

ODOT BY THE NUMBERS

A detailed look at Ohio's roadways



Ohio sees regular passenger travel and significant freight traffic as more than half of the country's population is within a day's drive. In order to accommodate this volume, the state maintains the fifth largest interstate system and the second largest bridge inventory in the country.

**\$3.5
BILLION**

ODOT's annual budget of \$3.5 billion is spent on maintaining and building Ohio's transportation system



Overall

ODOT lacks information necessary to make strategic business decisions in several key operational areas. Our audit reviewed approximately 40% of the Department's annual budget and found sub-optimal data collection and analysis procedures. Even incremental changes in these areas could result in significant cost savings or opportunity for increased activities for the Department.

**2,500
PEOPLE**

Half of ODOT's staff, with a payroll of \$200 million, work on road maintenance activities



Maintenance

Maintenance activities, including pavement patching and mowing, are designed to keep Ohio's roads and bridges in good condition on a daily basis. The business intelligence findings within the maintenance section indicate a program not being managed to objective quantitative standards. The audit found that ODOT is missing key inputs & analysis at every operational phase considered.

**\$300
MILLION**

ODOT spends \$300 million annually maintaining 14,000 bridges



Bridges

Ohio bridges are well-maintained at a low cost per square foot. Ohio law requiring annual inspections of all bridges exceeds federal guidelines and best practices. Current federal guidelines indicate most routine inspections can occur on a 24 month cycle. Implementing a longer, risk-based cycle could save the state, counties, and localities approximately \$9.7 million annually.

**\$800
MILLION**

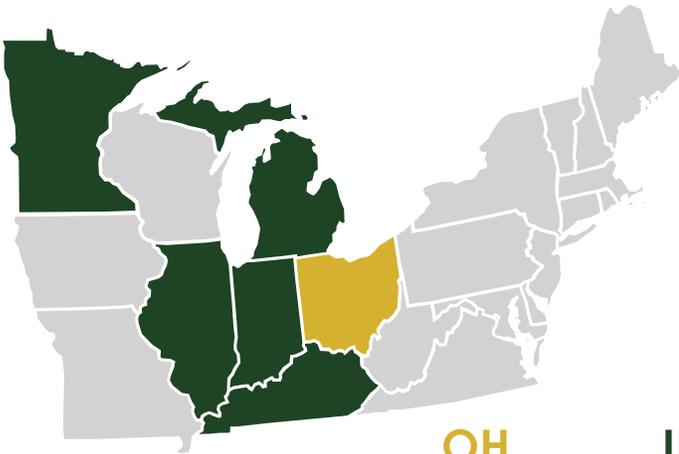
ODOT spends \$800 million annually on the renovation, repair, and reconstruction of Ohio's roadways



Pavement

ODOT relies on its pavement management system (PMS) to generate 75% of the Department's pavement treatment recommendations. It is critical to populate the PMS with accurate data and calibration parameters to ensure the effectiveness of the system. Even small inaccuracies in data inputs and model configuration may result in tens or hundreds of millions of dollars in capital misallocation.

National Highway System Peer Comparisons



BRIDGE MANAGEMENT

88

MILLION

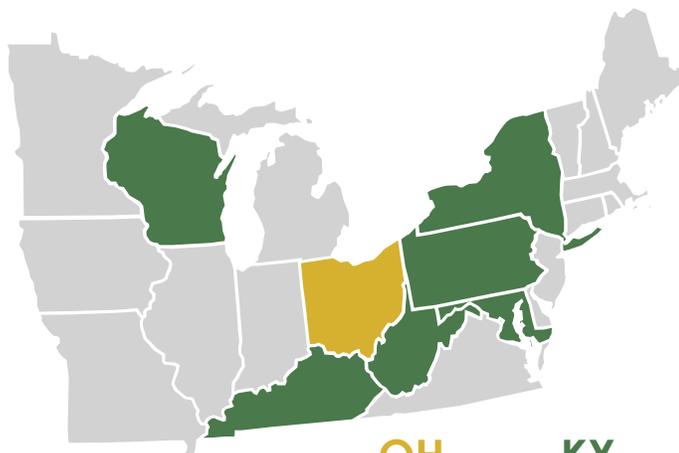
Maintained Area
in Square Feet

\$2.31

Spending Per
Square Foot

	OH	IL	IN	KY	MI	MN
Surface Area [sq. ft.]	87.68 million	64.69 million	29.99 million	28.53 million	36.98 million	31.44 million
Annual Spending by Surface Area [per sq. ft.]	\$2.31	\$8.11	\$7.32	\$6.18	\$3.17	\$2.21

ODOT maintains more square footage of surface space at a lower cost than peer states. However, the Department could save millions of dollars with incremental improvements to efficiency.



PAVEMENT MANAGEMENT

20

THOUSAND

Lane Miles

\$30

THOUSAND

Planned Expense
Per Mile

	OH	KY	MD	NY	PA	WV	WI
Lane Miles	19,856	12,335	7,616	19,739	20,944	5,993	16,190
Planned \$/Lane Mile	\$30,268	\$15,711	\$33,221	\$15,198	---	\$24,145	---
Interstate Conditions (good/average/poor)							
Non-Interstate Conditions (good/average/poor)							

ODOT's pavement condition is similar to peer states. However, the Department is maintaining this condition at a higher planned cost per lane mile. Understanding the unit cost for pavement maintenance could result in cost savings that would bring ODOT closer to peer spending.