fare Assistance monies are applied toward this nonfederal share.

Farebox Revenue

The Federal formulas require farebox revenue to be deducted from the eligible expenses prior to establishing a participation level for an UMTA subsidy. The farebox generally offsets about 35 to 40 percent of the overall cost of operating public transportation, with the larger systems having a higher recovery percentage than the smaller systems.

Dedicated Sources of Local Funding

The Ohio Revised Code, Section 306, provides two means of obtaining local dedicated sources of funding for regional transit authorities and county transit boards as created under that section of the code. A property tax of up to five mills or a sales tax of up to 1.5 percent can be levied by a vote of the electorate. Eight Ohio authorities have used this method of obtaining matching funds. Two other operators have obtained dedicated funding through the passage of city income or earnings taxes. The following table summarizes the dedicated funding sources currently in place in Ohio:

Authority or City	Type & Rate of Tax	Implemented	Amounts Anticipated for CY 1983	CY 1984
METRO RTA (Akron)	1.9 Mill Property Tax	1981	$ 3,000,000	$ 3,000,000
Canton RTA	2.4 Mill Property Tax	1982	1,500,000	1,600,000
City of Chillicothe	0.1% City Income Tax	1981	160,000	180,000
City of Cincinnati	0.3% City Earnings Tax	1973	16,014,000	17,145,000
Greater Cleveland RTA	1.0% Sales Tax	1976	61,200,000	63,700,000
COTA (Columbus)	0.5% Sales Tax	1980	20,000,000	20,000,000
Miami Valley RTA	0.5% Sales Tax	1980	12,200,000	13,200,000
Eastern Ohio RTA	1.0 Mill Property Tax	1982	125,000	125,000
Toledo Area RTA	1.0 Mill Property Tax	1971	2,300,000	2,300,000
WRTA (Youngstown)	3.0 Mill Property Tax	1982	900,000	1,200,000

Nondedicated Sources of Local Funding

The remaining public transportation operators in Ohio use nondedicated sources of local funding. Also, many of the operators listed in the table supplement their tax funds with

funds from nondedicated sources. Local General Funds and Revenue Sharing Funds are the major sources. Revenue from advertising on both the interior and exterior of the vehicles is used by most of Ohio's transit operators. While no operators have replaced school bus service (nor are they allowed by Federal regulations to compete for school bus service), several have contracts to supplement the yellow bus services--some contracts amounting to over $1 million per year. Profits from "incidental" charters and contracts with social service agencies also provide revenue.

TAXICAB SERVICES

(Showing Cities with Taxicab Companies)

SUMMARY (AS OF APRIL 1982)

CITIES WITH TAXICAB COMPANIES = 99

OHIO DEPARTMENT OF TRANSPORTATION

AGENCIES, COMMISSIONS,

AND

ORGANIZATIONS

URBAN TRANSPORTATION PLANNING PROGRAM

The Congress mandated that urban transportation planning and programming must be accomplished and must be developed in concert with the land use activities. The Federal-Aid Highway Act of 1962 succinctly stated these objectives in Section 134 - "...encourage and promote the development of transportation systems embracing various modes...the development of long range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population." The Urban Mass Transportation Act of 1964 as amended further reinforces this federal requirement.

The U.S. DOT in carrying out this mandate has issued implementation rules and regulations; 23 CFR Chapter I, part 450, subparts A and C and 49 CFR Chapter VI, part 613. These provide the framework for each urbanized area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. The development of these plans and programs require projections of economic, demographic, and land use activities consistent with urban development goals. All work is performed under the guidance and direction of a policy board upon which the elected officials of all local communities have representation.

The Department shares in the responsibility to implement the Congressional mandate since the Federal-Aid Highway Act of 1962 also included, in Section 134, the phase "...the Secretary shall cooperate with the state as authorized ...". The Director of Transportation has authority to carry out this mandate and accept the fiscal assistance from the federal agencies. The Director of Transportation further has the authority to enter into contract with Councils of Government, Regional, County and Interstate Planning Commissions and with Boards of County Commissioners to assist in implementing this mandate.

The Director of Transportation has entered into agreement with sixteen such agencies which delegates the authority to carry on the 3-C planning process to a local policy making board (Metropolitan Planning Organization or MPO). The Director has further stated the policy of Departmental acceptance of these locally determined plans and programs except in situations requiring immediate action.

Urban planning is mandated to produce a transportation plan and improvement program. The transportation plan describes the policies, strategies, and facilities proposed that provide for the short and long term transportation needs of people and commerce in the area. The plan should be in sufficient detail to identify the type of facility, location and mode to be implemented. The plan should incorporate transportation systems management concepts as an inherent element. The transportation improvement program evolves from the plan as a staged, five year program of improvements that can realistically be achieved considering available revenues and other resources and constraints.

