

Transcript

MARCH/APRIL 2009



ODOT observes 2009 Work Zone Safety Awareness Week Orange glow illuminates need for safety

TOLEDO'S VETERAN'S GLASS CITY SKYWAY WAS ONE OF SEVERAL ODOT BRIDGES AND BUILDINGS LIT WITH ORANGE LIGHTS to commemorate National Work Zone Safety Awareness Week, April 6-10. ODOT's Central Office headquarters in Columbus, the ARTIMIS building in downtown Cincinnati, and several district offices were also illuminated.

The department also enlisted the help of some partners in the Cleveland area to help get the state's message – "Slow for the Cone Zone" – to the motoring public. The Cavaliers basketball franchise made special safety announcements during home games April 5 and 8, and displayed "Slow for the Cone Zone" on the message boards at Quicken Loans Arena. The city's theater district also ran the slogan on their outside scrolling message board during safety week.

These demonstrations were a part of the statewide effort to reduce the number of highway work zone crashes which occur in Ohio. Last year, there were 5,197 such collisions in the state, resulting in 1,780 injury victims and causing 15 fatalities. ☺

Veteran's Glass City Skyway photo by Nma-Sie-Anyene Davenport, District 2

Construction season marks history-making investment

Nancy Burton, Central Office

WHEN ODOT DIRECTOR Jolene M. Molitoris officially kicked off the department's 2009 Construction Season, it was anything but a spring routine.

"This month, ODOT is embarking on the largest investment in Ohio's transportation system in state history. By the end of this calendar year, Ohio will invest more than \$1.9 billion in construction projects," said Director Molitoris at events in the Columbus, Akron, Cincinnati and Cleveland areas.

This season, ODOT will invest in more than 700 projects in every region of the state, including dozens of additional transportation projects funded by the American Recovery and Reinvestment Act (ARRA).

"2009 will be a great year for District

8, Ohio, and the entire nation," said District 8 Deputy Director Hans Jindal. "The American Recovery and Reinvestment Act will kick-start the economy though many investments. As we face difficult economic times, stimulus investments in multi-modal transformational projects make perfect sense."

"By investing in these projects," Jindal continued, "we are not only improving our infrastructure, but also putting thousands of people to work while at the same time promoting economic development and new opportunities to the state."

"This season promises to be a very large and aggressive construction program for ODOT," said District 4 Deputy Director Eric M. Czetli. "We have a significant number of projects on one



Go Bucks! Go ODOT! Brutus Buckeye, athletics mascot of The Ohio State University, joins Director Molitoris at the District 6 Construction kickoff near State Route 315, which will be under construction this summer.

Photo by Brian Hedge, District 6

of the most heavily traveled highway networks in the nation."

In District 4, State Route 8 will be reconstructed and modernized from Akron to the Cuyahoga County line. The project will serve a new hospital

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Governor announces economic boost, page 2.



Rain garden lends nature helping hand, page 6.



Archie Griffin 'Pitches In' at litter event, page 5.

Stimulus projects 'Putting America to Work'

Nancy Burton and Scott Varner, *Central Office*

ORANGE BARRELS SIGNIFY MORE THAN SAFETY at construction sites, according to ODOT Director Jolene M. Molitoris.

"Orange barrels represent Governor Strickland's favorite four letter word: J-O-B-S!"

This year, Ohio could see a record number of barrels and construction sites, as more than 200 transportation projects are being funded with highway dollars from the American Recovery and Reinvestment Act (ARRA).

Combining the stimulus investments with ODOT's dedicated funding, the State Transportation Budget invests a total of \$2.8 billion into capital and construction projects from the end of March 2009 through State Fiscal Year 2010.

Using the Federal Highway Administration's formula for job creation – which estimates that for every \$1 billion in transportation investment, 27,800 jobs are created – this 15-month investment will create or retain more than 79,000 jobs.

In March, Governor Strickland announced 149 infrastructure projects which would be funded with the more than \$774 million received by the State of Ohio in the Recovery Act.

