

Transcript

October 2004



Improving Highway Conditions

Ryan Larzelere
Central Office

OHIO'S BRIDGE AND PAVEMENT CONDITIONS over the past five years have significantly improved through the use of District Multi-Year Work Plans. The work plans identify long-term pavement and bridge strategies to ensure highway conditions are consistently maintained.

The multi-year plan is published annually along with the Highway Maintenance Work Plan and the Safety Work Plan and establishes the priorities for the district each year. The district multi-year work plan report annually identifies projects such as resurfacing and bridge deck replacements and includes a project map, deficient bridge and pavement maps, and an evaluation of current and forecasted system conditions.

Prior to the development of the district multi-year plan, no consistent planning process existed and funding was allocated based on lane mileage rather than on achieving long-range goals.

"The District Multi-Year Work Plan is an excellent tool for staying on top of maintenance projects in each district," said Leonard Evans, administrator, ODOT Office of Systems Analysis Planning. "We're able to more effectively manage maintenance projects and ensure the districts are getting the funding they need."

The goal of the plan is to identify the work the districts will undertake in the next 10 years in terms of pavement and bridge maintenance, all done at agreed upon performance levels.

One such performance level that is the foundation and underlying theme of the

plan is "steady state." Steady state is defined as road and bridge conditions with acceptably low and stable deficiencies that can be maintained in that condition through predictable preventive maintenance and regular repairs.

With the steady state concept in mind, each district is given a goal, which is represented by a percentage, of how many acceptable pavement sections or bridges it should have. These goals are set according to data gathered from past and current pavement and bridge annual inspections. Currently, each district has a different goal, but that will change in the near future.

"By 2008, we will have each district at a 90 percent pavement goal," said Evans. "Based on past and current degradation levels, as well as the acceptable rate at which we're maintaining these projects today, this is a very sustainable goal for each district."

In the plan's infancy, all districts used a spreadsheet format for reporting their work plans and forecasting system con-

ditions. This sufficed but was limited in terms of forecasting and was difficult to keep accurate. In recent years the multi-year work plan has been integrated into Ellis, where calculations and other projections are done automatically. Along with increased accuracy, Ellis offers reduced duplication of effort and improved reporting capabilities through GQL.

In addition to the benefits Ellis offers, this work plan helps coordinate district resources, helps districts have a clear understanding of the projects they have ahead of them and helps determine costs and materials needed for future projects.

The 2004 – 2005 ODOT Business Plan outlines many details from the District Multi-Year Work Plan summaries and sets new targets for 2006 and 2007. These efforts contribute to ODOT serving its mission and providing value to its traveling customers. In turn, the past four years have shown each district doing an outstanding job of managing its preservation work plans to steadily reduce deficiencies statewide. ●



Consistent maintenance activities, such as this berm replacement being conducted by District 6 forces on U.S. Route 62 in southern Franklin County, have significantly improved Ohio's pavement conditions.

photo by Leslie Dellovade, Central Office



Winners Faced Tough Competition at Director's Cup Rodeo

Ron Poole
Central Office

photo by Leslie Dellovade, Central Office



(clockwise from left) Loader participant Ryne Dangler – from D-1's Pauling Co. garage – discusses the competition with D-1 Highway Management Administrator Bob Dillhoff, while Dangler's sons Nicholas and Michael watch the action.

JOHAN RINKER WITH THE HANCOCK County Garage and Tony Seibert with the Clermont County Garage achieved the top scores at the recent Director's Cup Rodeo for 2004.

"The weather was great and attendance was good," said Mike McColeman, P.E., Maintenance Administrator with Central Office. "Nearly 200 spectators and participants were on hand to see ODOT drivers demonstrate their equipment skills."

Held September 15 and 16 at the Ohio State Fairgrounds, the Director's Cup is an annual, ODOT-exclusive event designed to test the skills of the department's snow plow drivers. The contest helps refine the techniques of the drivers, making them safer drivers when they are on the road.

The Director's Cup consists of two events: Truck and front loader competitions. In each, drivers must take a written exam on common situations they could face while plowing. The drivers must also perform a "Pre-trip," or thorough examination of one of the vehicles to determine the truck's readiness. The vehicles they inspect have certain defects hidden within them, and the competitors are expected to find as many of them as possible within a certain time limit.

