Never Drive Distracted

Lead by Example

JOB-RELATED TRAINING LEAPS AHEAD WITH LAUNCH OF
In a recent ODOT Messenger, it states ODOT will Lead by Example and never drive distracted. Why is it important for ODOT to take a stand on distracted driving?

Q: Safety is part of our mission. It’s at the heart of everything we do—from ensuring employees work safely to drivers getting where they need to go safely. Ohioans trust us to make decisions to improve safety and mobility. And unfortunately, distracted driving has become a real and dangerous issue on our highways. In fact, there were more than 20,500 distracted driving crashes last year in Ohio— that’s a 16 percent increase since 2013. According to law enforcement, this number is greatly underreported. Sadly, even our own ODOT people have been seriously injured by the vehicle of a distracted driver.

So why should ODOT “Lead by Example”? It’s the right thing to do and it saves lives. And because our number one priority is SAFETY. The message is simple: No matter what wheel we are behind, we will not drive distracted, whether it’s a state vehicle or personal vehicle. Please commit to drive distraction free.

As leaders in transportation safety, I hope that you engage and participate in spreading this message to coworkers, your family and friends.

Key Benefits of ODOT Learn
- Do It Yourself: The system is easy-to-use and allows you to complete learning and development activities on your own.
- Personalized: Your ODOT Learn account will be customized according to your specific role at ODOT, whether as an employee or manager.
- Trackable and Transparent: With features like Learning History, you can view all external and internal training taken while at ODOT. If you’re a manager, you can use the My Team functionality to view your direct reports’ schedules and progress on annual training requirements.

Preparing for ODOT Learn
- You’ll access ODOT Learn at MyOhio.gov with your OAKS ID and password. If you’ve forgotten your OAKS Password, there are several options for resetting:
  - Call OAKS Helpdesk at 614-644-5625
  - Click Forgot Password link on MyOhio.gov page
- The Office of Employee Development & Lean with the support of District and Central Office Training Coordinators will be rolling out just-in-time training for all ODOT’s in March and April. Stay tuned for more information in the coming weeks!

Got Questions? Email us at OAKS.Enterprise@dot.ohio.gov

Future Driven
Ron Poole, Central Office

This was not your typical Thursday at work. Not unless “typical” includes a nationally recognized governor coming into your office to usher in a new age in your industry. On January 18, Gov. John R. Kasich visited ODOT Central Office to sign DriveOhio, an executive order establishing a one-stop shop for researchers, developers and manufacturers to work together on autonomous and connected vehicles in the state.

The signing, made in the presence of invited members of the press, was set outside of ODOT’s Transportation Management Center. Governor Kasich was framed by monitors showing real-time traffic, weather and pavement conditions as he completed the ceremony, then answered questions from those assembled.

“Gov. Kasich is to be commended for his vision of a state that attracts and retains the top talent,” Wray said. “He has led Ohio into the connected city of the future. DriveOhio’s goal will be to help the state grow as an increasingly important player in developing the smart mobility technologies needed for the nation’s growing autonomous and connected vehicles industry. Ohio has already established a U.S. 33 Smart Mobility Corridor, the Interstate 90 Lake Effect Corridor, the Ohio Turnpike, all highways equipped to test different kinds of transportation innovation. The innovative efforts will also work with the city of Columbus, which won the U.S. Department of Transportation’s Smart City Challenge to develop the connected city of the future.”

“Ohio has been deeply involved in the research and development of advanced automotive technologies and systems, smart mobility, vehicle autonomy and sensors. DriveOhio gives us a structure to move forward with unprecedented intention and speed.”

Clip and display these cards to show your support and to remind you to lead by example: Never Drive Distracted!
The Language of Love
Ashley Rittenhouse, District 10

Washington County Highway Technician Tim Felton and his wife Heather always wanted children. When fertility issues made it difficult to conceive, they began an adoption application process in February 2010, and with it, a journey to the child of their dreams.

“We originally wanted to adopt from China, but we weren’t allowed to go there because my wife has cerebral palsy,” explained Felton. “Our adoption agency told us that we could adopt from the Ukraine.”