"We have identified projects that will put thousands of Ohioans to work quickly," Governor Strickland said, "but to make the best use of these resources, we must also leverage them to create tomorrow's opportunities."

As part of the state's ARRA investment, ODOT will invest \$34.5 million into maritime projects, including major enhancements at the Port of Toledo, Lorain's Lake Erie waterfront development, the South Point Intermodal Facility in Lawrence County, and the Wellsville Intermodal Facility in Columbiana County.

An additional \$68.9 million will be dedicated to 22 separate railroad projects, targeting the state's busy freight rail system.

ODOT also devoted \$57 million to planning and design work on three large-scale projects: Cleveland Opportunity Corridor, Cincinnati Eastern Corridor, and the Ohio Hub High Speed Rail Plan. These investments will create good-paying design and engineering jobs in the short term, while creating construction projects to boost economic development in the long term.

In late April, the first 15 projects in Ohio were authorized

by FHWA for stimulus funding, allowing those projects to move closer to construction.

As part of the Recovery Act, ODOT also received \$29.8 million for Rural Public Transit capital projects.

Combining the stimulus dollars with



Photo by Don Hensman, District 12

Governor Ted Strickland, flanked by Cleveland-area public officials, announces plans to use a combination of stimulus funds and ODOT dollars to build a new I-90 Innerbelt Bridge into downtown Cleveland. The Governor visited several cities across the state to announce ODOT's stimulus-funded transportation projects.

Ohio's annual transit funding, ODOT will be able to fund every rural transit system request for new vehicles.

STIMULUS UPDATE

To make certain that the stringent timelines to obligate stimulus funds are met without delay, ODOT added in April 52 additional projects to receive ARRA resources. These projects had been previously announced as part of the state's 2009 construction season.

Adding these previously-announced projects will be accomplished by exchanging the planned allocation of state transportation funds for these 52 projects dollar-for-dollar with more than \$115 million in federal stimulus resources currently allocated to the Interstate 90 Innerbelt Bridge in Cleveland.

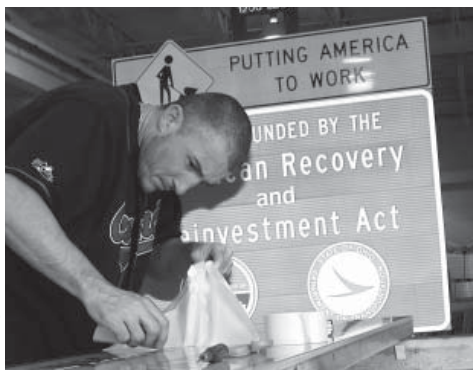
The funds saved by exchanging these projects off of the 2009 ODOT list to the stimulus project list will then be redirected to fully fund the \$400 million replacement of the Innerbelt Bridge.

Under ARRA requirements, ODOT must obligate \$327.5 million of its stimulus allocation by June 29; the remaining amount must be obligated by March 1, 2010. States that meet these required deadlines can compete for additional money lost by other states that fail to meet these timeframes.

"While many other states prioritized only existing state transportation projects to receive federal Recovery Act resources, Ohio took a more innovative approach," said Director Molitoris. "ODOT has worked closely with our partners at the Federal Highway Administration since announcing our prioritized project list. We must make use of every available federal stimulus resource to benefit Ohioans and the Ohio economy."

ODOT and FHWA are working to assure that the ARRA is successfully implemented in Ohio, making adjustments when necessary to advance stimulus projects and better position Ohio to compete for additional stimulus transportation funding. ☺

Photo by Nancy Burton, Central Office



ODOT Sign Technician **Dominic Delcol** creates one of the first signs that will designate all roadway and bridge projects funded in Ohio with stimulus dollars.



History-making construction season

and relocated courthouse. Reconstruction at the Ohio Turnpike interchange on SR 8 also borders the Cuyahoga Valley National Park and the Metro Park's Bike Trail.

