

# Transcript

Ohio Department of Transportation ★ Employee Newsletter

June 2006

## TAFT BREAKS GROUND ON NEW SECTION OF U.S. 24 \$36.7 million project begins Fort to Port projects in Northwest Ohio

**Rhonda Pees, District 1 and  
Lindsay Mendicino, Central Office**

**A**NOTHER MAJOR TRANSPORTATION corridor improvement is now underway. Governor Bob Taft broke ground on a new section of U.S. Route 24 from State Route 424 in Defiance County to just east of State Route 15 west of the city of Defiance on May 3, 2006.

The new 2.2-mile section is the first of the Fort to Port projects, which will upgrade U.S. 24 to a four-lane highway from Fort Wayne, Indiana, to Toledo.

“With our location at the crossroads of America, our large manufacturing sector and the 7<sup>th</sup> largest highway network in the nation, the trucking industry is vital to Ohio’s economic stability. U.S. 24 is a key transportation artery for job creation and economic prosperity in Ohio,” said Taft. “Our Jobs and Progress Plan is



Photos by Rhonda Pees, D-1

**Shovelers at the U.S. Route 24 groundbreaking** (left to right) Sue Westendorf, Fort to Port; Rep. Jim Hoops; Jamie Black, Fort to Port; Bob Armstrong, mayor of Defiance; Rep. Stephen Buehrer; Governor Bob Taft; ODOT Director Gordon Proctor; Norman R. Redick, ODOT D-1 deputy director; Sen. Lynn Wachtmann; John Perry, E.S. Wagner; and Bashar Kanouh, ODOT project engineer.

stimulating Ohio’s economy and creating new jobs by providing every region of the state with a safe, efficient and mod-

ern transportation corridor for the 21<sup>st</sup> century.”

Taft was joined at the groundbreaking ceremony by ODOT Director Gordon Proctor and ODOT District 1 Deputy Director Norman R. Redick, as well as local residents and members of the Fort to Port Advocacy Committee, who have supported the project for the last 15 years.

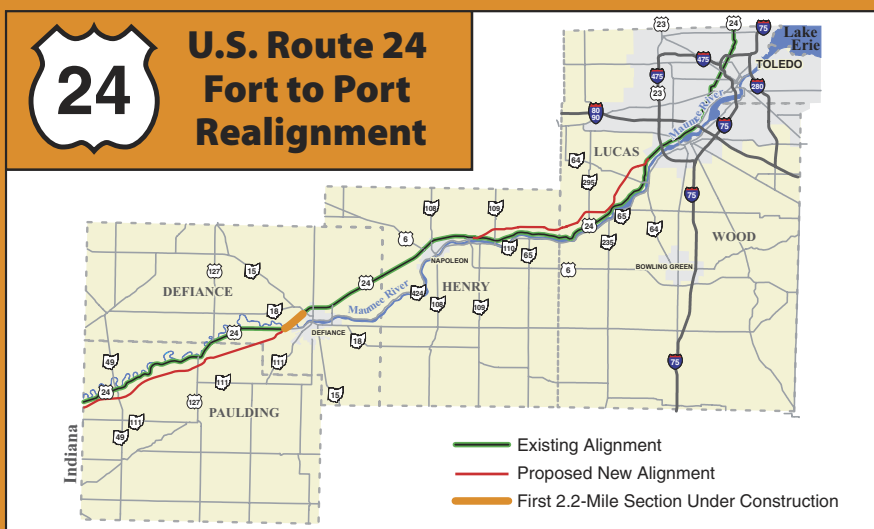
The U.S. 24 upgrade is a key part of Taft’s Jobs and Progress Plan. The Jobs and Progress Plan, unveiled in 2003, is a \$5 billion, 10-year plan to rebuild Ohio’s urban interstate networks, address high-crash locations and complete the state’s rural macro-corridors, like U.S. 24.