These MPO products reflect numerous intermediate steps such as the establishment of goals and objectives, consistency with the area's long range land use plans, development objectives, and reflective of the overall social economic and environmental interests.

All work performed to support the 3-C planning process is in accordance with an annual work program approved by the local policy board consistent with local desires and state and federal regulations. All work performed is either by the staff of the local planning agency, by Department personnel or by consultant in accord with the approved work program.

Source: ODOT, Bureau of Planning

Ohio's Designated MPOs★

Akron (AMATS)
★Policy Committee of the Akron Metropolitan Area Transportation Study
+City of Akron
159 South Main Street, Suite 613
Akron, Ohio 44308
(216)375-2436
Paul Swanson, Policy
James Alkire, Executive Director
Kenneth Hanson, Technical Study Director
Jacob Wang, District Representative
State Job No. 153010/2

Canton (SCATS)
★Coordinating Committee of the Stark County Area Transportation Study
+Stark County Regional Planning Commission
511 County Office Building
Canton, Ohio 44702
(216)438-0389
John Hawkins, Policy
J. Dale Cawthorne, Executive Director
Larry Wackerly, Technical Study Director
Jacob Wang, District Representative
State Job No. 153020/2

Cincinnati (OKI)
★Executive Committee of the OKI
+Regional Council of Governments
426 East Fourth Street
Cincinnati, Ohio 45202
(513)621-7060
Mary Anne Christie, Policy
A. H. Hessling, Executive Director
Marvin Overway, Technical Study Director
Hans R. Jindal, District Representative
State Job No. 153030/2

Cleveland (NOACA)
★Northeast Ohio Areawide Coordinating Agency Policy Board
+Northeast Ohio Areawide Coordinating Agency
1501 Euclid Avenue
Cleveland, Ohio 44115
(216)241-2414
Eleanore Mattson, Policy
Frederick E. J. Pizzedaz, Executive Director
David Owens, Technical Study Director
Kathe Sopenski, District Representative
State Job No. 153040/2

Columbus (MORPC)
★Policy Committee of the Columbus Area Transportation Study
+Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, Ohio 43215
(614)228-2663
Richard V. Warren, Policy
William C. Habig, Executive Director
Mohamed Ismail, Technical Study Director
Ray Bonnell, District Representative
State Job No. 153050/2

Dayton (TC)
★Miami Valley Regional Planning
+Commission with certain responsibilities to the Transportation Committee
117 South Main Street - Suite 200
Dayton, Ohio 45402
(513)223-6323
Charles F. Horn, Policy
Nora Lake, Executive Director
Jack L. Jensen, Technical Study Director
George Glass, District Representative
State Job No. 153060/2

Huntington (HAIATS)
★HAIATS Coordinating Committee
+KYOVA Interstate Planning Commission
1221 Sixth Avenue
Huntington, West Virginia 25712
(304)523-7434
Robert Myers, Policy
Ray Crabtree, Executive Director
Herbert Zickafoos, District Representative
State Job No. 153080/2

Lima (TCC)
★Coordinating Committee of the Lima Area Transportation Study
+Lima-Allen Co. Regional Planning Commission
212 N. Elizabeth Street
Lima, Ohio 45801
(419)228-1836
Robert Tschanz, Policy
Fred Slaviero, Study Director
Charles Schreck, District Representative
State Job No. 153090/2/3

Mansfield (TCC)
★Coordinating Committee of the Mansfield Area Transportation Study
+Richland County Regional Planning Commission
35 North Park Street
Mansfield, Ohio 44902
(419)522-9454
Clifford Schutjer, Policy
Ron Laughery, Director-Secretary
Ron Laughery, Technical Study Director
Jack Reep, District Representative
State Job No. 153100/2/3

Newark-Heath
★Transportation Policy Committee
+Ohio Department of Transportation, District 5
1200 West Church Street
Newark, Ohio 43055
(614)344-1116
Jerry Wray, Policy
Paul Baran, District Representative
State Job No. 153070/2

Parkersburg-Belpre
★Wood-Washington-Wirt Interstate Planning Commission
+Mid-Ohio Valley Regional Council
925 Market Street
Parkersburg, West Virginia 26101
(304)485-3801
Robert Brown, Policy
Terry Tamburini, Executive Director
Jay Saunders, Technical Study Director
Frank Blair, District Representative
State Job No. 153180/2

