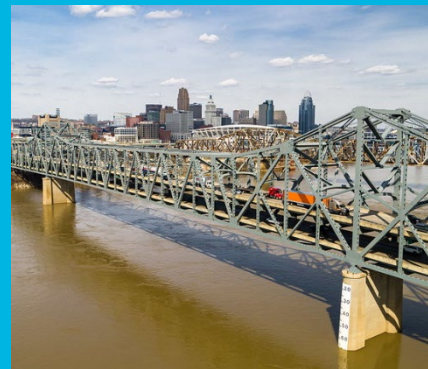


# FISCAL YEAR 2022 ANNUAL REPORT



JULY 1, 2021 TO JUNE 30, 2022



# MESSAGE FROM THE DIRECTOR

Ohio is a state that makes and moves things, and the Ohio Department of Transportation is tasked with ensuring those goods make it where they need to go safely and efficiently. Our state is 6<sup>th</sup> in the nation for volume of freight with nearly 1.4 billion tons moved through annually.

This past year saw another healthy investment into our infrastructure with 90 percent of the \$2.21 billion spent going to maintain our existing roads and bridges. ODOT is also working steadily to meet the transportation demands of the future. When Intel was looking for a location for their massive semiconductor factory, they looked to Ohio, in part, because we have a great transportation network, and we're in a position to make it even better.

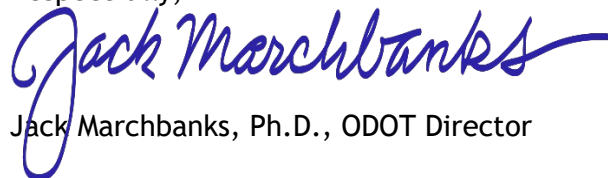
I continue to be impressed by the exemplary work of the men and women at the Ohio Department of Transportation and our local-level partners who have spent the past year working to ensure the safety of Ohio's roads. Our people are our most important resource, and we value every staff member who has worked this year to invest themselves in the quality of our roads.

While we certainly have more resources available to us than just a few years ago, inflation has challenged the ability to stretch those resources, but as always, ODOT is working to make efficient use of the finite resources entrusted to us by the people of Ohio.

While much of our attention is on the roads and bridges that serve motorists, ODOT has taken a broader view of transportation with more of a focus on active transportation. Whether you're opting to travel for recreation or need to get to school or work, we're working with local governments to make it easier and safer to walk and bike in Ohio.

Ohio isn't just seeing the future of transportation, we're shaping it. From drone deliveries of packages beyond the line of sight to the next age of smart mobility on the US 33 Smart Mobility Corridor, we want the transportation industry to know that Ohio is the right place to develop, test, and deploy the next generation of transportation.

Respectfully,

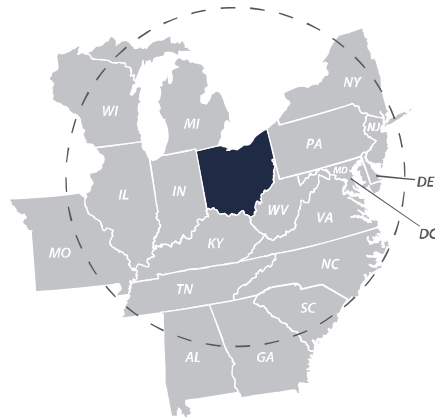


Jack Marchbanks, Ph.D., ODOT Director



# OHIO'S TRANSPORTATION SYSTEM

Transportation is what keeps the country and economy moving and Ohio is truly a vital crossroad with a large and robust transportation network.



Ohio is within  
1 day's drive  
of 60%  
of the U.S. and Canadian  
population.

## ODOT'S TRANSPORTATION RESPONSIBILITIES

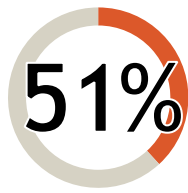
Interstate System

U.S. and State Routes (outside municipalities)

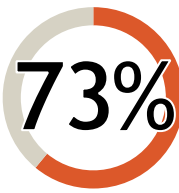


42,363 ODOT  
HIGHWAY LANE MILES

ODOT's Roadways Carry



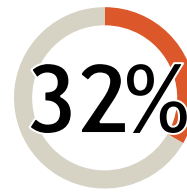
of All  
Vehicle Traffic



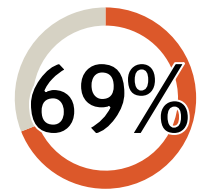
of All  
Freight Traffic

ON 17% OF OHIO'S  
TOTAL HIGHWAY LANE MILES!