Once completed, Ohio’s macro-corridor network will place more than 90 percent of Ohio’s population within 10 miles of an adequate highway, providing every region of the state with a modern transportation corridor. With plans to upgrade U.S. routes 30, 33, 35 and State Route 161 well underway, U.S. 24 is one

(see **FORT TO PORT** on page 6)



### U.S. Route 24 Fort to Port Realignment



A map of the planned realignment for the Fort to Port (Ft. Wayne, IN to Port Toledo) U.S. 24 project in northwest Ohio. This road is a major truck route and creates safety problems because of its current winding alignment. The new alignment will improve safety and increase mobility.

# ODOT Reaches Out to Small, Minority-Owned Businesses

Ron Poole, Central Office

**T**HE CHALLENGES DISADVANTAGED Business Enterprise (DBE) firms face are the challenges any small businesses faces in the market today. Lack of money, lack of materials, shortage of qualified personnel – all of this and more can affect their ability to compete with larger companies, making it difficult to advance their firm.

The good news for these firms is that ODOT and other state agencies are committed to providing educational and technical assistance to ensure that DBEs have every opportunity to build stronger, more competitive companies. One of the ways to do this is by encouraging diversity and healthy competition in the field of road construction and other state contracts. Some federally-funded projects for ODOT even require contractors to use small firms certified as DBEs for a certain percentage of their sub-contract work.

However, problems can arise when a DBE firm must also go through a pre-qualification process with the state in order to accept a certain amount of work under a contract. What happens when a large construction company cannot find a pre-qualified DBE even after good faith efforts to hire one? And how can DBEs grow and change so that they can graduate from the DBE program and are able to compete equally with other firms?

ODOT has been working to answer those questions through outreach efforts within the business community. In recent years, the DBE Section within the Office of Contracts has found ways to connect with and encourage these small businesses to realize more of their potential through government programs and initiatives. ODOT has also recently begun an outreach program designed to make DBE firms aware of the increased opportunities for them as ODOT develops the Jobs and Progress initiative.

Because ODOT will be making a his-

toric investment into Ohio's highways – the largest since the original creation of the interstate – over the next 10 years through the Jobs and Progress Plan, the opportunities for DBE firms to partner with larger firms and become pre-qualified and do business with the state will be numerous.

“ODOT will be investing in record levels of construction, design, right of way, environmental studies and other construction related activities over the next 10 years,” said ODOT Director Gordon Proctor. “The market has never been better for new firms to strengthen their skills, develop relationships with ODOT and learn our processes to broaden Ohio's pool of qualified firms.”



Photo by Leslie Dellovade, Central Office

Bill Crockett (left), DBE Ombudsman with ODOT's Office of Contracts, speaks with a representative from a potential DBE at a "How to do business with State Government conference" at the Ohio State Fairgrounds.

## One on One

Since 2003, ODOT's DBE Ombudsman Bill Crockett has been spending more and more time going into communities across Ohio and recruiting firms that can become certified DBEs and actively compete in the construction industry. These firms are often out there, but do not apply for pre-qualification – an

important first step in finding work on ODOT projects.

“Pre-qualification means that a contractor can meet certain standards of quality for state sponsored projects,” said Crockett. “All of our prime contractors must be pre-qualified, as must our sub-contractors who do more than \$250,000 of work for the state a year. Many DBEs choose not to pre-qualify or maintain pre-qualification due to the expense of the application, or because they are unsure of the process. This limits the opportunities they could be pursuing with us.”

A large part of Crockett's mission is to get DBEs to see pre-qualification not as an obstacle, but as an opportunity to be more successful. Part of ODOT's outreach program is to make DBEs aware of support services with ODOT that can help them pay for the pre-qualification applications and guide them through other aspects of the pre-qualification process. ODOT also hopes to show them how to find other opportunities within the state.

“I find that many DBEs still do not know how much information the state makes available to all contractors on the Web,” said Crockett. “The Department of Development (DOD) has a section called Procurement Technical Assistance Centers which lets supply contractors know about the material needs in both state and federal agencies in Ohio. Another section of the DOD – the Minority Contractors Business Assistance Program (MCBAP) – can

tell construction contractors about job opportunities and put them in touch with business aid. And ODOT has its project listings and bidding information available through our Web site.”