In Columbus, Director Molitoris joined District 6 Deputy Director Thomas J. Wester and special guest, Ohio State University mascot Brutus, to highlight a three-mile project along State Route 315 near the campus. The project will have a significant impact on the 70,000 vehicles that use the roadway every day.

"State Route 315 is a link into downtown Columbus, a gateway for thousands of faculty, staff and students of the Ohio State University, and a direct route for patients and visitors travelling to the OSU Medical Center," said Wester. "It is very important for drivers to plan before they go."

In northeast Ohio, one major construction project this season is the I-90 Innerbelt Bridge Safety Plan. Under an aggressive timeline, this \$10 million structural steel repair

project will allow full traffic to resume on the Innerbelt Bridge into downtown Cleveland as early as winter of 2009.

District 12 Deputy Director Bonnie Teeuwen said, "We will continue to focus our efforts on traffic maintenance and reducing construction-related traffic delays by including tight completion dates both for projects and for specific construction phases."

ODOT's 2009 Construction Season will be the first of two years of historic investment, as the department leverages state resources with federal transportation funds and stimulus dollars.

As more of the stimulus-funded projects are made ready for construction both this year and next, the investments will put thousands of Ohioans to work maintaining and modernizing roads and bridges, building railroad, maritime, and airport infrastructure, and creating enhancement and streetscape projects. ☺

ODOT remembers Bernard Hurst (1930-2009)

THE TRANSPORTATION COMMUNITY LOST A piece of its history when Bernard Hurst, the director of ODOT from 1988 to 1991, passed away this March. He was 78 years old.

A Korean War Veteran and graduate of Virginia Tech with a bachelor's degree in civil engineering in 1956, Hurst was first named District 6 deputy director with the department in 1971. He served as assistant director at ODOT for five years before becoming director under the Governor Celeste administration.

His first year, ODOT faced a severely underfunded highway program and was still growing into its role as a true multi-modal agency. Hurst was committed to the continued work on better management and increased technological use. Hurst initiated "value engineering" at ODOT, a concept in which engineers would be willing to listen to contractors with ideas to improve their projects outside of ODOT design. He also established the computerized construction management program to track project progress from estimates to finish using information supplied from the project engineer.

Under his leadership, ODOT expanded its responsibilities and uses of the travel information centers, rest area and highway beautification programs, rail, water and public transportation, aviation, and a new bicycle transportation program. With more funding and a more efficient management system through technology, the department also began a revitalized highway program by the start of the 90s.

"Bernie was someone who loved ODOT and its people," wrote ODOT Director Jolene M. Molitoris, as she shared the news of his passing with the department. "Bernie was known for his incisive thinking, infectious laugh and his decision-making . . . especially the tough ones. He will be missed by everyone who ever knew him,



Bernard Hurst

worked with him and by people across the country who were influenced by him and his leadership."

Hurst is survived by his wife, Beverley; their two children, six grandchildren and five brothers and sisters. ☺

Ohio Department of Transportation goes 'green'

Ron Poole, Central Office

THE PLEDGE TO HELP SAVE our environment requires more than just words; it requires the committed action on the parts of responsible employees and responsible citizens. ODOT is making a commitment to action with the formation of the "Go with Green Team" – a new committee formed this March to explore and implement environmentally-friendly methods that everyone at ODOT can use to save energy and resources.

Division of Facilities & Equipment Management Deputy Director Gary Wilhelm formed the committee, consisting of eleven members from a diversity of areas within ODOT: Facilities, Custodial Services, Recycling Programs, Environmental, Highway Operations and Management, Safety, Engineering, Hydraulics and Test Lab. But the committee's mandate comes straight from the Director's Office.

