

Ohio Department of Transportation

John R. Kasich, *Ohio Governor*

Jerry Wray, *ODOT Director*

Annual Report Fiscal Year 2011



July 2011



A MESSAGE FROM THE DIRECTOR

On behalf of the Ohio Department of Transportation (ODOT), it is my pleasure to offer the following Annual Report for Fiscal Year 2011. The document gives an overview of ODOT's system and offers highlights on the recent fiscal and operational accomplishments of the department.

When returning as Director for my second stint in January of this year, I recognized and expressed to my fellow public servants here at ODOT that the strength of our agency has always been with its people, and together we can – we will – accomplish great things. We are actively and collectively developing a new strategic direction for the department, centered on a refocused vision of being a long-term, reliable, professional, and highly productive organization. ODOT is also dedicated to working with our local communities, and exploring innovative new opportunities provided by Public Private Partnerships (P3).

While the strategic process is - and will remain- ongoing, our overall vision provides the department with the strong foundation it needs to be a lean, effective and efficient steward of the state's transportation system. The state's economic challenges, coupled with ever-limiting Federal resources, further warrant our renewed commitment to accountability, flexibility, safety and reliability. By establishing and following a clear and well-defined performance-based approach to every aspect of the agency's operation, ODOT will plan, build and maintain a stronger transportation network today and for the future.

ODOT's continuing goal is serving Ohio by wisely addressing current transportation needs while facilitating – not impeding – continued development. With solid priorities and a spirit of cooperation, we are uniquely poised to meet the challenges of this next decade.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jerry Wray", written in a cursive style.

Jerry Wray,
ODOT Director



Ohio's Transportation System

Transportation is what keeps our country moving and Ohio is truly a vital cross-road as proven by the following Ohio Transportation System facts:

Highway System

- Ohio is a single day's drive from 60% of U.S. and Canadian population
- Nation's 4th largest interstate system with 6,774 lane miles
- 49,250 lane miles on ODOT's system: 6,774 Interstate lane miles; 11,090 U.S. Route lane miles; and 31,386 State Route lane miles
- 2nd in total number of bridges with 43,412
- The most recent biennium on record (2009-2010) were the safest two years in history for Ohio's roadways

Maritime

- Ohio has approximately 715 miles of navigable waterways
- Ohio annually moves more freight by water than flows through the Panama Canal
- Ranked as high as 4th in the nation in value of freight shipments moved by water
- Ohio's 26 ports have a \$6.5 billion annual impact on the U.S. economy

Public Transit

- 12th highest transit ridership rate in U.S
- Estimated 500,000 rides each work day
- Urban: 60% of trips are work related
- Rural: more than 50% of riders are senior citizens or people with disabilities

Freight Rail

- 3rd in nation in total active rail miles (in mid-2010, Ohio surpassed California)
- Intermodal connections to both CSX National Gateway and Norfolk Southern Heartland Corridor



- Ohio Freight Rail in 2009: 36 freight rail companies; 5,286 railroad miles; and 238.61 million tons of freight carried (Association of American Railways)

Aviation

- 163 public use airports
- Ohio's six commercial airports average 11 million passengers each year
- Ohio's general and commercial airports generate \$10.5 billion in economic activity