The most demanding part of the com-

petition involves driving through an obstacle course designed to simulate real world challenges. The truck drivers, for example, had to perform a "reverse serpentine" – a maneuver in which they had to back their trucks around a series of barrels in a continuous, snake-like motion. Another obstacle, "Offset lanes," required them to make tight turns as they negotiated their trucks through two sets of barricades. Front loader drivers faced their own challenges, driving their vehicles in confined spaces such as loading docks or cul-de-sacs.

Each course obstacle had a maximum point score ranging from 150 to 350 points, with deductions made for common errors like hitting barrels or stopping in the middle of an exercise.

Rinker, who took first place in the truck competition, said the parked cars obstacle was of special concern. "The object was to plow snow safely through a narrow space without hitting parked cars on either side of you," he said. "When you're in the obstacle, you really can't see

(see **RODEO** on page 8)

2004 Director's Cup Rodeo Winners

Single Axle Truck

Place	Driver	District	County	Score
1	John Rinker	1	Hancock	1,752
2	John Reisinger	6	Pickaway	1,712
3	Chris Mestemaker	7	Darke	1,707
4	Jason Szabo	12	Geauga	1,691



Loader

Place	Driver	District	County	Score
1	Tony Seibert	8	Clermont	1,639
2	Brett Rose	11	Columbiana	1,622
3	Larry Lucius	3	Huron	1,609
4	Dan Short	2	Williams	1,596



Moving Trucks to the Turnpike

J. Brian Cunningham
Central Office



AMONG THE ROAR OF PASSING TRUCKS Governor Bob Taft unveiled, earlier this month, his strategies to improve safety and reduce truck traffic on routes parallel to the Ohio Turnpike.

The governor's Northern Ohio Freight Plan consists of lowering Turnpike tolls for commercial trucks; increasing truck weight and speed enforcement on the parallel state routes; and increasing speed limit for trucks using the Ohio Turnpike from 55 mph to 65 mph.

"My August tour of the routes parallel to the Turnpike provided a dramatic look at the heavy congestion and safety hazards caused by trucks avoiding the Turnpike," said Taft. "The Northern Ohio Freight Plan will improve safety and mobility throughout the region by moving trucks to the Turnpike and reducing traffic on the smaller routes."

An ODOT analysis showed that on several of the rural parallel routes there could be as many as 1,000 trucks a day moved back to the Turnpike by lowering truck tolls and increasing the truck speed limit on the Turnpike.

The 18-month trial Turnpike toll reduction for commercial trucks is expected to begin by February 2005, at the latest. The proposed toll reductions will vary from approximately two percent for the lighter vehicles to 57 percent for the heaviest trucks. ODOT and the Ohio

Proposed Toll Rates, Full 241-Mile Trip Across The Ohio Turnpike							
Weight Classes 4 Through 9							
Class	Gross Weight (Pounds)	Rates 2/1/1955	Rates 2/1/1982	Current Rates 1/1/1999	Proposed Rates	Reduction From Current Rates	Rollback of 1982 - 1999 Increases
4	23,001 - 33,000	\$ 8.25	\$ 12.00	\$ 21.95	\$ 21.50	(2.1%)	(4.5%)
5	33,001 - 42,000	11.50	14.25	25.95	21.50	(17.1%)	(38.0%)
6	42,001 - 53,000	14.50	15.90	29.00	25.75	(11.2%)	(24.8%)
7	53,001 - 65,000	17.75	19.15	34.85	25.75	(26.1%)	(58.0%)
8	65,001 - 80,000	21.50	23.25	42.45	31.00	(27.0%)	(59.6%)
9	80,001 - 90,000	30.00	39.75	72.45	31.00	(57.2%)	(126.8%)

Turnpike Commission will share the costs of lost revenue from the toll reduction for trucks weighing between 23,000 pounds and 90,000 pounds.

The new, lower tolls represent a significant rollback of the toll increases that were phased in from 1995 to 1999. For the heaviest trucks, the new rates will be lower than they were in 1982. The proposed toll rate for these trucks would be only \$1 higher than it was in 1955.