ODOT's Bridges



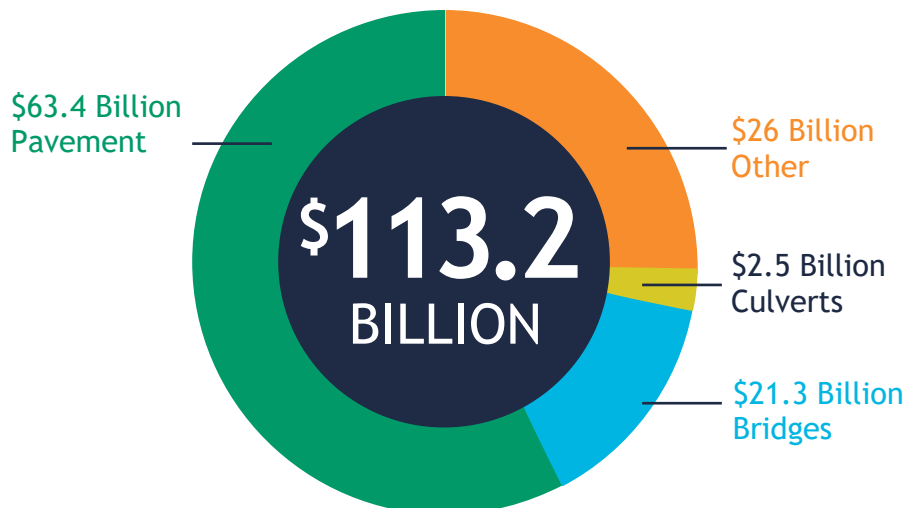
of Total Bridges  
in Ohio



of Total Bridge Deck  
Surface Area

ODOT IS RESPONSIBLE FOR  
14,299 BRIDGES

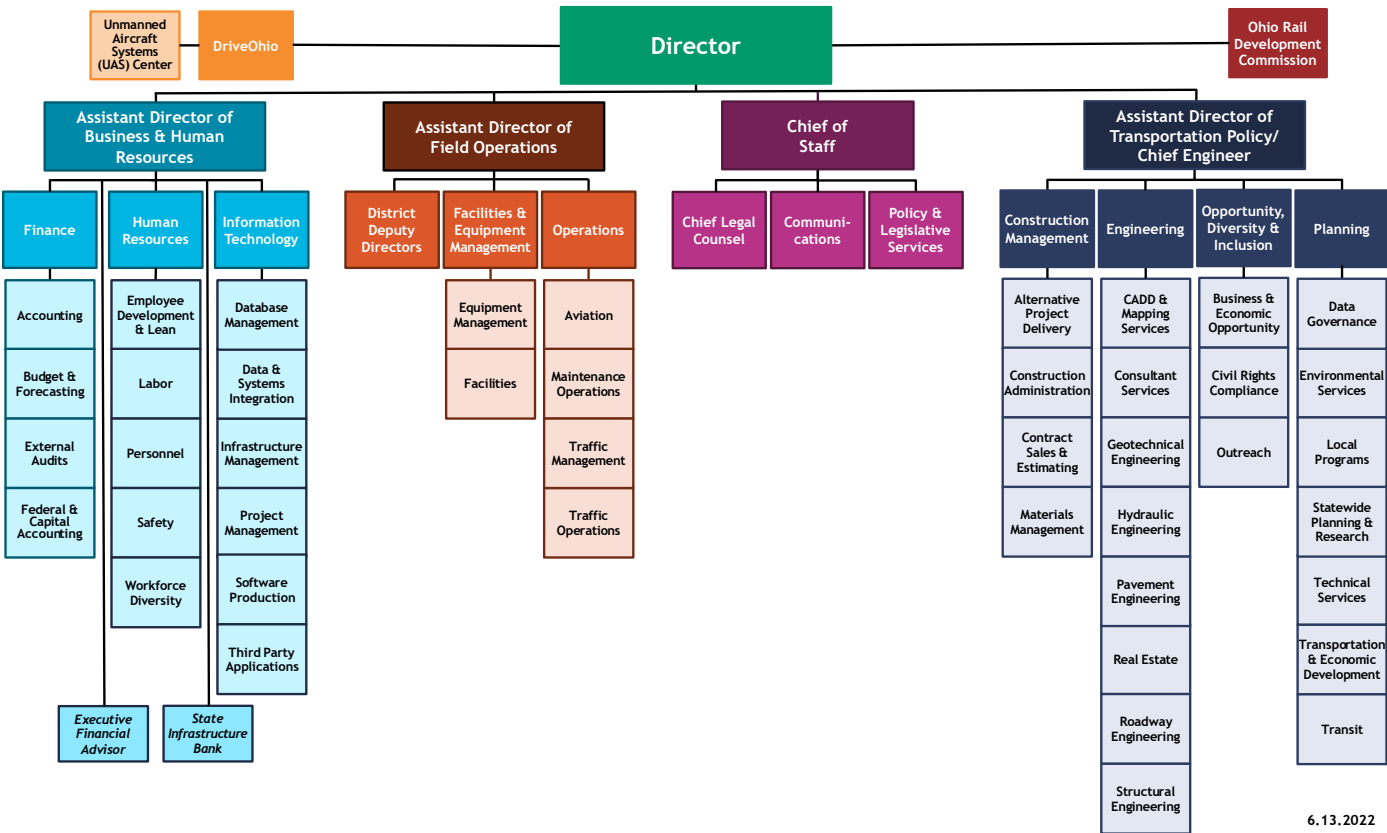
## VALUE OF OHIO'S TRANSPORTATION ASSETS



# ODOT TABLE OF ORGANIZATION

ODOT continues to refine its structure for streamlined operations and better functional alignment across the department and its 12 district offices. While this chart defines a distinct hierarchy of divisions and offices, ODOT emphasizes transparent boundaries that encourage cooperation, interaction, and teamwork throughout the entire department.

Figure 1  
ODOT Table of Organization



6.13.2022

# ODOT DISTRICTS & CENTRAL OFFICE

With nearly 5,000 employees and full-service facilities in every county of the state, ODOT's 12 District Offices represent the first contact many Ohio's citizens and businesses have with the department. ODOT's district team members are responsible for the planning, engineering, construction, and maintenance of the state transportation system in their regions, including cooperation and coordination with local communities and other transportation partners. ODOT's Central Office plays a vital role in statewide oversight and guidance of the department's activities.