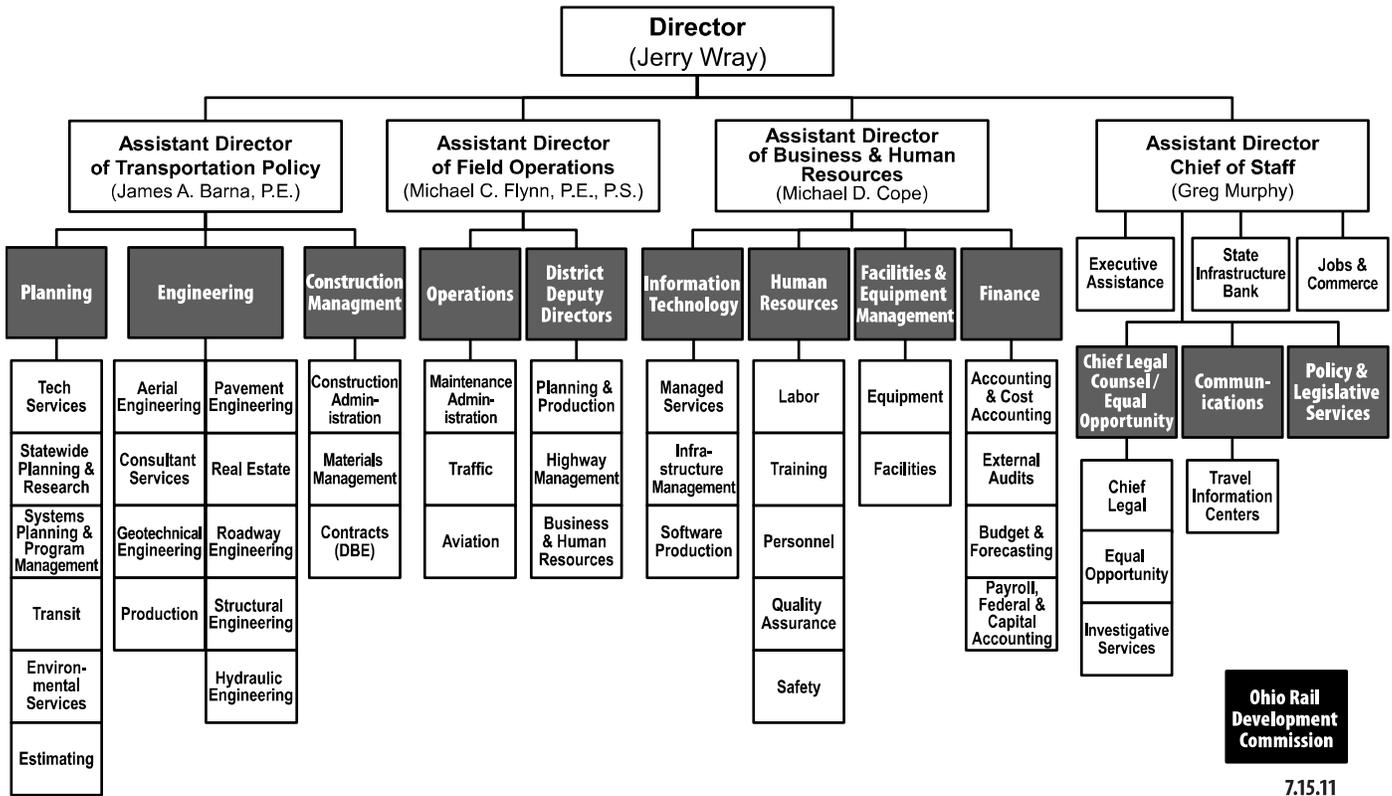
Bicycle/Pedestrian

- More than 3,000 miles of designated bike paths
- Estimated 4 million bicycle owners
- Cleveland: ranked 39th best city for biking according to Bicycling Magazine
- Columbus: ranked 20th nationally in bicycle-to-work transportation ratio

ODOT Table of Organization

ODOT recently restructured its table of organization in order to streamline and better align the functions of the department. While this structure defines distinct divisions and offices, an overall sense of transparent boundaries, strong interaction and teamwork supports and encourages interdepartmental cooperation.

Figure 1- ODOT Table of Organization



ODOT's Districts and Central Office

With crews and garages 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 and maintenance of the state transportation system in their regions, including the cooperation and coordination with local communities and transportation partners. ODOT's Central Office plays a vital role in statewide oversight and guidance for the department's activities.