"Our Director, Jolene M. Molitoris, has a true passion for protecting the environment," said Ben Bandy, an



ODOT's "Go with Green" initiative aims to improve the department's commitment to environmental sensitivity. The "Go with Green"

symbol in this issue of Transcript highlights some of these efforts. Remember: when there are two viable choices in front of you, "go with green" whenever you reasonably can.

administrator for the Division of Facilities and Equipment Management, and a member of the committee. "The director wants us to be proactive, to take the department into a green direction in an aggressive way. She wants her department to not only do the right thing, but to set the right example for others in state government to follow."

The committee has met through March and April, setting up its guidelines and principles. They will be

examining anything and everything the department does, looking for greener alternatives that can be practically applied to the department.

Even as they establish themselves, the committee has already been given its first practical goals:

"I have asked the team to propose a new non-herbicidal and natural way to control weeds and vegetation," Director Molitoris wrote in her March 16 message to the department. "I have also asked the team to create new cleaning contracts that end the use of environmentally-damaging chemical products."

The Green Team will be soliciting suggestions from department members, evaluating and using ideas that will have a lasting impact at ODOT now and in the future.

"The ultimate goal here," said Bandy, "is to make changes that will be the responsibility of every person in the department. This is more than just a policy from the top down: this is a way for everyone to do the right thing for a great cause." ☺



Locomotives need a little help to 'quit smoking'

Stu Nicholson, Ohio Rail Development Commission

SINCE THE EARLY 1800'S, watching first steam and later diesel railroad locomotives belching plumes of smoke into the air as they pass has always seemed nostalgic, even romantic. But knowing the soot and fumes in diesel exhaust affected the air we breathe and contribute to the impact on global warming makes them an un-welcome sight.

This pollution has also become a concern for the railroads: to keep heavier and harder-to-burn diesel fuel

warm, today's diesel locomotives are often left idling while not in use. This wastes fuel and makes railroad yards, where the majority of idling locomotives are found, "point sources" of air pollution.

ODOT and the Ohio Rail Development Commission (ORDC), along with two other state agencies, have created a grant program that will help reduce emissions caused by rail diesel engines while saving hundreds of thousands of dollars each year in fuel consumption costs.

As part of the 2008-2009 State Transportation Budget, \$20 million in Federal Congestion Mitigation & Air Quality (CMAQ) funds were directed at projects to reduce diesel emissions. ODOT, Ohio Department of Development and the Ohio EPA joined forces to create the Diesel Emissions Reduction Grant (DERG) program to target grants dollars at fixing point sources of diesel pollution.

Since ODOT is not empowered to provide CMAQ funds to private

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Archie Griffin 'Pitches In' to Keep Ohio Beautiful

Denise Heitkamp, District 7

IT WAS A FRIGID, BUT SUNNY, Saturday morning in March when over 250 eager volunteers in Montgomery County gathered to officially kick-off the annual spring litter clean up of Ohio's highways. ODOT partnered with Keep Ohio Beautiful (KOB) volunteer organization and the Montgomery County Solid Waste District to begin the effort to keep the state's roadways "Clear Across Ohio."

The large crowd gathered at The Dayton Dragons baseball team's Fifth Third Field, where emcee Montgomery County Commissioner Dan Foley, Dayton Mayor Rhine McLin, KOB President Kimberly McConville, District 7 Deputy Director Rex Dickey,

and Ohio State's two-time Heisman Trophy winner Archie Griffin, rallied the group at the high energy kick-off ceremony:

"Today, you are paying it forward," intoned Griffin. "That's a lesson I learned from Woody Hayes. You can pay it forward by helping someone else or by volunteering for your community."

Armed with reflective vests, safety tips, and all the litter-pick-up necessities, the volunteers prepared to disperse for a two-hour stint of collecting trash along 21 of Ohio's roadways in Montgomery County.

What motivated these citizens to give up a Saturday to pick trash? According to Boy Scout Troop 48 from

Brookville, "We enjoy giving back to the community." In fact, the troop is now seeking information about how to adopt a section of highway to continue with this effort through ODOT's Adopt-A-Highway program.