## District 1

1885 N. McCullough St.  
Lima, OH 45801  
419-222-9055  
@ODOT\_NWOhio

## District 2

317 East Poe Rd.  
Bowling Green, OH 43402  
419-353-8131  
@ODOT\_Toledo

## District 3

906 Clark Ave.  
Ashland, OH 44805  
800-276-4188 or  
419-281-0513  
@ODOT\_NorthCenOH

## District 4

2088 S. Arlington Rd.  
Akron, OH 44306  
800-603-1054 or  
330-786-3100  
@ODOT\_Akron

## District 5

9600 Jacksontown Rd.  
Jacksontown, OH 43030  
740-323-4400  
@ODOT\_EastCenOH

## District 6

400 East William St.  
Delaware, OH 43015  
740-833-8000  
@ODOT\_Columbus

**Central Office**  
1980 W. Broad Street  
Columbus, OH 43223  
614-466-7170  
www.transportation.ohio.gov  
@ODOT\_Statewide

## District 7

1001 St. Marys Ave.  
Sidney, OH 45365  
937-492-1141  
@ODOT\_Dayton

## District 8

505 South SR 741  
Lebanon, OH 45036  
800-831-2142 or  
513-932-3030  
@ODOT\_Cincinnati

## District 9

650 Eastern Ave.  
Chillicothe, OH 45601  
740-773-2691  
@ODOT\_SouthOhio

## District 10

338 Muskingum Dr.  
Marietta, OH 45750  
800-845-0226 or  
740-568-3900  
@ODOT\_SEOhio

## District 11

2201 Reiser Ave.  
New Philadelphia, OH 44663  
330-339-6633  
@ODOT\_EasternOH

## District 12

5500 Transportation Blvd.  
Garfield Heights, OH 44125  
216-581-2100  
@ODOT\_Cleveland

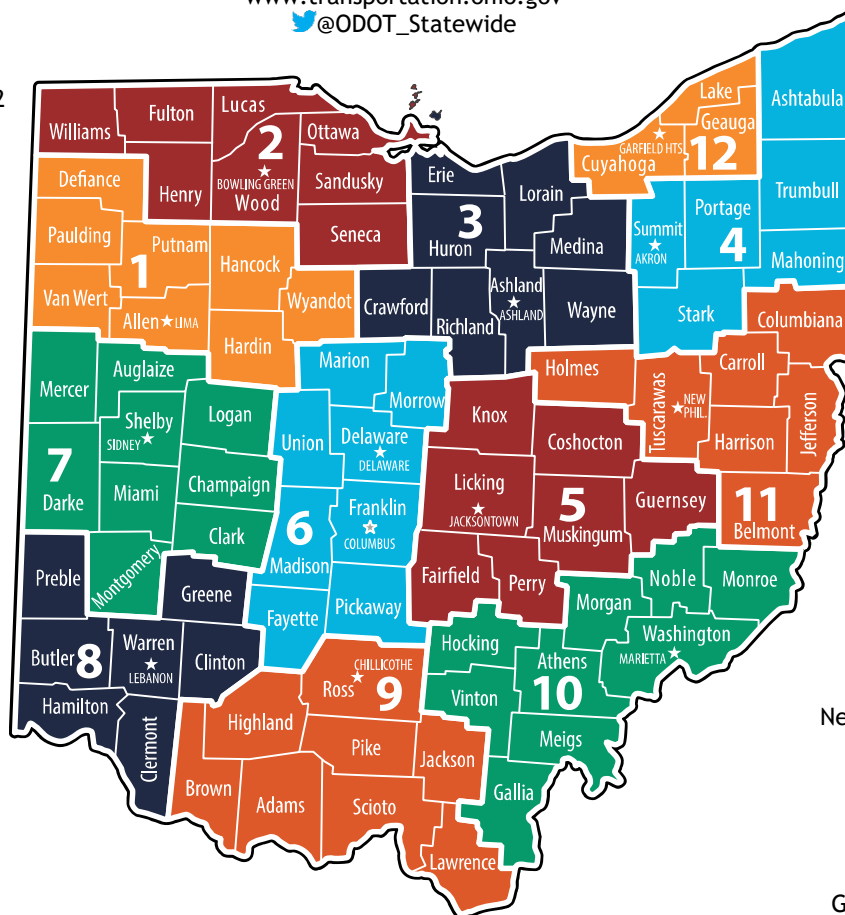
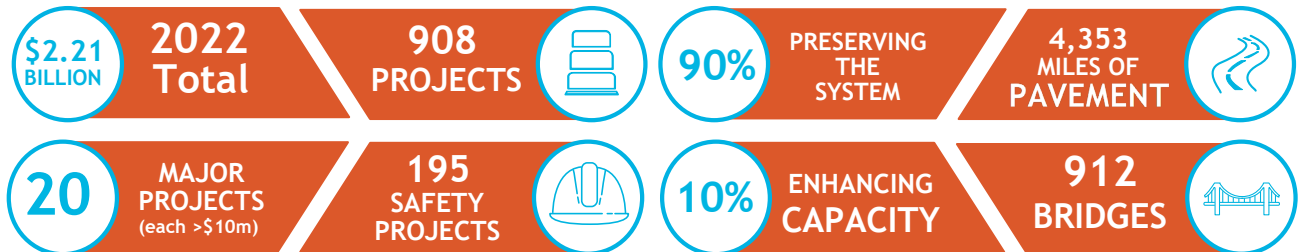


Figure 2  
ODOT District Map



# FY 2022 CONSTRUCTION SUMMARY

## odot 2022 CONSTRUCTION SEASON HIGHLIGHTS



## IMPROVING SAFETY AND INFRASTRUCTURE

The following figures represent a summary of ODOT construction awards for Fiscal Year (FY) 2022. Figure 3 shows the Project Delivery breakdown for ODOT and Local Agency-awarded projects. The combined total program delivered in FY 2022 was \$2.21 billion. The department continues to emphasize that projects are delivered on time - if not earlier - to both minimize any inconvenience to the traveling public and to help ensure consistent and predictable budgeting from year to year.