District 1

1885 N. McCullough St.
Lima, OH 45801
419-222-9055
fax: 419-222-0438

District 2

317 East Poe Rd.
Bowling Green, OH 43402
419-353-8131
fax: 419-353-1468

District 3

906 Clark Ave.
Ashland, OH 44805
800-276-4188 or
419-281-0513
fax: 419-281-0874

District 4

2088 S. Arlington Rd.
Akron, OH 44306
800-603-1054 or
330-786-3100
fax: 330-786-2232

District 5

9600 Jacksontown Rd.
Jacksontown, OH 43030
740-323-4400
fax: 740-323-3715

District 6

400 East William St.
Delaware, OH 43015
740-833-8000
fax: 740-833-8100

Central Office

1980 W. Broad Street
Columbus, OH 43223
614-466-7170
fax: 614-644-8662
www.transportation.ohio.gov

District 7

1001 St. Marys Ave.
Sidney, OH 45365
937-492-1141
fax: 937-497-9734

District 8

505 South SR 741
Lebanon, OH 45036
800-831-2142 or
513-932-3030
fax: 513-932-7651

District 9

650 Eastern Ave.
Chillicothe, OH 45601
740-773-2691
fax: 740-775-4889

District 10

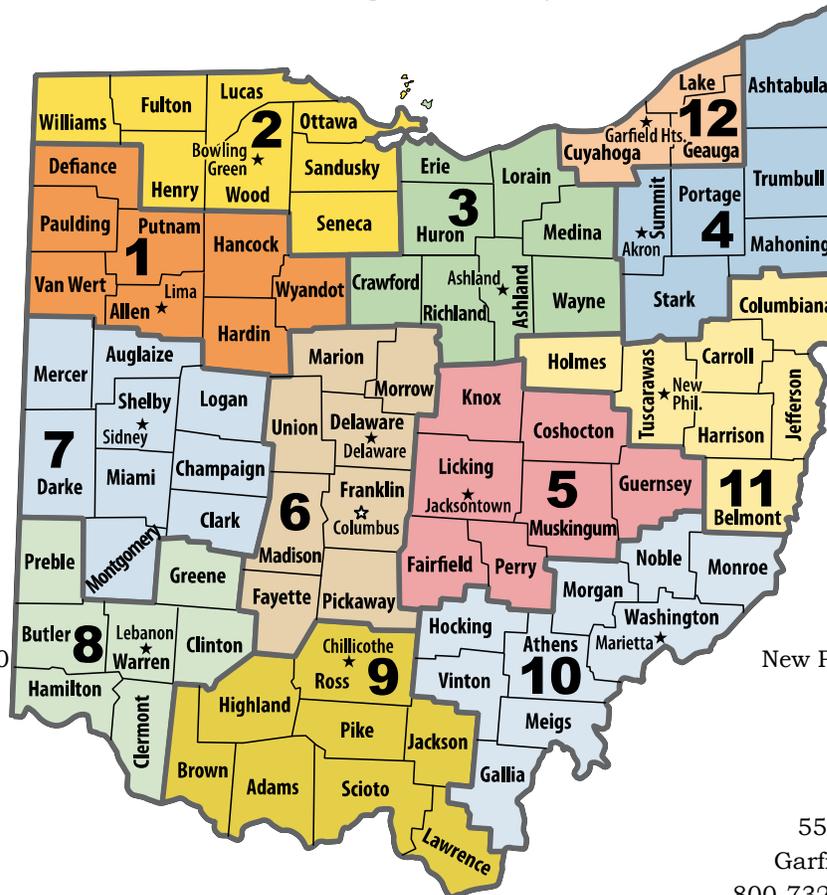
338 Muskingum Dr.
Marietta, OH 45750
800-845-0226 or
740-568-3900
fax: 740-373-7317

District 11

2201 Reiser Ave.
New Philadelphia, OH 44663
330-339-6633
fax: 330-308-3942

District 12

5500 Transportation Blvd.
Garfield Heights, OH 44125
800-732-4896 or 216-581-2100
fax: 216-584-2274



Statewide Progress on Major Projects of Interest

State Route 18 Wood County Improvement Project



This regionally significant key corridor will be upgraded to address the safety and congestion issues presented by new economic development in the area.