The enforcement activities will be accomplished through the addition of 25 State Highway Patrol troopers monitoring speed and weight limits on routes parallel to the Turnpike. It is expected to take several months to get the new troopers on the road so increased enforcement, which began in mid-October, will be conducted by paying overtime to current troopers. ODOT will pay for the additional troopers, which is expected to cost \$2.5 million initially.

ODOT and the Patrol will closely monitor crash patterns on the Turnpike and the adjacent routes during the trial period to determine the effect the recent changes have on overall northern Ohio accident trends.

The speed limit for trucks using the Turnpike

was increased from 55 mph to 65 mph in early September.

"Our highway network is essential to our state's economy," said Taft. "However, to ensure this economy remains vibrant and motorists traveling through northern Ohio are safe, it is vital we reduce the truck traffic volumes that routes parallel to the Turnpike are experiencing."

The governor's Turnpike strategy complements his August 2003 Jobs and Progress Plan which contains a distinct package of more than \$500 million to widen U.S. Route 24, U.S. Route 30 and Interstate 75 in the Toledo area. These routes were specifically identified because they are the most congested freight routes in northwest Ohio and congestion levels on these routes will not be addressed by lowering tolls.

"Northwest Ohio is one of the busiest freight regions in the world," said Director Gordon Proctor. "As a package, the widening of these routes and the implementation of the governor's Turnpike plan will significantly improve safety and mobility throughout northern Ohio."

The governor provided details of his Northern Ohio Freight Plan at a news conference on October 11 at a Turnpike toll plaza just north of Maumee. He was joined by Proctor, OTC Executive Director Gary Suhadolnik and Ohio State Highway Patrol Superintendent Col. Paul McClellan. ☐

Photo by Kathleen Weiss, Ohio Turnpike Commission



Gov. Bob Taft and Ohio Turnpike Commission Chairman Tom Noe discuss the Northern Ohio Freight Plan at the Oct. 11th unveiling in Toledo.



A Century of Progress: Despite Lack of Funds, the Department Carries On

Ron Poole
Central Office

BY THE END OF 1969, THE DEPARTMENT of Highways in Ohio had seen two world wars, the Korean war, the Great Depression, the heyday of the interstate construction, and the turbulence of the 1960s. During the decade of the '70s, the department would encounter a new situation – lack of funding.

A debate over highway funds and their use grew in the 1970s. Inflation and diversions of monies for other uses were depleting the Federal Highway Fund. With predictions the interstates would not be completed until 1977 or 1978, highway supporters were pushing for an extension of the Federal Highway Trust Fund. Mass-transit supporters argued these monies could be better used helping companies establish transit operations. While fuel taxes for Ohio had not increased since 1959, inflation had more than doubled the cost of construction and maintenance of highways by 1971.

The changing focus nationally and locally was acknowledged by J. Phillip Ritchley, appointed the new ODOH director in 1971 under Gov. John Gilligan. Ritchley strongly defended the highway trust fund and wanted the department to continue its road construction program. However, he also believed ODOH should create a comprehensive transportation plan which would develop special bus lanes, more parking, and highway, air-space and rail facilities. Ritchley wanted the state to have a total transportation

system built around highways.

“We must take off our rose-colored glasses and admit we have transportation problems,” Ritchley said. “The love affair with highways is over. The public mood has changed.”

This spirit prompted many states to change their highway departments to ones focusing on all forms of travel. Ohio followed that trend, and the Department of Highways officially became the Ohio Department of Transportation (ODOT) on Sept. 29, 1972. The new department worked to build and maintain highways, but funding fell far short of their needs.

Ohio roadways reflected the lack of money available to the state. By the end of the 1970s, one-third of all roads in the state were considered substandard by federal regulations. More than 90 percent of Ohio’s interstate network was open and functional, but gaps in the system still remained. And with the energy crisis creating a shortage in fuel, people were traveling less and paying less gas taxes.