Crockett does follow-up visits with his contacts to encourage and help them through the pre-qualification process.

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(see **DBE OUTREACH** on page 3)

## Jobs and Progress Outreach

In addition to Crockett's one-on-one approach is ODOT's Jobs and Progress Outreach Initiative. Begun just last year, the department helps disadvantaged firms develop and grow with workshops and connections to informational resources. ODOT's goal is to make DBE firms aware of the increased opportunities for them as the department develops Governor Taft's Jobs and Progress Plan.

As part of ODOT's ongoing initiative, the department recently participated in a series of workshops along with representatives from the Governor's Office, the Ohio School Facilities Commission, the Department of Administrative Services (DAS) and the DOD.

"We began with a series of workshops given throughout the state from December of last year to this past March," said Merka Flynn, EEO coordinator and member of the interagency committee for the initiative. "ODOT formed com-

mittees in each district office to assist with this effort and to identify potential DBEs in their areas. ODOT and the other agencies made ten visits to places like Cleveland, Toledo and Dayton to talk to contractors, vendors, suppliers and consultants with established businesses."

The theme for these regional workshops was how small, emerging business could do business with the state. Each representative from the various agencies involved spoke about business opportunities with their agency. ODOT had the appropriate district deputy director talk about business opportunities in their particular region, including contracting and procurement opportunities. The workshops also had breakout sessions where each agency could give more

one-on-one discussions with attendants. At each session, ODOT had a district representative knowledgeable about the construction program, as well as two members from the district Jobs and Progress outreach initiative team and a Central Office representative.

Besides these sessions, ODOT is creating regional public service announcements to let small companies know about projects coming down the pipe. ODOT will also continue to sponsor outreach events.

"ODOT's ultimate goal is for outreach efforts to become a regular part of our business practice," said Proctor. "Guiding these firms to new job opportunities created by the Jobs and Progress Plan will continue as the plan itself grows and develops." ●

### Money Spent By ODOT With DBE Firms:

In Construction	
2002	\$55.0 Million
2003	\$55.0 Million
2004	\$50.0 Million
2005	\$76.2 Million
2006	\$70.6 Million (to date, 5/25/06)
In Consultant Design	
2002	\$1.4 Million
2003	\$0.6 Million
2004	\$0.8 Million
2005	\$3.3 Million
2006	\$3.1 Million (to date, 5/25/06)

*ODOT actively encourages DBE firms to pursue more opportunities on department projects.*

## High-crash Locations See Increased Enforcement with

**Ryan Larzelere, Central Office**

**T**HE STATE'S LARGEST CITIES ARE ONCE again seeing increased enforcement on congested, high-crash stretches of interstate as part of OhioSafe Commute.

OhioSafe Commute is a continuing safety initiative sponsored by ODOT, the Ohio Department of Public Safety and the Ohio State Highway Patrol that focuses on reducing injuries and fatalities on Ohio's roadways through increased enforcement and education. OhioSafe Commute places law enforcement officers on Ohio's busiest roadways to enforce safer speeds and clear crashes quickly to prevent congestion and additional crashes.

"When motorists drive responsibly, there are fewer crashes, deaths, injuries and delays on our highways," said ODOT Director Gordon Proctor. "Law enforcement can be a powerful motivator in improving driver behavior."

OhioSafe Commute began in 2003 as

a \$500,000 pilot program in central Ohio and has expanded into some of the larger cities around the state. In 2004, ODOT spent \$300,000 to expand the program to Cincinnati and Cleveland. The department spent another \$800,000 last year to target existing areas and new corridors in Dayton and Toledo and will spend a similar amount this year.

Based on 2005 data, the program has been successful. OhioSafe Commute corridors experienced a decrease in crashes by up to 25 percent and decreased speeds by up to 7 percent.