Columbus Crossroads Phase I Interstate 71/670 Interchange

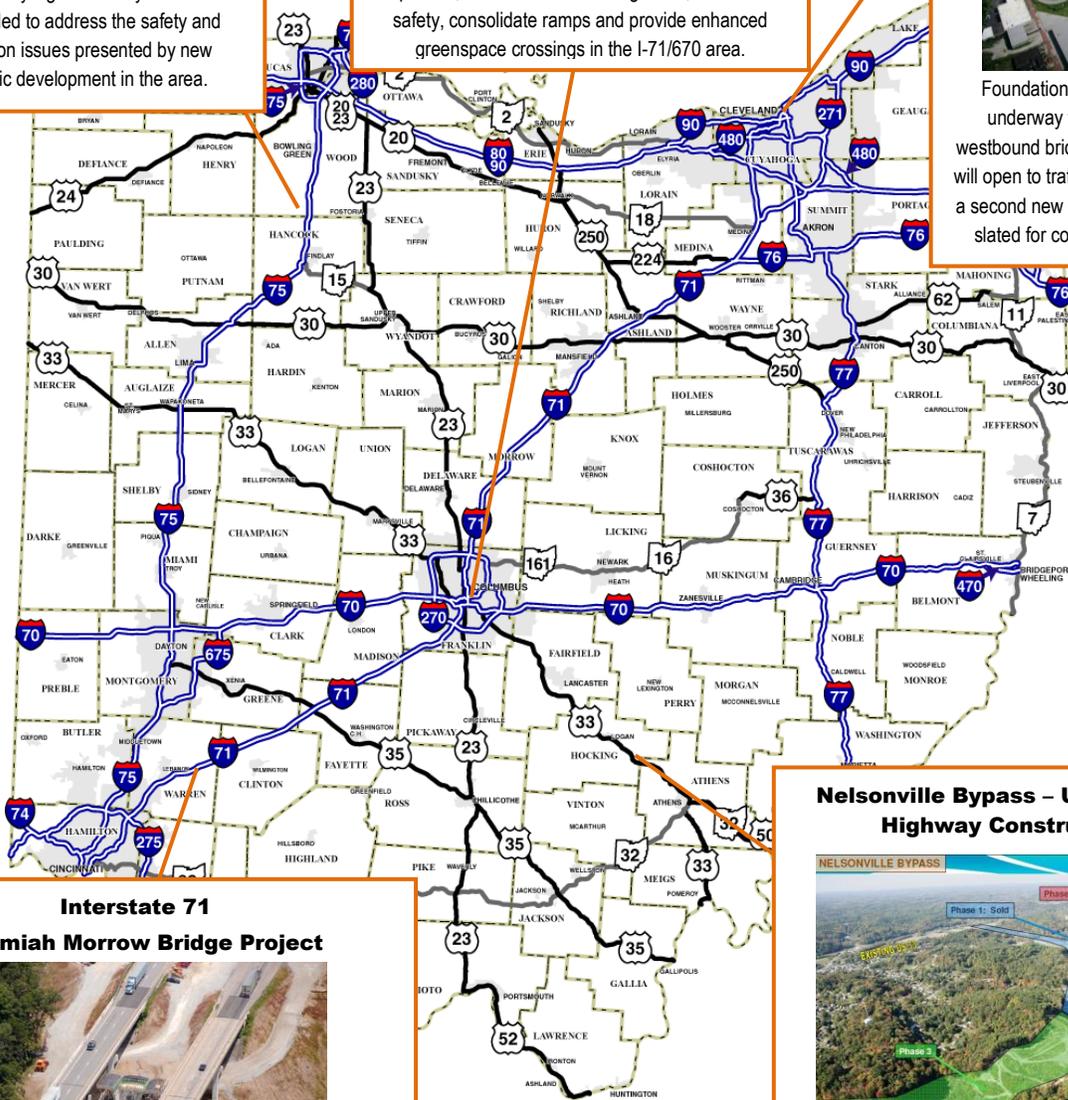


Construction begins this summer for this first of three phases, which will reduce congestion, increase safety, consolidate ramps and provide enhanced greenspace crossings in the I-71/670 area.

Cleveland Innerbelt Bridge Project



Foundation and pier work is underway for the new I-90 westbound bridge. The first bridge will open to traffic in late 2013, and a second new eastbound bridge is slated for completion in 2016.



Interstate 71 Jeremiah Morrow Bridge Project



Work on replacing Ohio's tallest bridges is entering into its second year. The five-year project includes construction of two new 2,240 feet long structure nearly 240 feet over the Little Miami River.

Nelsonville Bypass - U.S. 33 New Highway Construction



Work progresses ahead of schedule on this multistage project, which eliminates a high accident and fatality-prone bottleneck and upgrades the connection of Appalachia to the midwest and east coast. Phase II is scheduled for completion by Dec. 2012, and the final Phase III is anticipated to be ready by Aug. 2013.



Recent Accomplishments

Public Private Partnership (P3)

ODOT received legislative authority as part of 2012-2013 State Transportation Budget to enter into agreements with private sector partners. Such proposals have the potential to quicken the department's access to outside capital to enable ODOT to meet the state's transportation needs in the coming years.

Capitalizing on Design-Build Authority

Under the 2012-2013 State Transportation Budget, ODOT has an expanded authority up to \$1 Billion annually for design-build projects. By combining the design and construction of a project into a single competitive, quality-based selection process, ODOT expects to continue to see significant project time and cost savings.

- **Cleveland I-90 Innerbelt Bridge:** Work has begun on this much awaited project. Awarded September 2010 at \$287,400,000 – it is expected to be completed one full year earlier than anticipated and more than \$100 million under original project estimates.



- **Columbus I-70/I-71 Corridor:** First phase of this safety and capacity enhancing gateway, the I-71/I-670 interchange project, was awarded in April 2011. Originally estimated at \$241 million, the value-based design-build winning proposal came in at \$200 million – a savings of nearly \$41 million - and the work is currently scheduled to be completed nearly half a year ahead of the original schedule.



SFY 2011 Construction Summary

The following charts and graph represent a summary of ODOT construction activities for State Fiscal Year (SFY) 2011. ODOT's SFY 2011 Contract Program (ODOT and Local Let) was \$1.6 Billion, but going forth the department's goal is a more steady and reliable average of \$1.5 Billion per year for a rolling two year period.

Figure 2 shows the Project Delivery breakdown for ODOT, Local Agency, and Other Agency Let awarded projects. Attention is being given to ensure that the percentage of projects delivered on time - that is within the originally programmed year - increases in upcoming fiscal years to ensure more consistent and predictable budgeting from year to year.

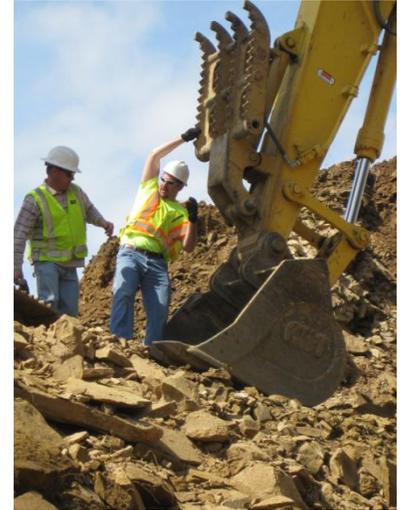


Figure 2

SFY 2011 Project Delivery

	ODOT Award	Local Award	Other Agency Let	Total
Committed SFY 2011	535	142		677
Total Committed Program	\$1,615,426,563	\$237,049,825		\$1,852,476,388
Delivered SFY 2011	606	168	6	780
Total Actual Program Delivered	\$1,397,767,430	\$209,976,628	\$11,328,293	\$1,619,072,351
Delivery Rate over Committed Program	113.27%	118.31%	N/A	115.21%



Figure 3, on the next page shows an itemized listing of construction by work type categories for the year. The chart in Figure 4, on page 10, presents the distribution of construction dollars by ODOT districts across

the state. Larger projects, higher population, and more lane miles in metropolitan areas account for the greater percentages in District 12 (Cleveland), District 6 (Columbus), District 8 (Cincinnati), and Akron (District 4).