In 1980, then ODOT Director David Weir stressed the remaining interstate gaps in the state’s cities needed to be completed or traffic snarls, noise and air pollution and wholesale energy consumption would continue or worsen. ODOT also needed to shift its attention to the pressing maintenance of Ohio’s 19,000 mile highway system. Weir’s pledge was to get the most out of every transportation dollar while the department developed additional modes of transportation. The department received a break in funding in 1981 when the Ohio Legislature passed the ODOT budget bill. The bill raised the gas tax by 4 cents, and contained a funding formula which would allow an automatic increase in the next tax period to compensate for rising construction costs and lower fuel consumption.

Nationally, the federal government followed suit and raised the federal taxes on gas and diesel fuel. This, plus the Ohio adjustment formula and the sale of high-



ODOT Project Engineer Ferzan Ahmed celebrates the opening of OSU Medical Center ramps at the Rally on the Ramp ceremony in August.

New Ramps

Jennifer Sradeja
Central Office

ARRIVING AT THE HOSPITAL JUST IN time, a car accident victim is rushed into the emergency room. There the victim receives life-saving procedures 10 minutes earlier because of the recently opened State Route 315 ramps to The Ohio State University Medical Center in Columbus.

In August, ODOT opened two new \$10 million ramps that provide direct access to the OSU Medical Center. The ramps save patients eight to 10 minutes in drive time, minutes that can make the difference between life and death.

“Since the opening of the ramps, we have seen an increase in benefits to EMS units,” said Program Manager Erin Hughes of the Communications and Marketing Department at the medical center. “Ambulance drivers are now able to transport patients to the emergency room at a significantly faster rate while avoiding traffic lights and busy intersections.”

The OSU Medical Center is a Level One Trauma Center, treating many of Ohio’s most severe injuries. The emergency center handles about 45,000 patients annually, and the hospital sees more than 658,000.

Gov. Bob Taft, Congresswoman Deborah Pryce and officials from ODOT and the OSU Medical Center celebrated the opening of the ramps with a “Rally on the Ramp” in August. The event included a barrel decorating contest, a live band,



The Sept. 1972 ODOH Highlights Newsletter detailed the changes occurring as the department evolved into the Ohio Department of Transportation

(see **CARRIES ON** on page 5)



photo by Dan Tripp

Ahmed and OSU Mascot Brutus Buckeye at the Medical Center ramps on State Route 315 in August.

Save Lives

Graeter's ice cream and a classic car show.

"The event was a wonderful way to celebrate central Ohio's new ramps, which are both convenient for motorists and essential for hospital patients," said ODOT Project Engineer Ferzan Ahmed.

Funding for the project was a joint effort with \$4.4 million coming from ODOT, \$3.6 million in federal funding via Congresswoman Pryce, and \$2 million from The Ohio State University.

"We have known for years that direct access to the medical center is critical," said ODOT Director Gordon Proctor. "It is gratifying to know that we have taken another step toward providing every region of the state with modern transportation connections."

ODOT worked with OSU to design and build the ramps while minimizing the impact of construction on the Olentangy River and the nearby community. Engineers worked around stringent environmental regulations and through a developed urban area to create access for the medical center.

"This project was a challenge," said Ahmed. "In addition to our own construction issues, we had to coordinate with OSU and its expansion construction."

The SR 315 northbound off-ramp begins north of King Avenue and ends at Medical Center Drive. The southbound on-ramp curves onto SR 315 from 12th Avenue. ●

CARRIES ON (from page 4)

way bonds, allowed ODOT to schedule projects in 1982 that had been delayed during the late '70s. By 1984 the department was administering a large construction program. ODOT was also expanding its work in other modes of transportation such as rail and aviation. Additionally, the department added a Division of Water to give capital improvements to ports and coordinate water shipping with rail and highway activities.

ODOT's construction program rose in intensity in 1985 and 1986 as the state continued to tackle needed highway construction and maintenance. But the previous years of under-funding had forced the department to reduce its staff, leaving fewer people to manage increased work schedules. To increase automation and worker efficiency, the department added 256 new computers to its central and district offices, and planned to add other online services in the next biennium. This was the beginning of a modern phase of technical upgrades which would immensely improve operations.

ODOT still faced financial struggles in 1987. The department had made full use of the funds for 1986 and had none to be transferred into the next year. A new Federal Highway Act was passed that year which provided funding through 1991, but at significantly lower levels than the year before. The 1987 federal bill reduced ODOT's funding by \$160 million during the '88-'89 biennium.