Springfield (TCC)
★Coordinating Committee of the Clark County-Springfield Transportation Study
25 West Pleasant Street
Springfield, Ohio 45506
(513)325-4665
L. G. Ronemus, Policy
Walter Szczesny, Executive Director
Walter Szczesny, Technical Study Director
Burley Sigman, District Representative
State Job No. 153110/2/3

Steubenville-Weirton (BHJTS)
★Brooke-Hancock-Jefferson Transportation Study Policy Committee
+Brooke-Hancock—Jefferson Metropolitan Planning Commission
814 Adams Street
Steubenville, Ohio 43952
(614)282-3685
Alfred DeAngelis, Policy
John Beck, Executive Director
Theodore Galushic, Technical Study Director
David L. Speer, District Representative
State Job No. 153120/2/3

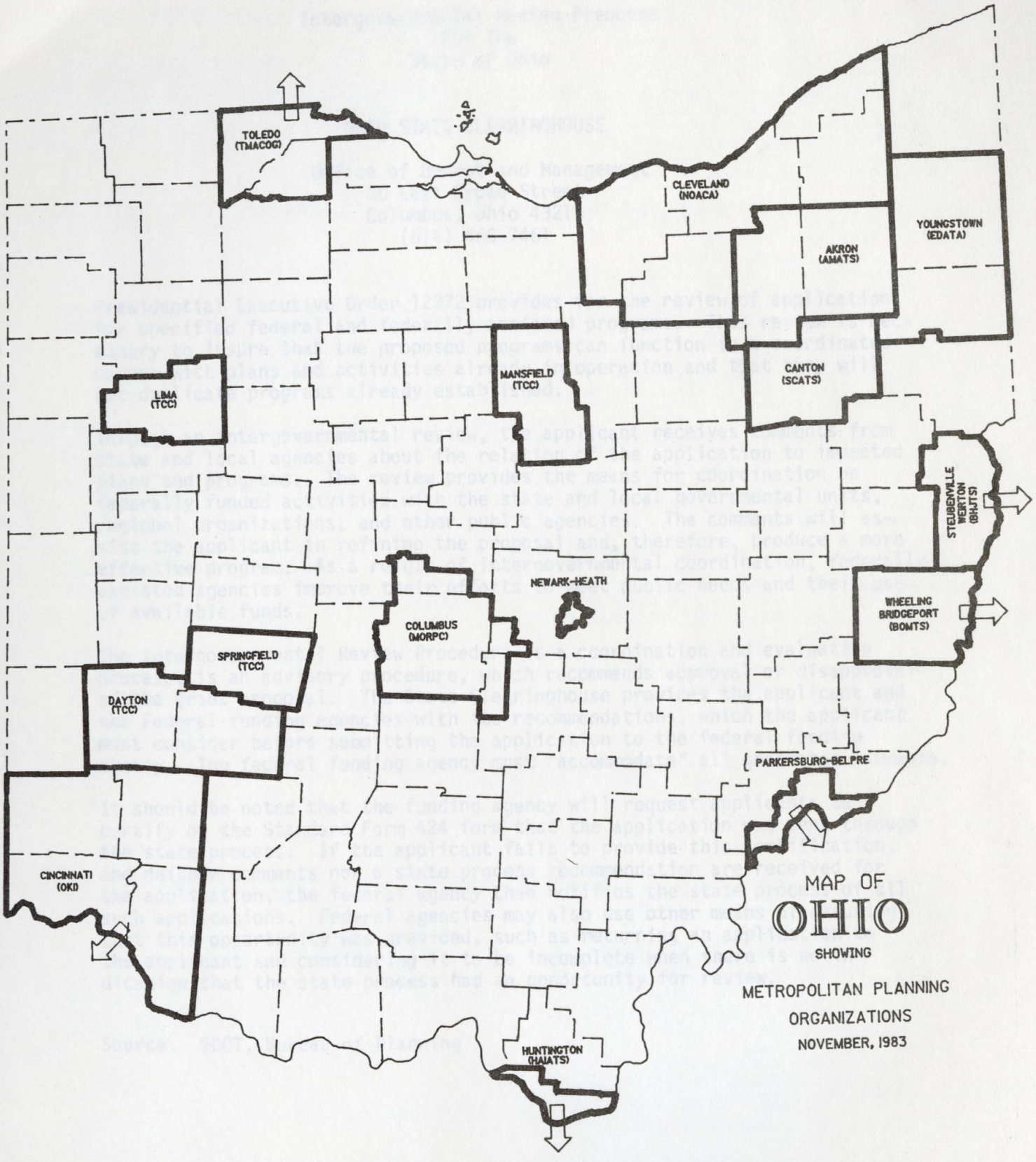
Toledo (TMACOG)
★Executive Committee of the Toledo Metropolitan Area Council of Governments with certain responsibilities delegated to the Transportation and Land Use Committee
123 Michigan Street
Toledo, Ohio 43624
(419)241-9155
James B. Dussel, Policy
Calvin Lakin, Executive Director
William L. Knight, Director of Transportation Planning
James Cramer, Technical Study Director
Michael Ligibel, (Acting) District Representative
State Job No. 153130/2