"We want to build on OhioSafe Commute's past successes to make metropolitan interstates as safe as possible," Colonel Paul McClellan, superintendent of the Ohio State Highway Patrol, said. "Through focused enforcement and traffic safety services, along with the commitment from the motoring public to make driving safely a priority, we can reduce crashes and the associated economic im-

part of those crashes, to make everyone's commute safer."

Nine locations in Cincinnati, Cleveland, Columbus, Dayton and Toledo will be targeted for the 2006 campaign. These locations combined accounted for approximately 3,800 crashes in 2004.

"Because more than 80 percent of all crashes are caused by driver error, engineering alone will never solve the problem," said Michelle May, program manager for Highway Safety. "That's why Ohio and other states are adopting a comprehensive approach to crash problems by combining engineering fixes with enforcement and education."

OhioSafe Commute is funded by Governor Taft's Jobs and Progress plan, which provides \$65 million annually to improve high-crash locations. ●



# Motorcycle Fatalities Rising

**State Agencies join forces to promote safe ridership this summer**

**Michelle May, Central Office and Fred Stratmann, Ohio Department of Public Safety**

**W**ITH MOTORCYCLE FATALITIES rising on Ohio roadways, two state agencies joined forces to urge all Ohioans to share the road and practice safe motorcycle riding this summer.

On June 6, 2006, ODOT held a joint press conference with the Ohio Department of Public Safety (ODPS) and the Ohio State Highway Patrol (OSHP) to discuss the increase in motorcycle-related fatalities and the state's plan to address safety on Ohio's roadways.

Last year, there were 177 motorcycle fatalities, an increase of more than 30 percent from 2004. Alcohol or drug impairment was a factor in 45 percent of the crashes, while lack of a helmet was a factor in 73 percent of the fatalities. Overall, there were 1,326 highway fatalities in Ohio, a three percent increase over 2004, which saw 1,285 fatalities.

"There are far too many Ohioans dying as a result of highway fatalities," said Public Safety Director Kenneth L. Morckel. "In order to put things back on the right track, we need to enact our strategic plan and work through our partners at the Highway Patrol and the Department of Transportation to ensure that our safety message is reaching motorcycle riders."

The Department of Public Safety is moving forward with its Motorcycle Safety Strategic Plan, which: encourages rider groups to sponsor drug and alcohol-free events; promotes proper licensing for riders; works with the Highway Patrol to increase enforcement, especially in

ODOT Director Gordon Proctor speaks at the press conference on safety at the ODOT/ODPS facility. (left to right) American Motorcyclist Association's Imre Szauter, Ohio State Highway Patrol Lt. Colonel Michael Finamore and Public Safety Director Kenneth Morckel also addressed their agencies roles regarding motorcycle safety at the event.

motorcycle crash "hot spots;" and promotes ODPS rider education programs through dealers, manufacturers and rider groups.

As part of its Comprehensive Highway Safety Plan (CHSP), Ohio has adopted the national goal of reducing fatalities to 1.0 deaths per 100 million vehicle miles traveled. To achieve this goal by 2008, Ohio must reduce overall highway fatalities to no more than 1,100 per year. Through the CHSP, ODOT is working with federal, state and local organizations to target the most dangerous types and locations of crashes on all of the state's roads, not just interstates and highways. The CHSP identifies engineering, enforcement and driver education strategies that will have the greatest impact in preventing injuries and saving lives.

"To reach the national goal and reduce fatalities to no more than 1,100 per year,

we must work together," said Gordon Proctor, ODOT director. "Engineering and roadway solutions alone will not be effective so ODOT is pleased to partner with the Department of Public Safety and Highway Patrol to move beyond making roadway improvements and proactively target areas that pose a threat to highway safety."

The Ohio State Highway Patrol is partnering with the American Motorcyclist Association to continue its *Ride Smart. Drive Smart.* safety education partnership for a second riding season. Throughout the spring and summer, the Patrol will provide a series of motorcycle safety tips from the AMA to help make it a safe and enjoyable motorcycle riding season in Ohio.