The department again responded to its funding shortage with ingenuity and growth. Bernard Hurst became the ODOT director under Gov. Celeste in 1988. Hurst focused on adopting "value engineering," a concept in which ODOT engineers would be willing to listen to contractors with ideas to improve their projects outside of the initial design. Hurst felt this new approach would save design time and reduce project costs. He also focused on the establishment of the computerized construction management program for tracking a project's progress from estimates to finish. Under Hurst, engineers received their first training in the Computer Assisted Design system to more efficiently create projects. ODOT

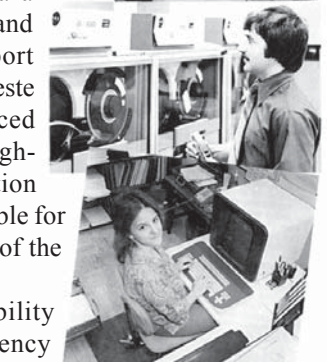
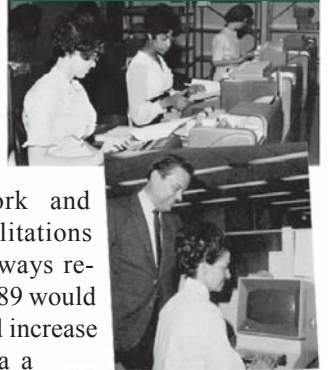
also began using a computer bulletin board to notify contractors of low bidders for projects, and computer-generated bid sheets to make the processing system cleaner and more efficient.

The department still lacked the funds to perform the resurfacing work and bridge rehabilitations the state highways required. But 1989 would see a promised increase in funding via a new gas tax, and more support from Gov. Celeste who announced the largest highway construction program possible for the beginning of the 1990s.

The instability and inconsistency of funding and support during the '70s and '80s had greatly affected

ODOT's ability of maintain a steady transportation program. Ohio roads suffered from a lack of attention. As a department, ODOT had been forced to learn early how to weather storms and adapt to changing circumstances. For the sake of the transportation system and the public, the department would have to embrace a more proactive and dramatic spirit of change. ●

Technology at ODOT progresses: from rooms of keypunch operators and data processing machines (1966); to the IBM 2260 able to perform calculations and data retrieval "within seconds" (1970); to magnetic tape storage at the computer operations center (1974); to word processing on a photo typositor (1982); to multi-screen Computer Assisted Design workstations (1988).



2004 Pavement Condition Goals Achieved

Ryan Larzelere
Central Office

THROUGH THE COLLECTIVE EFFORTS OF district leadership and Central Office support, all of the districts met FY 2004 pavement condition rating (PCR) goals for the Priority and General Systems. Additionally, 10 districts achieved the FY 2004 goals on the Urban

System.

The FY 2004 pavement goals were set as a result of a 2001 Strategic Initiative which established that ODOT will adopt clear goals to improve conditions on its freeway network.

A comparison of FY 2004 pavement condition goals to results is shown below. FY 2000 PCRs have been included for

comparison purposes.

Pavement goals have been set for FY 2006 and FY 2008, with an eye on achieving "steady state." Steady state is defined as road and bridge conditions with acceptably low and stable deficiencies that can be maintained in that condition through predictable preventive maintenance and regular repairs. ●