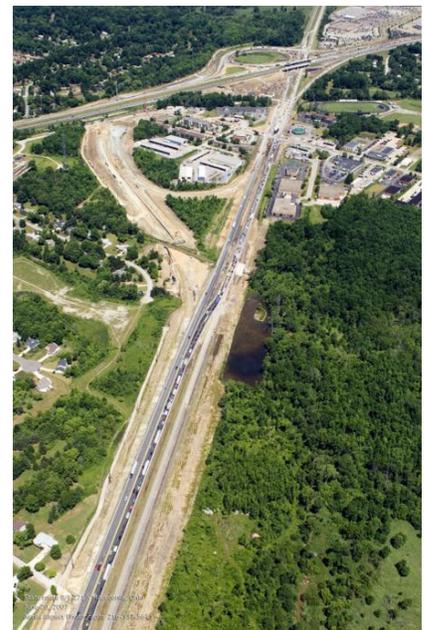


Figure 3
Construction Summary by Major Work Type

SFY 2011						
WORK TYPE	June-December		January-June		Total	
	# of Proj	Dollar amount	# of Proj	Dollar amount	# of Proj	Dollar amount
Pavement	67	\$130,238,510	142	\$320,939,598	209	\$451,178,103
2-Lane	39	\$42,760,859	83	\$117,712,580	122	\$160,473,439
Greater than 2-Lanes	12	\$40,685,790	42	\$123,781,323	54	\$164,467,113
Interstate Lane Miles	8	\$40,782,118	11	\$76,491,958	19	\$117,274,076
Total Lane Mileage	1,331		2,743		4,073	
Major New/Major Rehab	4	\$43,256,509	5	\$211,865,450	9	\$255,121,959
Bridges	47	\$356,728,421	78	\$70,051,208	125	\$426,779,629
Total Structures	78		104		182	
Maintenance	0	\$1,105,254	21	\$4,900,426	21	\$6,005,680
Painting	21	\$11,342,995	7	\$3,907,527	28	\$15,250,521
Repair	27	\$36,234,738	30	\$32,575,200	57	\$68,809,938
Deck Replacement	6	\$5,674,825	12	\$9,669,429	18	\$15,344,254
Replacement	13	\$14,767,411	34	\$18,998,626	47	\$33,766,037
New Bridge	11	\$287,603,200	0	\$0	11	\$287,603,200
Culvert	12	\$2,964,291	20	\$6,215,377	32	\$9,179,668
Locally Funded Projects	45	\$61,682,030	134	\$254,776,286	179	\$316,458,316
Bikeways	1	\$288,808	2	\$1,212,708	3	\$1,501,515
Bridges	10	\$8,058,746	43	\$45,100,409	53	\$53,159,154
Enhancements	2	\$163,653	6	\$1,783,282	8	\$1,946,935
Major / New Construction	2	\$6,928,297	4	\$15,236,873	6	\$22,165,170
Pavement	16	\$33,402,227	35	\$57,350,680	51	\$90,752,907
Guardrail	3	\$765,049	10	\$3,109,214	13	\$3,874,262
Safety Upgrading	8	\$2,425,060	24	\$27,802,150	32	\$30,227,210
Widening	2	\$9,482,330	9	\$98,226,068	11	\$107,708,397
Rail Grade Separation	0	\$0	1	\$4,954,904	1	\$4,954,904
Emergencies	0	\$0	0	\$0	0	\$0
Other	1	\$167,861	0	\$0	1	\$167,861
Safety Upgrade	22	\$9,516,364	42	\$49,302,696	64	\$58,819,059
Spot Safety	0	\$0	6	\$1,891,262	6	\$1,891,262
Grade Separation	0	\$0	0	\$0	0	\$0
Intersection	5	\$2,364,725	11	\$21,944,313	16	\$24,309,038
Lighting	3	\$921,898	3	\$4,771,295	6	\$5,693,193
Resurface/ Widening	1	\$537,535	0	\$0	1	\$537,535
RR Crossing	3	\$923,537	2	\$833,946	5	\$1,757,483
Signals	4	\$832,865	9	\$8,180,302	13	\$9,013,167
Signing	3	\$1,670,044	4	\$1,201,794	7	\$2,871,838
Turn Lanes	3	\$2,265,760	7	\$10,479,784	10	\$12,745,544
Guardrail	7	\$5,492,761	4	\$4,485,082	11	\$9,977,843
Herbicidal	0	\$0	6	\$821,750	6	\$821,750
Enhancements	9	\$5,754,700	3	\$852,763	12	\$6,607,462
Mowing	5	\$1,061,641	2	\$833,570	7	\$1,895,211
Noisewall	2	\$1,478,889	6	\$8,029,267	8	\$9,508,156
Raised Pavement Markers	9	\$4,418,053	18	\$9,269,142	27	\$13,687,195
Railroad	0	\$0	1	\$7,852,452	1	\$7,852,452
Rest Areas	0	\$0	0	\$0	0	\$0
Parks	5	\$2,607,682	5	\$600,453	10	\$3,208,134
Emergencies	5	\$2,234,595	19	\$10,896,697	24	\$13,131,292
Miscellaneous *	24	\$7,187,748	32	\$27,658,367	56	\$34,846,115
TOTAL	263	\$634,622,195	517	\$984,450,156	780	\$1,619,072,351