Wheeling-Bridgeport (BOMTS)
★Bel-O-Mar Regional Council and Interstate
+Planning Commission
2177 National Road - Mail: P.O. Box 2086
Wheeling, West Virginia 26003
(304)242-1800
Ronald Kaluger, Policy
William Phipps, Executive Director
Robert Muransky, Technical Study Director
David L. Speer, District Representative
State Job No. 153140/2

Youngstown (EDATA)
★General Policy Board of the Eastgate
+Development and Transportation Agency
130 Javit Court
Youngstown, Ohio 44515
(216)793-3282
Thomas J. Carney, Policy
William P. Fergus, Executive Director
William P. Fergus, Technical Study Director
Jacob Wang, District Representative
State Job No. 153150/2

+Handling Agent

Revised 12/13/83



MAP OF
OHIO
SHOWING
METROPOLITAN PLANNING
ORGANIZATIONS
NOVEMBER, 1983

Intergovernmental Review Preocess
For The
State of Ohio

OHIO STATE CLEARINGHOUSE

Office of Budget and Management
30 East Broad Street
Columbus, ohio 43215
(614) 466-7461

Presidential Executive Order 12372 provides for the review of applications for specified federal and federally assisted programs. This review is necessary to insure that the proposed programs can function in a coordinated manner with plans and activities already in operation and that they will not duplicate programs already established.

Through an intergovernmental review, the applicant receives comments from state and local agencies about the relation of the application to impacted plans and programs. The review provides the means for coordination on federally funded activities with the state and local governmental units, regional organizations, and other public agencies. The comments will assist the applicant in refining the proposal and, therefore, produce a more effective program. As a result of intergovernmental coordination, federally assisted agencies improve their efforts to meet public needs and their use of available funds.

The Intergovernmental Review Procedure is a coordination and evaluation process, is an advisory procedure, which recommends approval or disapproval of the grant proposal. The State Clearinghouse provides the applicant and the Federal funding agencies with its recommendations, which the applicant must consider before submitting the application to the federal funding agency. The federal funding agency must "accommodate" all generated comments.

It should be noted that the funding agency will request applicants to certify on the Standard Form 424 form that the application was sent through the state process. If the applicant fails to provide this certification, and neither comments nor a state process recommendation are received for the application, the federal agency then notifies the state process of all such applications. Federal agencies may also use other means of assuring that this opportunity was provided, such as returning an application to the applicant and considering it to be incomplete when there is no indication that the state process had an opportunity for review.

Source: ODOT, Bureau of Planning

STATE CLEARINGHOUSE
Office of Budget and Management

PHONE: (614) 466-7461

30 East Broad Street, 39th Flr
Columbus, Ohio 43215

Intergovernmental Review Process

OHIO AREA CLEARINGHOUSES

Counties Covered:

Bel-O-Mar Regional Council and Interstate Planning Comm (BOM) — Belmont
P.O. Box 2086, 2177 National Road
Wheeling, West Virginia 26003
William C. Phipps, Executive Director
Luann Kennedy, Review Coordinator
PHONE: (304) 242-1800

Brooke-Hancock-Jefferson Metropolitan Planning Comm (BHJ) — Jefferson
814 Adams Street
Steubenville, Ohio 43952
John Beck, Executive Director
Margaret Stewart, Review Coordinator
PHONE: (614) 282-3685

Buckeye Hills-Hocking Valley Regional Development District (BHHVRDD) — Athens, Hocking, Meigs, Monroe Morgan, Noble, Perry, and Washington
216 Putnam Street, Suite 410
Marietta, Ohio 45750
Thomas Closser, Executive Director
Susan Issac and Nimfa Simpson, Review Coordinators
PHONE: (614) 374-9436

Clark County-Springfield Regional Planning Commission (CC-S) — Clark
25 West Pleasant Street
Springfield, Ohio 45506
Mr. Joseph A. Tanyi, Executive Director
Phil Tritle, Review Coordinator
PHONE: (513) 325-4665