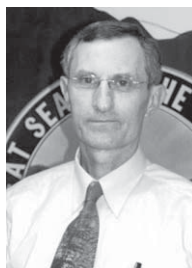
District	Priority System			General System			Urban System		
	FY 2004 Goal	FY 2000 Percent Acceptable	FY 2004 Percent Acceptable	FY 2004 Goal	FY 2000 Percent Acceptable	FY 2004 Percent Acceptable	FY 2004 Goal	FY 2000 Percent Acceptable	FY 2004 Percent Acceptable
1	95.00%	100.00%	100.00%	95.00%	100.00%	100.00%	96.00%	100.00%	100.00%
2	95.00%	91.38%	99.14%	95.00%	99.24%	99.40%	96.00%	99.71%	87.37%
3	87.50%	80.21%	87.78%	90.00%	97.98%	95.39%	96.00%	98.53%	94.12%
4	83.00%	89.98%	92.70%	90.00%	87.41%	97.13%	91.00%	94.72%	95.59%
5	93.00%	96.72%	96.25%	90.00%	97.24%	99.97%	81.50%	90.51%	99.78%
6	94.00%	89.67%	99.00%	90.00%	99.17%	98.03%	96.00%	99.35%	99.18%
7	95.00%	94.99%	100.00%	95.00%	99.95%	99.53%	96.00%	97.67%	99.57%
8	95.00%	98.21%	97.95%	95.00%	99.78%	98.69%	96.00%	96.80%	96.96%
9	95.00%	98.92%	100.00%	95.00%	99.88%	99.65%	96.00%	100.00%	98.38%
10	90.00%	98.35%	92.16%	91.50%	99.75%	99.79%	88.00%	97.46%	100.00%
11	90.00%	92.94%	95.51%	90.00%	99.33%	98.93%	75.00%	91.07%	96.53%
12	88.00%	83.06%	88.84%	90.00%	81.22%	99.91%	92.00%	86.59%	91.70%
ODOT	91.00%	92.11%	95.61%	93.00%	97.91%	98.81%	93.00%	94.97%	95.28%

ODOT Welcomes New District 9 Deputy Director

HARRY FRY, A 32-YEAR STATE EMPLOYEE, was recently named District 9 deputy director replacing John Hagen who retired in late May after nearly 40 years with ODOT.

"This is a key administrative position, and I am pleased that Harry will be taking the reigns," said Proctor. "With his wide range of experience, Harry will bring a wealth of knowledge to the field, and will be a valuable asset to the department."

Prior to joining ODOT, Fry was employed by the Ohio Bureau of Motor Vehicles where he served as their District 2 Assistant Chief. He spent more than 20



New ODOT D-9 DDD Harry Fry.

Photo by Kathleen Fuller, District 9

years with the Ohio State Patrol (OSP), where his various roles included serving as a sergeant and OSP Post Commander.

"I'm looking forward to the new challenges this position will bring," said Fry.

A native of Marion, Ohio, Fry graduated from Marion-Harding High School in 1969 and was drafted by the Cleveland Indians. Following a two-year stint in major league baseball, he went on to attend school at Ohio University, The Ohio State University and Northwestern University.

McDonald to Lead Division of Production

TIM McDONALD, P.E., WAS PROMOTED by Director Proctor to deputy director for the Division of Production Management at the end of September. McDonald replaces Rand Howard, who left ODOT in September to join the

consulting firm EMH and T in Columbus.

"Tim brings to this position a great deal of integrity and a solid understanding of ODOT," said Proctor. "His extensive understanding of departmental activities will enable him to meet the challenges he will face in his new position."

Prior to assuming his new deputy director duties McDonald served as a transportation engineer with the Office of Roadway Engineering. He was involved with the Transportation Review Advisory Council and served as the Interstates 70/71 interchange project manager.

McDonald is a graduate of The Ohio State University, and has been employed with ODOT for more than 12 years.



Division of Planning's new DD Tim McDonald.

Photo by Julie Walcott, Central Office



Ron Poole
Central Office



Safety Plan Adoption Wins Recognition

THE DEPARTMENT'S EFFORTS TO REDUCE injuries and increase employee safety earned ODOT a certificate of excellence from the Ohio Bureau of Workers' Compensation (BWC).

ODOT was one of six state agencies honored at BWC's Workers' Compensation Coalition meeting in late September for implementing every step of the bureau's 10-step Safety Business Plan in 2004. The components of the business plan focus on making improvements in many safety areas, from encouraging employees to be actively involved in injury prevention to creating better ways to help get injured workers back to work after their recovery.

There were an additional 22 state agencies recognized for making a commitment to the plan by implementing five steps of the program this year.

"Our original goal was to complete the program by the end of May 2005," said Brad McCloud, ODOT assistant le-

gal counsel. "But we received such cooperation and support from the entire department, it just made sense to complete the process. ODOT really focused on many aspects of safety. Thanks to the hard work and dedication of the district safety staffs, the district health and safety committees, department leadership and a number of volunteers, we were able to complete our plan this year instead of next. This award is a testament to the total buy-in of the department."