Figure 3: FY 2022 Project Delivery  
as of program lockdown in Jan 2021

|                                       | ODOT Awarded    | Local Awarded | Other Agency Let | Total Awarded   |
|---------------------------------------|-----------------|---------------|------------------|-----------------|
| Projects Committed in FY 2022         | 648             | 188           | -                | 836             |
| Construction Funding Committed        | \$1,540,638,219 | \$269,517,203 | -                | \$1,810,155,422 |
| Projects Delivered *                  | 692             | 216           | -                | 908             |
| Construction Funding Awarded          | \$1,884,364,399 | \$328,094,503 | \$0              | \$2,212,458,902 |
| Project Delivery to Commitments Ratio | 122.3%          | 121.7%        | -                | 122.2%          |

Figure 4 on the next page shows an itemized listing of construction contract awards by work type categories for the year. Figure 5, on page 10, illustrates the distribution of all ODOT and Local Awarded projects across ODOT's 12 Districts in FY 2022. As in previous years, higher totals are generally awarded in the more metropolitan districts with larger projects, higher populations, and more lane miles (District 2 - Toledo; District 4 - Akron/Canton; District 6 - Columbus; District 7 - Dayton; District 8 - Cincinnati; and District 12 - Cleveland).



*Reconstruction of I-70 through Zanesville between U.S. 40 and State Route 93 includes four phases. This \$88 million project includes a complete rebuild of the interstate and overpasses through Zanesville. The project, which began in Summer 2021 is scheduled for completion in Fall 2027.*