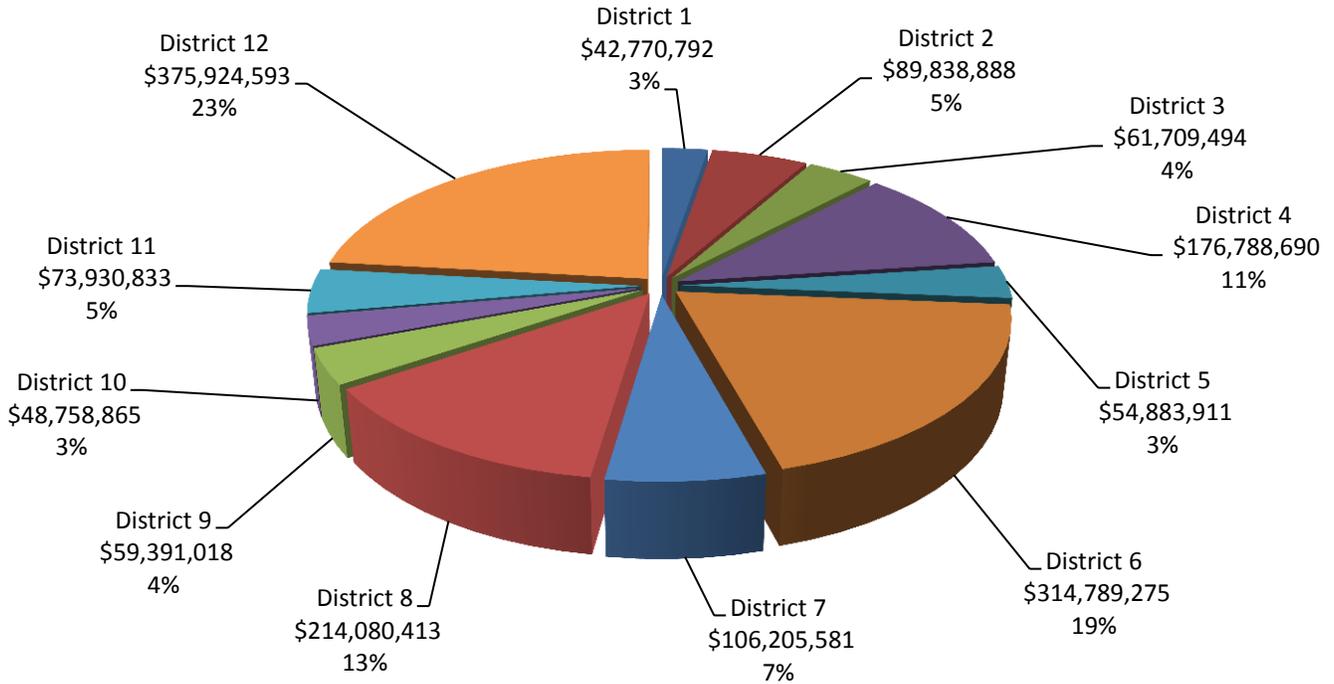
* This total consists of projects not classified above including but not limited to: Brush Clearing & Removal, Building Demolition, Highway Cleaning, Construction Inspection, Drainage Improvement, Fence Repair, Interstate Maintenance Contracts, Landscaping, Traffic Counting, Pavement/Shoulder Sealing, Rock Removal, Salt Domes, Tree Pruning and Removal.



Figure 4

Percent of All Projects Awarded by District

SFY 2011



Total Awarded = \$1,619,072,351



SFY 2011 Financial Statements

The figures below show the current allocations and projected financial summary for the Ohio Department of Transportation. Figure 5, which shows the historical and forecasted trend of revenues against expenditures for the department, presents a troubling scenario. Starting in Fiscal Year 2013 ODOT will not have sufficient funding available for our major-new program, which are projects over \$12 million that add capacity.