They flew to the region in September 2011 to meet with officials from the State Department for Adoption in the city of Kyiv to select a child. They took a 16-hour train ride through the mountains to Simferopol to visit an orphanage with an eight-year-old girl named Irina. She had just started walking and talking two years before, and weighed 40 pounds - the average of a child half her age. She didn’t know their language when they met, but her actions spoke louder than words.

“Right when she came through the door, she came over and threw her arms around my wife and I,” said Felton. “It was instant chemistry. We knew right then and there she was the child for us.”

The Feltons had to go through a two month adoption process which included answering questions from a four-person adoption jury, filling out mountains of paperwork, and securing a passport for Irina. They also had to wait two weeks to make certain no other members of Irina’s family wanted to adopt her. Finally, they were able to bring their new daughter to her new home, and they celebrate October 21 – Irina’s adoption day – every year.

Today, Ira is a happy, healthy 14-year-old girl who loves jewelry and does well academically. But more importantly, she has a family that loves her.

“She’s the apple of my wife and I’s eye,” said Felton. “She’s very lovable. As soon as I get through the door at night she’s greeting me to hug me.”
An historic bridge that once spanned the Olentangy River in rural Marion County now has a new home in Michigan, but how it got there is quite a tale. Let’s start from the beginning:

1905 Bridge constructed and believed to be the oldest pin-connected Parker thru truss bridge in the state.

1937 Structure relocated to St. James Road in Marion County.

1987 Last documented rehabilitation on the bridge.

2011 County announces plans to replace the old bridge with a covered bridge. Ohio’s Historic Bridge Maintenance and Preservation Manual indicates bridge trusses must be relocated, re-used and/or preserved.

2011 John Russell, the owner of the King’s Mill Golf Course in Marion County takes possession of the bridge and plans to re-use the trusses throughout the course.

Nov. 2015 Construction begins on new covered bridge and King’s Mills Golf Course goes on the market. Bridge advertised on Craigslist and then removed from Craigslist. ODOT searches for suitable home for the bridge.

Nov. 2016 Covered bridge in Marion opened.

Summer 2017 Road Commission Engineering Department in Kent County Michigan looks for old bridge trusses per a request from the County Parks Department. Find what it’s looking for at ODOT.

Nov. 2017 Plans finalized that the St. James Road Bridge will have a new home linking two parks in Grand Rapids Michigan that span the Grand River.

Dec. 2017 ODOT Marion County HT’s transport the old bridge—approximately 90,000 pounds of steel in two loads over three days from Marion County to Grand Rapids Michigan.
Black History Month: Paving the Way
Ron Poole, Central Office

Before Henry Ford built his first Model T, a small firm owned by a black family was creating early automobiles for the public in Greenfield, Ohio. Charles Richard Patterson was a slave on a Virginia plantation who escaped his owners just before the Civil War. He settled in Greenfield in 1865 and became a partner in the carriage-making business of which he eventually assumed control. His company made some 28 different horse-drawn carriages.

Patterson’s older son Samuel joined him in running the business; his younger son, Frederick, was sent to The Ohio State University where he became the first black student to play football for the school. Frederick later became a history teacher in Kentucky, but returned to Greenfield and the family business when Samuel died unexpectedly. Frederick became the head of the company when his father died in 1910.

It was Frederick who decided the firm should start building automobiles, and the company produced the first of its lines of touring cars and roadsters in September 1915. Lack of capital stopped Frederick Patterson from producing many units, but the cars came to be known regionally and all over Ohio. Many noted their superiority to the early Ford models.

Frederick later concentrated on making specialized vehicles such as moving vans, hearses and trucks for hauling ice, milk and baked goods. Created around Ford, Dodge and Chevrolet frames, Patterson buses were all over Ohio and were shipped overseas. The Patterson Co. was one of the first to manufacture two-wheeled trailers.

Lack of funding in the wake of the Great Depression and other factors left the company unable to compete on a national scale. Frederick Patterson died in 1932. His son, Postell kept the struggling company going until it ceased operations in 1939.

The Pattersons created the first and only black-owned company to produce automobiles and trucks. They were trailblazers who popularized and promoted the automotive industry and the modern transportation system of the 20th Century.