# FY 2022 CONSTRUCTION SUMMARY

Figure 4

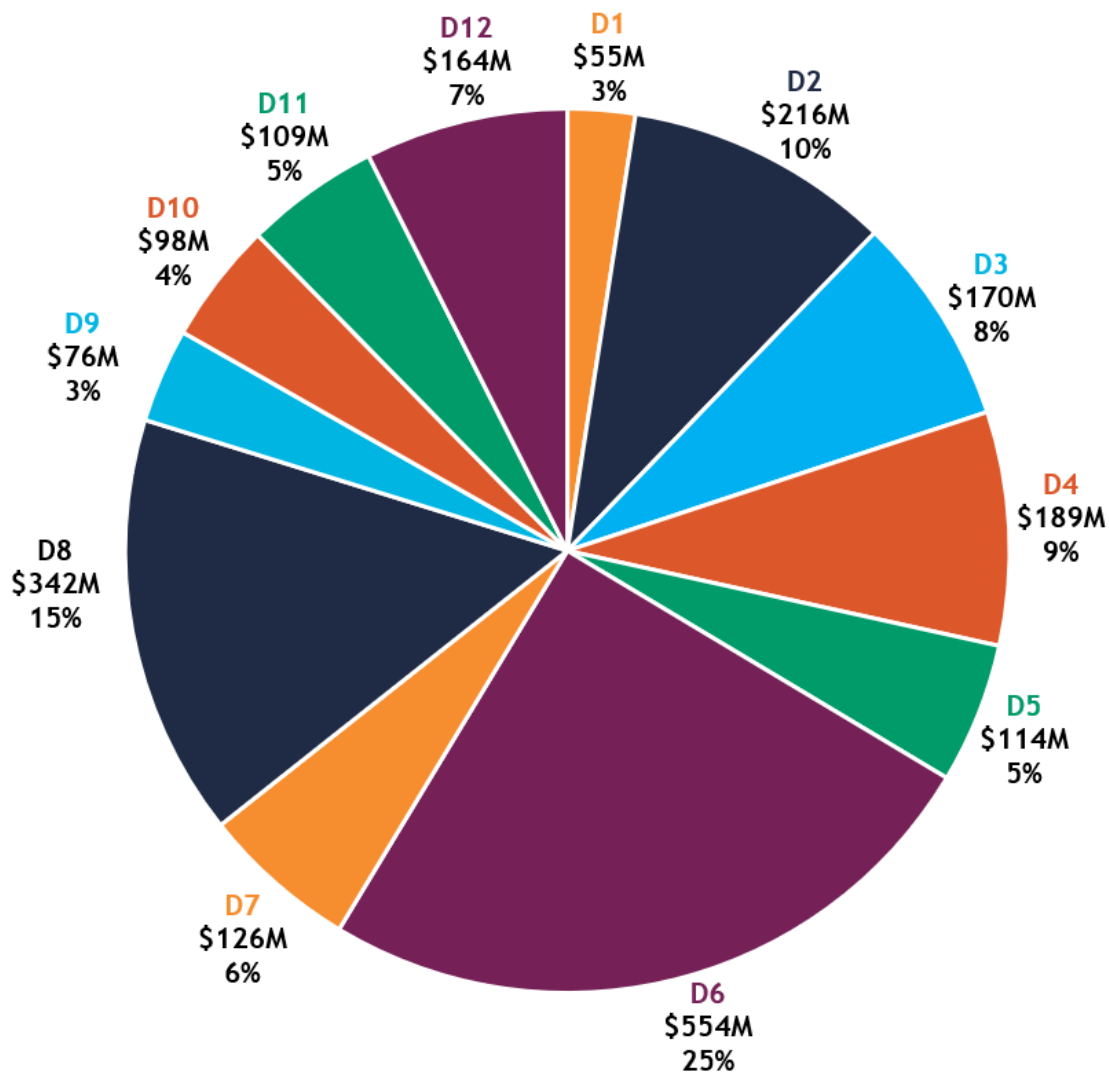
| Project Type                            | June-December |                  | January-June |                  | Totals  |                  | Bridges |
|---|---------------|------------------|--------------|------------------|---------|------------------|---------|
|   | # Projs       | Construction \$  | # Projs      | Construction \$  | # Projs | Construction \$  |         |
| System Preservation                     |               |                  |              |                  |         |                  |         |
| Pavement Projects                       | 103           | \$ 270,955,251   | 91           | \$ 217,759,416   | 194     | \$ 488,714,667   | 306     |
| 2-Lane Roads                            | 58            | \$ 93,608,642    | 42           | \$ 67,656,545    | 100     | \$ 161,265,186   | 100     |
| 4-Lane Roads                            | 24            | \$ 88,389,288    | 34           | \$ 96,994,921    | 58      | \$ 185,384,209   | 123     |
| Interstates                             | 18            | \$ 86,481,944    | 9            | \$ 41,268,488    | 27      | \$ 127,750,432   | 83      |
| Other Pavement Related                  | 3             | \$ 2,475,377     | 6            | \$ 11,839,463    | 9       | \$ 14,314,840    |         |
| Total Lane Mileage                      |               | 2,729            |              | 1,624            |         | 4,353            |         |
| Bridge Projects                         | 64            | \$ 123,404,964   | 68           | \$ 111,192,605   | 132     | \$ 234,597,568   | 476     |
| Preservation\Replacement                | 53            | \$ 104,609,632   | 61           | \$ 100,356,921   | 114     | \$ 204,966,553   | 397     |
| Maintenance                             | 11            | \$ 18,795,331    | 7            | \$ 10,835,684    | 18      | \$ 29,631,015    | 79      |
| New Bridge                              |               | \$ -             |              | \$ -             |         | \$ -             |         |
| Culvert Projects                        | 21            | \$ 9,767,864     | 24           | \$ 11,943,256    | 45      | \$ 21,711,120    | 13      |
| Subtotal:                               | 188           | \$ 404,128,079   | 183          | \$ 340,895,277   | 371     | \$ 745,023,356   | 795     |
| New Construction \ Major Reconstruction |               |                  |              |                  |         |                  |         |
| New Construction \ Major Reconstruction | 8             | \$ 351,468,451   | 10           | \$ 204,680,632   | 18      | \$ 556,149,082   | 54      |
| Subtotal:                               | 8             | \$ 351,468,451   | 10           | \$ 204,680,632   | 18      | \$ 556,149,082   | 54      |
| Safety Upgrades                         |               |                  |              |                  |         |                  |         |
| Intersection Improvement                | 23            | \$ 40,237,071    | 33           | \$ 70,123,587    | 56      | \$ 110,360,658   | 12      |
| Interchange Improvement                 |               | \$ -             | 2            | \$ 6,881,860     | 2       | \$ 6,881,860     | 1       |
| Lighting                                | 2             | \$ 841,897       | 3            | \$ 4,880,576     | 5       | \$ 5,722,473     |         |
| Pavement Treatment                      | 1             | \$ 1,210,526     |              | \$ -             | 1       | \$ 1,210,526     |         |
| Roadway Improvement                     | 1             | \$ 766,111       | 6            | \$ 9,348,431     | 7       | \$ 10,114,541    |         |
| Roadside Improvement                    | 3             | \$ 5,934,192     | 5            | \$ 10,627,420    | 8       | \$ 16,561,612    |         |
| Traffic Control                         | 25            | \$ 15,917,867    | 33           | \$ 50,386,702    | 58      | \$ 66,304,568    |         |
| Subtotal:                               | 55            | \$ 64,907,665    | 82           | \$ 152,248,574   | 137     | \$ 217,156,239   | 1       |
| Other Project Types                     |               |                  |              |                  |         |                  |         |
| Bicycle \ Pedestrian                    | 6             | \$ 6,849,745     | 23           | \$ 25,505,214    | 29      | \$ 32,354,960    | 1       |
| Buildings \ Facilities                  | 9             | \$ 4,061,901     | 8            | \$ 3,019,206     | 17      | \$ 7,081,106     |         |
| Slide Repair                            | 20            | \$ 8,229,108     | 20           | \$ 12,785,451    | 40      | \$ 21,014,559    |         |
| TSMO                                    | 1             | \$ 208,196       | 2            | \$ 3,047,586     | 3       | \$ 3,255,782     |         |
| Miscellaneous                           | 30            | \$ 21,886,430    | 21           | \$ 17,716,361    | 51      | \$ 39,602,791    | 2       |
| Subtotal:                               | 66            | \$ 41,235,381    | 74           | \$ 62,073,817    | 140     | \$ 103,309,198   | 3       |
| Local System Projects                   |               |                  |              |                  |         |                  |         |
| Pavement Preservation                   | 12            | \$ 10,273,229    | 64           | \$ 90,663,585    | 76      | \$ 100,936,814   | 7       |
| Bridge \ Culvert                        | 8             | \$ 8,955,947     | 29           | \$ 77,458,642    | 37      | \$ 86,414,589    | 37      |
| New Construction \ Major Reconstruction | 3             | \$ 129,016,711   | 6            | \$ 100,083,179   | 9       | \$ 229,099,890   | 10      |
| Safety Upgrade                          | 23            | \$ 44,270,829    | 35           | \$ 70,881,786    | 58      | \$ 115,152,615   | 4       |
| Bicycle \ Pedestrian                    | 7             | \$ 5,207,525     | 22           | \$ 25,588,686    | 29      | \$ 30,796,211    | 1       |
| TSMO                                    |               | \$ -             |              | \$ -             |         | \$ -             |         |
| Slide Repair                            | 10            | \$ 11,746,167    | 16           | \$ 12,762,795    | 26      | \$ 24,508,962    |         |
| Buildings \ Facilities                  | 1             | \$ 984,861       |              | \$ -             | 1       | \$ 984,861       |         |
| Miscellaneous                           | 4             | \$ 834,626       | 2            | \$ 2,092,459     | 6       | \$ 2,927,085     |         |
| Subtotal:                               | 68            | \$ 211,289,894   | 174          | \$ 379,531,133   | 242     | \$ 590,821,028   | 59      |
| Statewide Total:                        | 385           | \$ 1,073,029,469 | 523          | \$ 1,139,429,433 | 908     | \$ 2,212,458,902 | 912     |



# FY 2022 CONSTRUCTION SUMMARY

Figure 5

Percent of All Projects Awarded by District  
SFY 2022



Work continues on the I-75 Major Reconstruction and DiSalle Bridge Replacement project in Toledo. This \$352 million project began in late 2018 and includes widening and reconstructing I-75 to current standards, including reducing the curve between Wales Road and Miami Street; reconfiguring I-75 interchanges with the Anthony Wayne Trail, South Avenue, and Miami Street to enhance safety; and replacing the DiSalle Bridge over the Maumee River. Work is expected to be complete in 2023.