"There are three key safety messages of *Ride Smart. Drive Smart.*," said Lt. Colonel Michael Finamore, Assistant Superintendent for Administration for the Ohio State Highway Patrol. "We want motorcycle riders to ride with the proper training and licensing, and to ride sober by following the AMA's national Ride Straight program. We also want to stress to car and truck drivers how important it is for them to be aware of motorcyclists on the road and to use the appropriate precautions when driving in traffic with motorcyclists."

This month, the Highway Patrol reintroduced motorcycle patrols to Ohio highways after an absence of more than fifty years. The first six patrol motorcycles are scheduled to patrol central Ohio while

also participating in local motorcycle safety programs.

Over the past five years, Ohio has seen dramatic increases in motorcycle registrations, from approximately 272,000 in 2001 to more than 333,000 in 2005. Licensed drivers with motor-

cycle endorsements have also increased over the same time, from approximately 605,000 in 2001 to more than 646,000 in 2005. ☺



Two of the Ohio State Highway Patrol's new motorcycles were on display at the event.

# Taft Breaks Ground On New State Route 161

\$150 million SR 161 relocation brings another macro-corridor close to completion

**Cindy Brown, District 5 and Lindsay Mendicino, Central Office**

**W**HILE BREAKING GROUND FOR A mega-project that will advance the completion of another macro-corridor is starting to seem commonplace at ODOT, District 5's State Route 161 widening and relocation is one step ahead of other macro-corridor projects. It is one of the last two remaining links to completing the SR 161/U.S. Route 37/State Route 36 and State Route 16 macro-corridor.

Governor Bob Taft and ODOT District 5 Deputy Director Myron Pakush broke ground for the first phase of the \$150 million, 12.6-mile relocation and widening of SR 161 between New Albany and Granville on June 8, 2006.

"Upgrading this stretch of State Route 161 to a four-lane highway will create a safer and more efficient route for commuters and improve access for people and goods between eastern and central Ohio," said Taft. "Our Jobs and Progress Plan will stimulate Ohio's economy and create new jobs by rebuilding our overstressed and aging highway system for the 21<sup>st</sup> century."

The SR 161 upgrade is a key part of Taft's Jobs and Progress Plan. The Jobs and Progress Plan, unveiled in 2003, is a \$5 billion, 10-year plan to rebuild Ohio's urban interstate networks, address high-crash locations and complete the state's rural macro-corridors, like SR 161.

Completing the SR 161 macro-corridor is an important step for ODOT to achieve its goal of placing more than 90 percent of Ohio's population within 10 miles of an adequate highway corridor. After this SR 161 project is complete, the



Celebrating after the official ground breaking: (left to right) New Albany Mayor Nancy Ferguson, Licking County Commissioner Timothy Bubb, Governor Bob Taft, Senator Jay Hottinger and Representative David Evans.

only unimproved segment of this macro-corridor that remains to be upgraded is SR 16 between Muskingum and Coshoc-ton counties.

Again, through the governor's Jobs and Progress Plan, preliminary development studies are underway for this project and ODOT is committed to securing construction funding for the SR 16 project to complete the macro-corridor across the state.

As with all of ODOT's macro-corridor upgrades and Jobs and Progress projects, the SR 161 expansion will increase safety and mobility. With about 170 accidents each year, the accident rate in this SR 161 corridor is about 70 percent higher than the statewide average for similar roadways. With growth and development in eastern Franklin and Licking counties expected to continue, these numbers will continue to grow, making the route a safety concern for Ohio if it is not upgraded.

"Since the announcement of Governor Taft's Jobs and Progress Plan, ODOT

has been carefully planning its construction program to deliver this major investment," said ODOT Director Gordon Proctor. "With projects under way in every region of the state, the full plan is beginning to unfold. This ground breaking reinforces the Governor's commitment to increase safety and mobility while improving the state's business climate and encouraging new economic development opportunities."

Phase one construction will be completed in summer 2008. Phase two will begin in 2007 and will extend east to the existing four-lane section of SR161 in Granville with an estimated completion date of November 2008.