In 2003, the governor tasked state agencies to get a better handle on rising agency premiums due to the increased costs of employee medical care. With its proven record of success in other agencies, the BWC Safety Business Plan became part of ODOT's commitment to provide a safer workplace environment to its employees. As a result of ODOT's efforts to improve employee safety, the department paid \$6.28 million in workers' compensation premiums on July 1, a decrease of \$118,000 or 2 percent from the amount paid in 2003.



Photo by Julie Walcoff, Central Office

John Audet and his Human Resources Team were recently honored by the Department of Administrative Services for outstanding service.

Customer Service Gets a Human Face

JOHAN AUDET, CENTRAL OFFICE HUMAN resource administrator, was recently honored by the Ohio Department of Administrative Services (DAS) for his customer service through standardizing job descriptions and streamlining hiring processes. The recognition was presented at the DAS annual Human Resources Conference in late September.

The conference featured Tom Terez, a nationally-known author and presenter on workplace improvement, as the keynote speaker. In his address, Terez told conference attendants about Audet's ability to get things done and his willingness to develop innovative solutions. Terez said Audet is known for his ability to supply people with the information they need, and is a great trainer of new human resource personnel. Terez also recognized Audet for his work in creating standardized job descriptions for the department. By establishing a central source for duty descriptions, Audet and his team made the creation or posting of a position more efficient for all ODOT offices.

In citing his creativity and willingness to work extra hours, Terez said Audet put "a human face" on customer service.

"The team I work with – Jaime Suvar, Brian Brown and Jessica Schuster – are a big part of this recognition," said Audet. "We are a great team. We enjoy outstanding leadership from Amy DeLong and Chris Dietsch who create an environment where we can be successful." ☺

Photo by Leslie Dellovade, Central Office



ODOT Chief of Staff Andrew Gall (center) accepts the department's Certificate of Excellence from Bureau of Workers Compensation Director James Conrad (left) and Department of Administrative Services Director Scott Johnson (right).

ROADEO (from page 2)

your marks. You really have to rely on your own judgment.”

The drivers who competed were already champions. Open to ODOT workers who perform snow and ice removal, each of the Director’s Cup competitors had won their county garage competition. They then competed at the district level. Each district could send as many as four drivers – two competing in each event – though some drivers competed in both. An auto mechanic in Clermont County, Seibert placed first out of 22 drivers in the loader event.

“Competition was tough this year,” said Seibert. “I was the very last person to go, and all the other operators I saw were very good. I was surprised, really, that I won.”

The top drivers of the events and the three runners-up all received a certificate, a day off with pay, and a savings bond. Additionally, the Director’s Cup winners and possibly the first place runners-up will represent ODOT in the Ohio Invitational Rodeo to be held in Toledo May 17, 2005. This event is co-sponsored by ODOT with the Ohio chapter of the American Public Works Association and will include representatives from other state DOTs and turnpikes, and city, county, and township agencies throughout Ohio. ●



All Truck event participants (above) and Loader event competitors (below) gathered for photos with Assistant Director Richard Martinko after the award ceremony at the 2004 Director’s Cup Roadeo.



FYI

2004 Combined Charitable Campaign – Update

WHILE THE COMBINED CHARITABLE Campaign (CCC) “Partners for People” concluded on October 15 contributions are still being accepted through the end of November. Current ODOT contributions total \$323,000 which is 74 percent of the department’s



overall goal of \$438,983. There are numerous worthy causes providing valuable services that employees can choose from to support.

For additional information on the CCC, contact a division/district coordinator or Emily Miller at (614) 466-8991.

Ohio Department of Transportation Employee Newsletter

Transcript

OHIO DEPARTMENT OF TRANSPORTATION
1980 W. BROAD ST.
COLUMBUS, OHIO 43223
(614) 466-7170 (FAX) 644-8662

Visit our Web site at
<http://www.dot.state.oh.us>



Bob Taft,
Governor

Gordon Proctor,
ODOT Director

OFFICE OF COMMUNICATIONS
J. Brian Cunningham, Editor
Andy Eline, Layout/Design Editor

PRINTED BY THE ODOT PRINT SHOP
ODOT IS AN EQUAL OPPORTUNITY EMPLOYER