# FY 2022 FINANCIAL STATEMENTS

## FISCAL YEAR 2022 FINANCIAL STATEMENTS

The following figures show the current allocations and projected financial summary for the Ohio Department of Transportation. As the state's infrastructure continues to age, the department must continue maximizing resources for the benefit of Ohio's economy, transportation system and citizens. Figures 6, 7, and 8 detail the department's 2022 cash balance and disbursement allocations, and total operating and capital disbursements. The bulk of ODOT's budget, approximately 64 percent, is currently prioritized toward highway construction, where it is most effective in meeting the state's transportation needs. Of the department's construction funds, 95 percent is devoted to preservation.

ODOT will continue to cut operating costs and explore alternative delivery methods so any available money can be put towards much-needed transportation projects. With a focus on financial responsibility and operational efficiency, the department continues to seek and secure additional savings.

Figure 6

### STATEMENT OF CASH BALANCES ACTIVITY BETWEEN JULY 1st AND JUNE 30th FISCAL YEAR 2022

(Without Regard to Fund Year) <sup>(1)</sup>

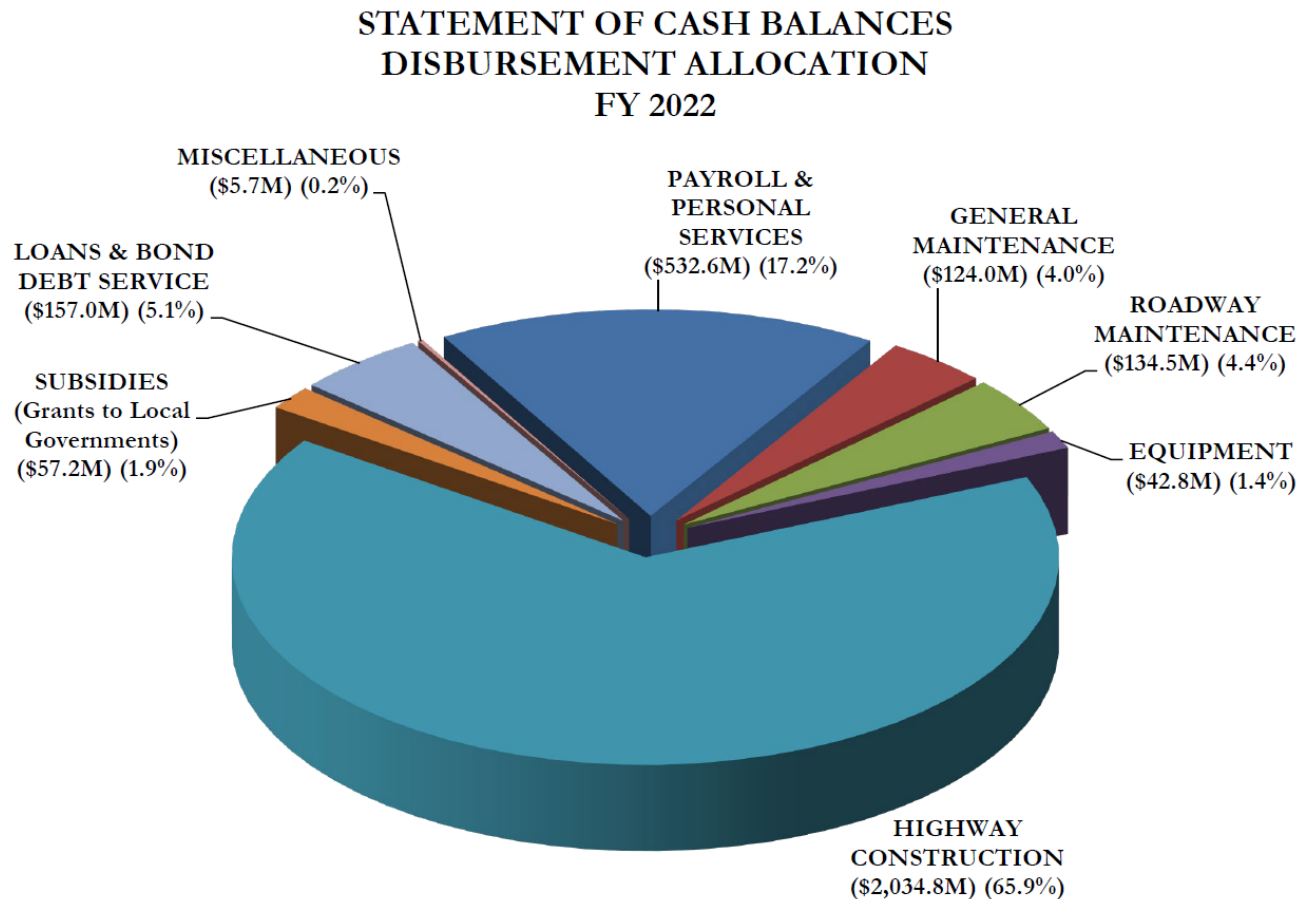
| CATEGORIES                              |                 | FY 2022         |
|---|-----------------|-----------------|
| BEGINNING CASH BALANCE:                 |                 | \$1,621,190,384 |
| REVENUE AND RECEIPTS:                   |                 | \$3,092,809,957 |
| TOTAL CASH AVAILABLE:                   |                 | \$4,714,000,341 |
| DISBURSEMENTS:                          | AMOUNT          | %               |
| PAYROLL & PERSONAL SERVICES             | \$532,645,397   | 17.2%           |
| GENERAL MAINTENANCE                     | \$124,031,419   | 4.0%            |
| ROADWAY MAINTENANCE                     | \$134,547,901   | 4.4%            |
| EQUIPMENT                               | \$42,765,188    | 1.4%            |
| HIGHWAY CONSTRUCTION                    | \$2,034,795,322 | 65.9%           |
| SUBSIDIES (Grants to Local Governments) | \$57,169,442    | 1.9%            |
| LOANS & BOND DEBT SERVICE               | \$157,031,995   | 5.1%            |
| MISCELLANEOUS                           | \$5,735,720     | 0.2%            |
| GRAND TOTAL DISBURSEMENTS:              | \$3,088,722,384 | 100%            |
| ENDING CASH BALANCE:                    |                 | \$1,625,277,957 |