"This upgrade is vital to turning State Route 161 into a major thoroughfare, making it easier to travel and providing connectivity between economic centers," Taft said. "This means more jobs, a better standard of living and an overall improved quality of life for the people of eastern Ohio." 🗳️

Attendees at the State Route 161 ground breaking included ODOTers, local residents, elected officials, transportation planners and members of the media.

# Transportation Program at WSU Gets Certified

Ryan Larzelere, *Central Office*

**T**HIS SPRING, THE WRIGHT STATE UNIVERSITY (WSU) Faculty Senate officially approved the Public and Social Service Transportation Certificate Program. The program is a direct result of a partnership between WSU and ODOT.

ODOT began its work with WSU in the early 2000s to develop a program that would increase the field of quality transit managers and enhance the skills and education of existing transit professionals. The first transportation-specific courses were introduced at WSU during the fall quarter of 2003. Two additional courses were added in the winter and spring quarters and all three required courses have been available every quarter since.

"We are pleased that the faculty of Wright State University listened to our need for a well trained pool of potential public transit and human service agency transportation managers and assisted us in developing a program," said Marianne Freed, administrator of ODOT's Office of Transit. "Besides educating those already working in transportation, the classes and certificate program will make students think of this field as a possible

career choice."

The required courses that make up the program are: Public Transit and Social Services Transportation: Policies and Issues; Issues in Urban Administration; Rural and Urban Public Transportation; Issues in Urban Management; and Public Transit and Social Services Transportation: Financial Management and Regulatory Compliance. In addition to complet-

ing these courses, students are also required to serve a transportation internship at an approved location for one or two quarters. They are also required to take

12 credit hours of related elective courses approved by the Certificate Program Advisor.

In lieu of an internship for those already employed in a transit field, ODOT and WSU are working on one credit hour workshops to supplement their education.

Since the program's inception, 270 students have enrolled in the transportation-specific courses. One recent WSU graduate, Jennifer Wissman, took the transportation-specific courses and is now reaping the benefits. Wissman

served an internship with RLS & Associates, a consulting company that deals with issues and concerns of the public transportation industry, to further her education. As a result of her knowledge and growing expertise in the field, she was hired as a full-time employee at the end of her internship. One of Jennifer's first assignments was to assist ODOT in revising vehicle specifications for state term contracts. Jennifer credits her internship experience for giving her the opportunity to gain a wealth of professional knowledge, interpersonal skills and time management skills necessary to succeed in the real world. She has also been a guest lecturer for the certificate program at WSU and hopes to serve as a role model for those looking to follow in her tracks.

"Our long range goal is to have several other schools around the state offer the certificate program," Freed said. "We are currently hav-

ing preliminary discussions with Kent State University, and they seem receptive to the idea."

For more information about specific course content or the certificate program, please contact Kim White at ODOT, (614) 644-0301. ☺



WRIGHT STATE  
UNIVERSITY



Ohio Department of Transportation  
**Public Transportation**

## FORT TO PORT (from page 1)

of the last links to completing Ohio's macro-corridor system.

"The expansion of U.S. 24 through northwest Ohio marks the fulfillment of Governor Taft's commitment to increasing the quality of life for Ohioans by providing an easily accessible, safe and efficient transportation system," Proctor said.

The completion of this upgrade to U.S. 24 will create a safer, more efficient route through Northwest Ohio. The project will expand the route to a four-lane highway and replace the existing bridges over the

Maumee and Tiffin Rivers. The current stretch of U.S. 24 currently carries more traffic than it was designed to handle, including more than 30 percent truck traffic. The mix of commercial and passenger traffic on this rural two-lane route have contributed to a high rate of accidents.