As the state’s infrastructure continues to age, the department must continue maximizing its resources to ensure Ohio’s economy, transportation system and citizens do not suffer. Figures 6, 7 and 8 detail the department’s State Fiscal Year 2011 cash balance and disbursement allocations and total operating & capital disbursements. Clearly, the bulk of ODOT’s budget, more than 68 percent, is currently prioritized toward Highway Construction, where it is most effective in meeting the state’s transportation needs.

ODOT must continue to cut operating costs, so any available money can be funneled towards much-needed transportation projects. In fact, ODOT’s operating budget since 2009 has been held at 95 percent of 2008 levels, which has enabled the department to redirect approximately \$40 million to our capital projects and help offset decreases in state motor fuel consumption. Financial responsibility and efficiency in operations are key to ODOT’s long-term viability and success.

Figure 5

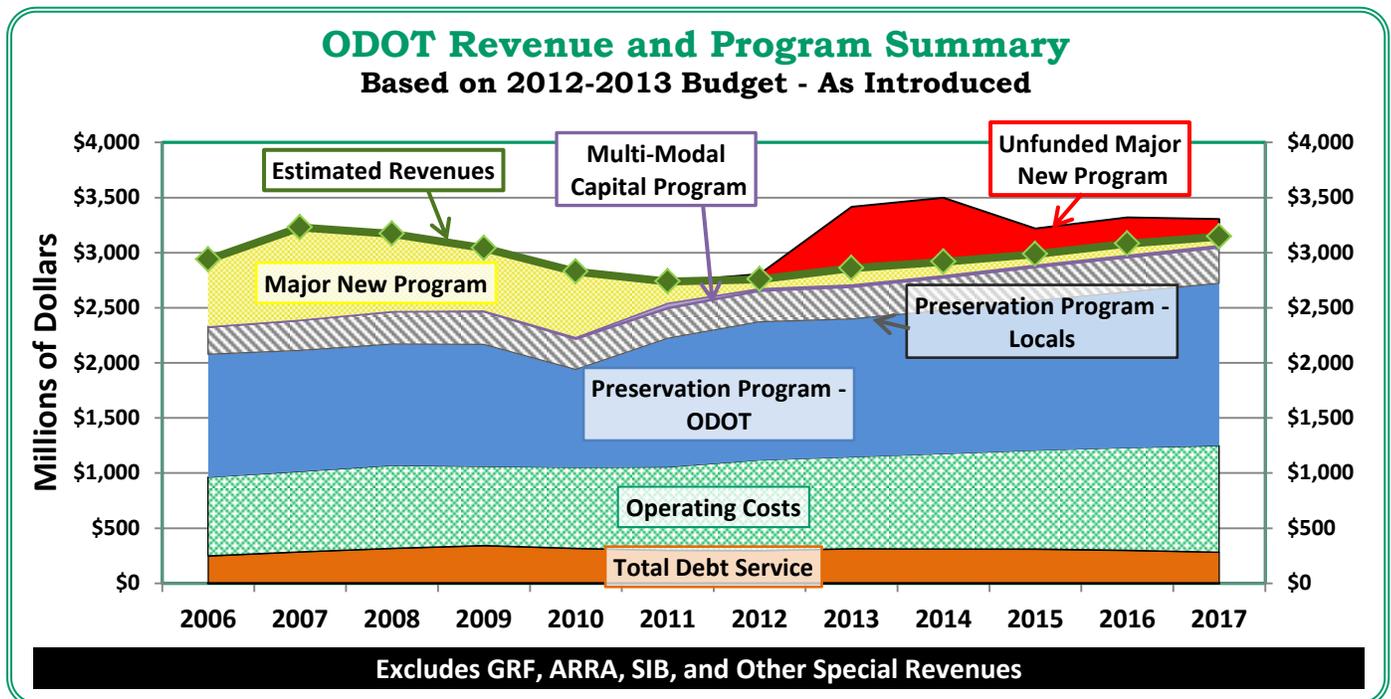
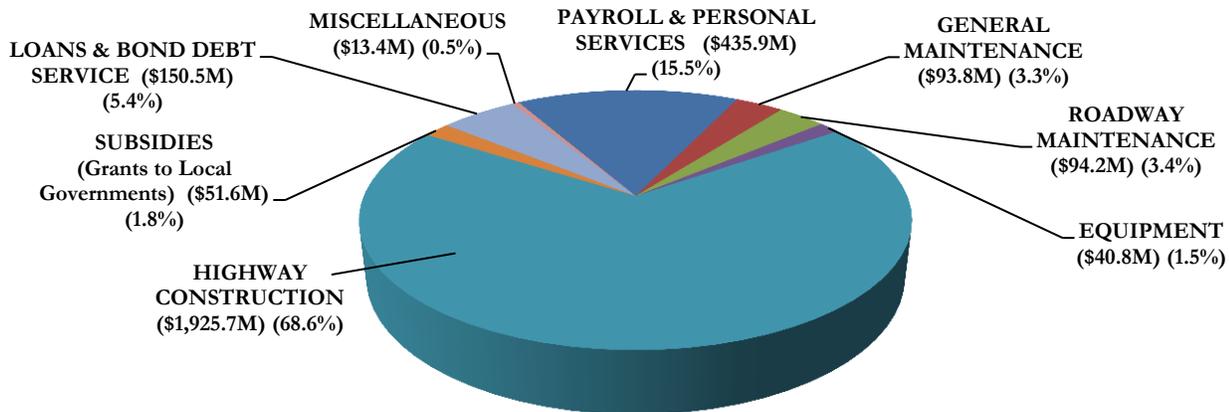