- (1) All activity posted between the first day of the fiscal year (July 1) and the last day of June (June 30) without regard to the fund year appropriated.

*ODOT's Ending Cash Balance covers future committed and projected capital and operating outlays beyond the FY 2022 reporting period.*

# FY 2022 FINANCIAL STATEMENTS

Figure 7



The chart above in Figure 7 represents all disbursements made from July 1, 2021, through June 30, 2022. This does not take into account the outstanding encumbered liabilities yet to be disbursed. The disbursements are broken down by key expenditure categories. The largest portions of ODOT's expenditures are related to the capital program. The second largest component is payroll & personal services which include payroll costs associated with highway maintenance, as well as snow and ice control, performed in-house.

# FY 2022 FINANCIAL STATEMENTS

Figure 8

**THE OHIO DEPARTMENT OF TRANSPORTATION**  
**TOTAL OPERATING & CAPITAL DISBURSEMENTS\***  
**FOR THE PERIOD JULY 1, 2021 THRU JUNE 30, 2022, REGARDLESS OF FUND YEAR**  
(Amounts to the nearest dollar)

| DISTRICT/DIVISION                     | FY 2022              |
|---------------------------------------|----------------------|
| 1 LIMA                                | 108,128,342          |
| 2 BOWLING GREEN                       | 227,390,854          |
| 3 ASHLAND                             | 198,913,370          |
| 4 AKRON                               | 302,129,541          |
| 5 NEWARK                              | 148,362,240          |
| 6 DELAWARE                            | 258,412,189          |
| 7 SIDNEY                              | 158,240,482          |
| 8 LEBANON                             | 282,538,433          |
| 9 CHILLICOTHE                         | 142,190,393          |
| 10 MARIETTA                           | 147,533,358          |
| 11 NEW PHILADELPHIA                   | 138,219,550          |
| 12 CLEVELAND                          | 278,720,290          |
| MPOs                                  | 168,026,125          |
| <i>Subtotal Districts</i>             | <b>2,558,805,165</b> |
| 14 COMMUNICATIONS                     | 2,439,657            |
| 15 CHIEF LEGAL COUNSEL                | 1,745,862            |
| 16 DIRECTOR'S OFFICE                  | 2,106,116            |
| 17 HUMAN RESOURCES                    | 6,043,458            |
| 18 FINANCE <sup>(1)</sup>             | 161,480,925          |
| 19 FACILITIES & EQUIPMENT MGMNT       | 37,276,799           |
| 20 PLANNING                           | 184,210,761          |
| 21 ENGINEERING                        | 19,747,860           |
| 22 OPERATIONS                         | 37,435,988           |
| 23 ASSISTANT ATTORNEY GENERAL         | 3,195,510            |
| 24 RAIL COMMISSION                    | 7,695,051            |
| 27 CONSTRUCTION MANAGEMENT            | 13,024,848           |
| 28 INFORMATION TECHNOLOGY             | 43,495,865           |
| 35 UNMANNED AERIAL                    | 0                    |
| 36 OPPORTUNITY, DIVERSITY & INCLUSION | 4,886,220            |
| 37 DRIVE OHIO                         | 5,132,298            |
| <i>Subtotal Central Office</i>        | <b>529,917,219</b>   |
|                                       | <b>3,088,722,384</b> |

<sup>(1)</sup> \$132 million and \$16 million of Finance's \$161 million is for the State and Federal portions of ODOT's annual GARVEE debt service and Transportation Building Fund Capital Facilities Bonds (TBBF) debt service, respectively. The proceeds from GARVEE bonds are used to fund highway capital projects.



# ODOT'S CRITICAL SUCCESS FACTORS DASHBOARD

The Ohio Department of Transportation maintains the state's largest man-made asset - the transportation system. ODOT's mission is to provide the safe and easy movement of people and goods from place to place. As a \$3 billion per year enterprise, ODOT invests the bulk of its resources in system preservation through maintenance, construction and snow and ice operations.

## OUR MISSION

To provide safe and easy movement of people and goods from place to place, we will:

- Improve safety;
- Take care of what we have;
- Make our system work better; and
- Enhance capacity.

## OUR VISION

A long-term, reliable, professional and highly productive organization.

## OUR GUIDING PRINCIPLES

- We will serve, innovate, and communicate with purpose.
- We will be productive, lean, efficient and effective.
- We will utilize the public resources entrusted to us by satisfying the State's transportation needs.
- We will be the standard of excellence for winter maintenance.
- We will create a working environment based on trust and mutual respect.
- We will value the diversity of all ODOT people.
- We will work together — one team: the Ohio Department of Transportation.





# ODOT'S CRITICAL SUCCESS FACTORS DASHBOARD

The department's critical success factors (CSF) are focused on results, gauging the state of Ohio's transportation network and the quality of the organization. In the spirit of continuous improvement, ODOT has recently retooled our metrics and refined our reporting process. As in previous years, ODOT continues to track and publish details on the status and trends for the various metrics used to assess the department's performance. A new, dynamic Metrics Dashboard is now available for visitors to explore and drill-down into local level information about our specific CSF categories and measures.