Construction



Clearing work has begun next to the existing U.S. Route 24 bridge over the Tiffin River, which will be replaced as part of the project.

on this section of U.S. 24 will be completed in 2008. The remaining sections of U.S. 24 from the Indiana state line to Toledo continue to move forward in various stages of development. For more information on this and other U.S. 24 projects, log on to the project Web site at [www.us24.org](http://www.us24.org). ☺

# New Program Creates Well-Rounded Managers

Ron Poole, Central Office

**M**OTIVATED BY ODOT'S FOCUS ON training for Highway Technicians, the Employee Development & Enrichment (EDE) section in the Office of Training began to examine what other groups within ODOT might benefit from more developed training.

They determined that new managers, whether new to ODOT or new to a management roll, could be a largely overlooked group when it comes to training. To remedy this, EDE developed the New Managers Training Program (NMTP) which began classes in April. The program's goals are to provide both instructions for how to do an effective job managing and provide an introduction to the "ODOT Way" of accomplishing its unique mission.

"Managers have to know how ODOT works as a whole – everything works together here," said NMTP Program Manager Bette Mendenhall. "We wanted this program to provide a framework for understanding the department: to create well-rounded managers by providing a foundation of knowledge based on key business areas."

To develop the courses, members of the EDE put themselves in the shoes of newly hired or promoted managers

within the agency and tried to anticipate the information they would most need to do their jobs. Ultimately they came up with 17 topics for instruction, including the ODOT Business Plan, Partnership in Quality, Management Information Systems, Funding, Budget, Purchasing and Asset Management, Performance Management and Safety Awareness.

"We made certain instruction on each module only comes from subject matter experts within ODOT," said Mendenhall. "Our managers not only learn from people who know their subject, they make contact with fellow employees who can help them in the future."

The training is delivered in eleven, four-hour blocks called modules that can be completed in about six months. The goal of breaking the training into modules is to allow managers to complete the training in a timely manner without

## The NMTP Training Topics:

Managers taking the NMTP can receive instruction in 17 topics:

- The Business Plan
- Partnership in Quality
- Management Information Systems
- Funding, Budget Purchasing and Asset Management
- Payroll and RFL
- Cost Accounting
- Supervising in a Union Environment
- Civil Rights
- Communicating with the Media
- Leading Modern Organizational Transformation
- FMLA and Disability
- Recruiting
- Selecting and Hiring Employees
- Worker's Compensation
- Educational Opportunities
- Performance Management
- Safety Awareness

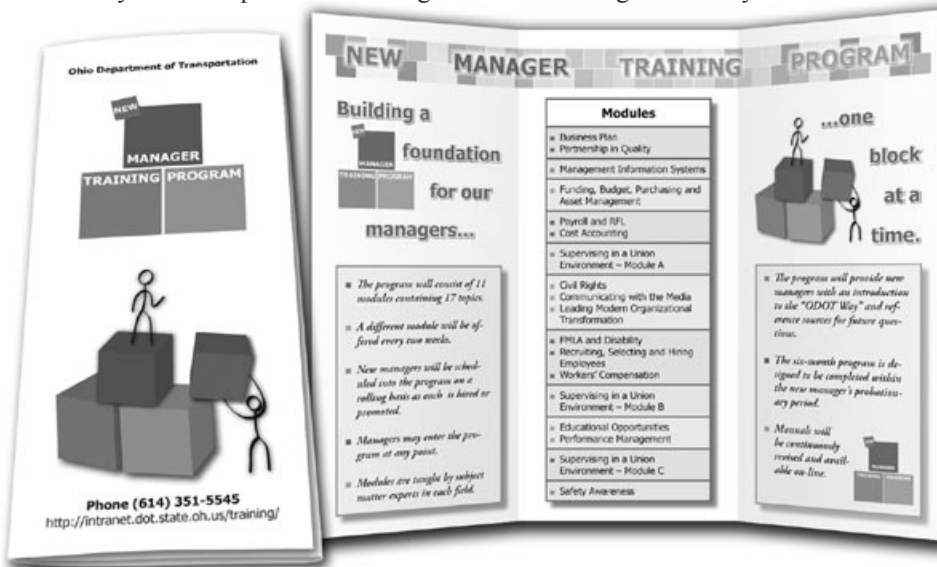
taking too much time away from their daily activities.