Eastgate Development and Transportation Agency (EDATA) — Ashtabula, Columbiana, Mahoning, and Trumbull
130 Javit Court
Youngstown, Ohio 44515
William P. Fergus, Executive Director
Tim Yova and Betty Sekula, Review Coordinators
PHONE: (216) 793-3282

KYOVA Interstate Planning Commission (KYOVA) — Lawrence
P.O. Box 939, 1221 6th Avenue
Huntington, West Virginia 25712
Ray Crabtree, Executive Director
PHONE: (304) 523-7434

Lima-Allen County Regional Planning Commission (L-AC) — Lima
212 North Elizabeth, Room 300
Lima, Ohio 45801
Fred Slaviero, Executive Director
Patricia McCain, Review Coordinator
PHONE: (419) 228-1836

Maumee Valley Resource Conservation, Development & Planning Organization (MAUMEE) — Defiance, Fulton, Henry, Paulding, and Williams
Route 2, P. O. Box 22A
Defiance, Ohio 43512
Dennis Miller, Director of Planning
Virginia Gaynor, Review Coordinator
PHONE: (419) 782-4548 or 784-3882

Miami Valley Regional Planning Commission (MVRPC) — Darke, Greene, Miami, Montgomery, and Preble
117 South Main Street, Suite 200
Dayton, Ohio 45402
Nora E. Lake, Executive Director
Gretchen Brafford, Review Coordinator
PHONE: (513) 223-6323

Revised 12/01/83

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OHIO AREA CLEARINGHOUSES	Counties Covered:
Mid-Ohio Regional Planning Commission (MORPC) 285 East Main Street Columbus, Ohio 43215 William Habig, Executive Director Crystal Hawkins, Review Coordinator PHONE: (614) 228-2663	Franklin: Entire county Delaware: Twps of Berkshire, Concord, Genoa, Harlem, Liberty & Orange; Fairfield: Twps of Bloom & Violet; Licking: Twps of Etna, Jersey, Lima & Monroe; Madison: Twps of Canaan, Darby, Fairfield, Jefferson & Pleasant; Pickaway: Twps of Darby, Harrison, Madison & Scioto; Union: Twp of Jerome
Mid-Western Ohio Joint Planning Council (MWOJPC) 310 North Main Street Delphos, Ohio 45833 Lee Lare, President PHONE: (419) 695-1771 or 692-6522	Auglaize, Putnam, and Van Wert
Northeast Ohio Areawide Coordinating Agency (NOACA) 1501 Euclid Avenue Cleveland, Ohio 44115 Frederick E. J. Pizzedaz, Executive Director Karen Lind, Review Coordinator PHONE: (216) 241-2414	Cuyahoga, Geauga, Lake, Lorain, and Medina
Northeast Ohio Four County Regional Planning & Development Organization (NEFCO) 969 Copley Road Akron, Ohio 44320 John C. Pierson, Administrator Jacquie Kennedy, Review Coordinator PHONE: (216) 836-5731	Portage, Stark, Summit and Wayne
North Star Council of Governments (NSCOG) 180 Milan Avenue Norwalk, Ohio 44857 Benjamin T. Kenny, Acting Director/Planner PHONE: (419) 668-2911	Crawford, Huron, Seneca, and Wyandot
Ohio-Kentucky-Indiana Regional Council of Governments (OKI) 426 East Fourth Street Cincinnati, Ohio 45202 A. H. Hessling, Executive Director Marilyn F. Osborne, Review Coordinator PHONE: (513) 621-7060	Butler, Clermont, Hamilton, and Warren
Ohio Mid-Eastern Governments Association (OMEGA) P.O. Box 130 Cambridge, Ohio 43725 Harry Smock, Executive Director Gayla Gordon, Review Coordinator PHONE: (614) 439-4471	Carroll, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Optional Review: Belmont and Jefferson
Ohio Valley Regional Development Commission (OVRDC) 740 Second Street Portsmouth, Ohio 45662 G. Robert Schwable, Executive Director Kathi Jones-Bennett, Review Coordinator PHONE: (614) 354-7795	Adams, Brown, Gallia, Highland, Jackson, Pike, Ross, Scioto, and Vinton Optional Review: Clermont and and Lawrence
Richland County Regional Planning Commission (RCRPC) 35 North Park Street Mansfield, Ohio 44902 Thomas Zaugg, Executive Director Richard Adair, Review Coordinator PHONE: (419) 522-9454	Richland
Toledo Metropolitan Area Council of Governments (TMACOG) 123 Michigan Street Toledo, Ohio 43624 Calvin M. Lakin, Executive Director Joe Ballard, Review Coordinator PHONE: (419) 241-9155	Erie, Lucas, Ottawa, Sandusky, and Wood