The categories and metrics are similar to those used in previous ODOT Annual Reports, but these have also been streamlined to be more meaningful, uniformly presented, and understandable in a business intelligence reporting fashion. Below is a summary of our current critical success factor categories, followed by a current snapshot of our overall metric dashboard.

[Visit our ODOT Strategic Plan page for more details and access to the current interactive metrics dashboard.](#)

## Safety

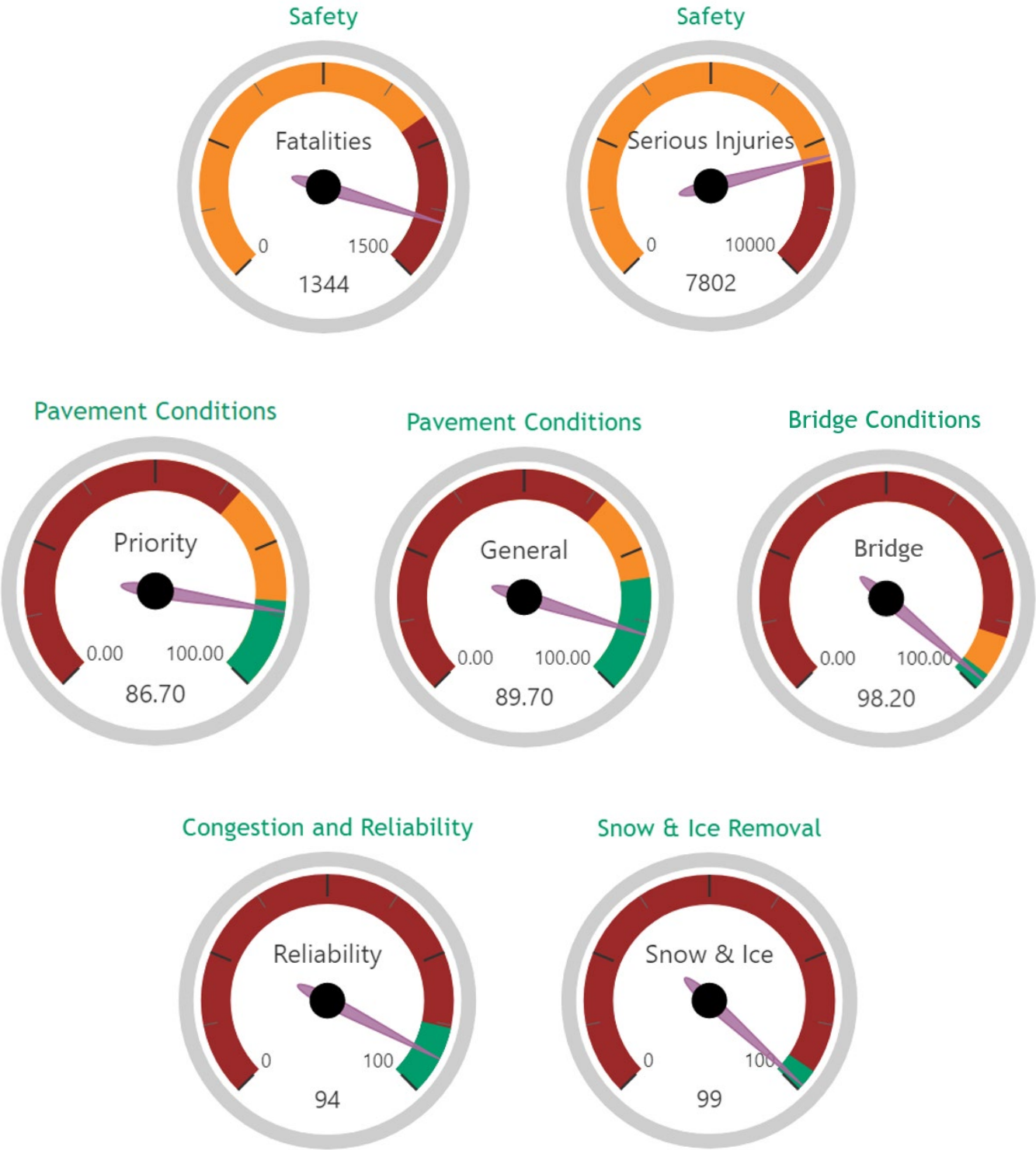
The department measures the state highway system's safety by comparing the current number of fatalities and serious injuries compared to each metric's five-year average.

## System Conditions

The department measures:

- **Bridges:** rates conditions based on a statewide average general appraisal for ODOT-maintained bridges greater than 10ft and excluding Ohio's 154 major bridges.
- **Pavements:** gauges the percent of road lane miles that are in Excellent, Good, and Fair condition based on pavement condition ratings. Measured on interstate/ lookalike, and 2-lane systems.
- **Congestion & Reliability:** assesses the percentage of time on weekdays between 5am and 9pm that Ohio's primary routes operate at or near posted speed limits.
- **Snow & Ice Removal:** measures the percentage of time that travelers experience free flow travel conditions across Ohio's freeways, and the agency's effectiveness with snow and ice control.

# ODOT'S CRITICAL SUCCESS FACTORS DASHBOARD





Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

# 2022 ANNUAL REPORT

**JULY 31, 2022**

*For more information on ODOT, visit:*  
**transportation.ohio.gov**



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OhioDepartmentofTransportation](https://facebook.com/OhioDepartmentofTransportation)



Follow ODOT on Twitter:  
[twitter.com/  
ODOT\\_Statewide](https://twitter.com/ODOT_Statewide)



Statewide Traffic Info:  
[www.OHGO.com](https://www.OHGO.com)



**EXCELLENCE IN  
GOVERNMENT**

**ODOT IS AN EQUAL OPPORTUNITY EMPLOYER AND PROVIDER OF SERVICES**