Managers enter the program when hired or promoted, attending whichever module is being held during that two week period. They are enrolled in the remaining modules until all topics have been covered. The six-month program is designed to be completed within the new or newly promoted manager's probationary period.

The NMTP is the most comprehensive, in-depth, ODOT-specific managers training ever undertaken by the department. The response has been positive. The first classes filled up immediately. The second round of classes is currently being filled.

Existing managers are allowed to attend specific modules of interest to them, provided that space is available. These classes add to the knowledge and skills they have already acquired and help them become better at what they do.

Employees who are exempt but do not supervise may be recommended into the program by his/her manager as well. To enroll in upcoming sessions of the NMTP, please contact your district or division training coordinator. Questions regarding the NMTP should be directed to the NMTP Program Manager Bette Mendenhall by e-mail or phone at: (614) 351-5545. ☺



This tri-fold brochure developed by the Office of Training details the New Manager Training Program.

# Team UP ODOT Celebrates Innovation and Partnership

**Ron Poole, Central Office**

**P**ARTNERSHIP = SUCCESS – THE JOURNEY CONTINUES was the theme of ODOT's Annual Team Up ODOT event held on May 10. Governor Bob Taft, ODOT Director Gordon Proctor and Ohio Civil Service Employee's Association President Ron Alexander were on hand at the Rhodes Center at the Ohio State Fairgrounds to honor ODOT employees whose innovative methods saved the state money and improved department functions.

Each year, ODOT's employees and teams create displays and presentations for Team Up ODOT, showcasing the inventions, innovations or methods they developed using quality principles.

"I wanted to be here today to thank each and every one of you," said Taft, "for consistently rising to the challenge of making Ohio's transportation system better – and

not just better, but safer. To millions of Ohioans who see ODOT employees hard

at work on their roads, you are the face of state government."

Taft attended the event to recognize all public employees for their hard work and dedication to continuous improvement. He gave special

recognition to ODOT for consistently focusing on quality, citing accomplishments such as ODOT's safety program receiving national recognition and reducing roadway deficiencies and delivering key projects as outcomes of ODOT's investment in quality. Now in its eighth year, the showcase also in-

cluded the presentation of the Total ODOT Performance (TOP) Awards to nominees for their outstanding service.

There were also demonstrations of process improvements including a plow blade lifter to assist

crews in getting their snowplows ready for the road, a new plow lubrication technique to assist while the plows are on the road and a demonstration of District 12's emergency management trailer which can function as an emergency operations center in the event of a communication failure. In addition, the event featured approxi-

mately 40 booths of state employees who have made innovative and measurable improvements.

"Team Up ODOT is for all of you – who bridge the gap between management and engineering," said Proctor. "You bring it all together and make it work on the road. There are a lot of great and innovative displays here today." ☺



OCSEA/AFSCME President Ron Alexander discusses the new wing-lubricating snowplow developed by a District 1 team with cocreators Ryan Ordway and Tim Maag, Highway Technician 2s from Putnam County. Since the devices have been installed, drivers have not lost valuable time returning to the garage due to a frozen plow.

Photo by Leslie Dellovade, Central Office

Look for more in depth stories on the wing-lubricating snowplow and other process improvements featured at Team Up ODOT in future issues of Transcript. To view more photos from the event, visit the ODOT Photo Archive at: [www.odotonline.org/photoarchive](http://www.odotonline.org/photoarchive) and select "Team Up ODOT 2006" in the category search.

## STATE FAIR FYI

The Ohio State Fair will be held August 2 – August 13.

Anyone interested in working at the fair should contact Jana Edmunds by July 21 at [Jana.Edmunds@dot.state.oh.us](mailto:Jana.Edmunds@dot.state.oh.us). Shifts are from 9 a.m. to 5 p.m. or 2 p.m. to 10 p.m.

Working at the fair is in place of regular work. Volunteers will not be eligible for overtime; weekend shifts can be substituted for a regular workday during the same week with supervisor approval.



# Transcript

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