Figure 6
ODOT STATEMENT OF CASH BALANCES
ACTIVITY BETWEEN JULY 1st AND JUNE 30th FISCAL YEAR 2011
 (Without Regard to Fund Year) (1)

<u>CATEGORIES</u>	<u>F.Y. 2011</u>	
BEGINNING CASH BALANCE:	\$1,351,777,383	
REVENUE AND RECEIPTS:	\$2,967,508,163	
TOTAL CASH AVAILABLE:	\$4,319,285,546	
DISBURSEMENTS:	AMOUNT	%
PAYROLL & PERSONAL SERVICES	\$435,945,338	15.5%
GENERAL MAINTENANCE	\$93,842,960	3.3%
ROADWAY MAINTENANCE	\$94,169,221	3.4%
EQUIPMENT	\$40,758,417	1.5%
HIGHWAY CONSTRUCTION	\$1,925,713,241	68.6%
SUBSIDIES (Grants to Local Governments)	\$51,623,218	1.8%
LOANS & BOND DEBT SERVICE	\$150,502,356	5.4%
MISCELLANEOUS	\$13,433,457	0.5%
GRAND TOTAL DISBURSEMENTS:	\$2,805,988,209	100%
ENDING CASH BALANCE:	\$1,513,297,337	

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

Figure 7
ODOT STATEMENT OF CASH BALANCES
DISBURSEMENT ALLOCATION FY 2011



The graph above represents all disbursements made from July 1, 2010 through June 30, 2011. This does not take into account the outstanding encumbered liabilities yet to be disbursed. The disbursements are broken down by our key expenditure categories. Obviously, the largest portion of ODOT's expenditures are related to the capital program. The second largest component is payroll & personal services which include our payroll costs associated with highway maintenance, as well as snow and ice control, performed in house.

Figure 8

**ODOT TOTAL OPERATING & CAPITAL DISBURSEMENTS
FOR THE PERIOD JULY 1, 2010 THRU JUNE 30, 2011, REGARDLESS OF FUND YEAR**

(Amounts to the nearest dollar)

DISTRICT/DIVISION		F.Y. 2011
1	LIMA	102,780,273
2	BOWLING GREEN	194,295,322
3	ASHLAND	144,430,559
4	AKRON	241,727,192
5	NEWARK	96,789,953
6	DELAWARE	211,500,956
7	SIDNEY	202,165,763
8	LEBANON	270,921,557
9	CHILlicoTHE	95,773,854
10	MARIETTA	150,512,075
11	NEW PHILADELPHIA	136,247,481
12	CLEVELAND	310,162,516
	MPOs	217,215,130
	<i>Subtotal Districts</i>	2,374,522,632
	COMMUNICATIONS ¹	149,447,848
	CHIEF LEGAL COUNSEL	4,056,444
	DIRECTOR'S OFFICE	2,078,168
	HUMAN RESOURCES	7,524,504
	FINANCE	16,352,117
	FACILITIES & EQUIPMENT MGMNT	62,700,994
	PLANNING	110,630,767
	ENGINEERING	16,421,166
	OPERATIONS	15,608,675
	ASSISTANT ATTORNEY GENERAL	3,222,765
	RAIL COMMISSION	4,263,577
	LOCAL PROGRAMS	5,312,427
	CONSTRUCTION MANAGEMENT	8,536,177
	INFORMATION TECHNOLOGY	23,909,878
	EQUAL OPPORTUNITY	1,400,070
	<i>Subtotal Central Office</i>	431,465,577
	GRAND TOTAL OPERATING & CAPITAL DISBURSEMENTS	2,805,988,209

* Includes All Highway and Non-Highway Operating & Capital Disbursements

¹ \$145 million of Communications' \$149 million is for the state and federal portions of ODOT's annual GARVEE debt service. The proceeds from GARVEE bonds are used to fund highway capital projects.

For more information on ODOT, visit our Website at:
www.transportation.ohio.gov