But before the volunteers left the stadium to do their part, Griffin sent them off with a ritualistic first pitch – one much more symbolic



Members of Boy Scout Troop 48 pick up litter along I-70 at Hoke Road.

Photo by Barb Elliston, District 7

than those performed before a ball game: He threw a piece of trash in a bag held by Dayton Dragon's mascot Heater, then threw a recyclable piece of plastic in a recycle bin held by Montgomery County's own mascot, Lucky.

"Do what you can to help others," proclaimed Griffin, "We are all on a winning team today, taking on a fierce competitor . . . LITTER!"

After a rewarding day of "paying it forward," some 7,245 pounds of trash were collected from the volunteers, which also include 880 pounds of recyclables. But the fight to keep our highways and our environment clean and clear is a long one for volunteers and for the department.

"ODOT crews work very hard to maintain our highways for all motorists," observed Deputy Director Dickey. "Litter is a problem that will not just go away, and it's an expensive problem too." ☺

Photo by Barb Elliston, District 7



Archie's inspiring speech got everyone fired up for the commemorative "First Pitch," as part of the Great American Cleanup Kickoff in Dayton.

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Locomotives quit smoking

entities such as railroads, the ORDC has stepped in, with the authority to enter into Public/Private Partnership agreements (PPP's) as a public sponsor.

In Phase 1 of the DERG program, ODOD selected Ohio railroad projects for 55 percent of the almost \$9-million total that was awarded for grants. Funds were awarded for a variety of technology that address diesel emission reduction, such as aftermarket installation of automatic stop/start equipment for locomotives; "hot start" equipment that keep diesel fuel warm and allows for easier cold-weather startups; auxiliary power units, which are smaller, less polluting motors that allow a main engine to be shut down; or purchase of new,

ultra-low-emission locomotives.

A Phase II application process got underway in December 2008 and was due to close for applications in March of this year. Phase II has earmarked a total of \$5-million for transit projects and \$6.2 million for eligible railroad diesel emission reduction projects.

Still, the benefits of the DERG program are clear. Ohio is helping in the fight against global warming. The railroads not only benefit from new or updated locomotives, but can reduce the rising cost of their fuel consumption by not having to let locomotives run on idle.

And best of all: We can all breathe a little easier. ☺





Rain garden lends mother nature helping hand

Ron Poole, Central Office

THROUGH A COLLABORATION OF FACILITIES Management, Environmental Services and the Office of Training in Quality and Human Resources, a northeastern section of Central Office's main parking lot in Columbus

is being transformed into an innovative and environmentally-friendly form of landscaping that welcomes



suggested the idea for a pilot project last summer. Following approval from then ODOT Director James Beasley, the Division of Facilities & Equipment Management worked with Lang to plan the installation.

According to Ben Bandy, division administrator for Facilities & Equipment Management, employees' from the offices of Facilities Management and Training will begin installing the precast sampling station and discharge pipe at the end of April. His office is obtaining quotes from vendors for the vegetation to be planted in the garden. The project is expected to be completed this spring.

"In order to work," observed Bandy, "The water collected within the garden needs to disperse within a day. The soil will also have to be changed periodically to keep up the filtration process."

Once the plants have had time to get established, the rain garden will be evaluated for its performance:

"Rain gardens have a proven track record of success for improving water quality," said Lang. "We will be running comparison tests of water samples taken before entry into this system and after filtration. We expect to see water that is significantly cleaner after it leaves the rain garden."

If this pilot project proves successful, both Lang and Bandy foresee a time when more rain gardens will be installed by the department, along interchanges, rest areas and any place near protected water sources. When completed, the Central Office Rain Garden will be dedicated to former ODOT Director Beasley. ☺

the coming of snow and rain.

"It's called a rain garden," said Robert Lang, storm water management program coordinator with Environmental Services, "and it is a depression

or low point in the earth that has been cultivated with local plants, mulch and a sandy soil mix. A section of curb is cut out to divert parking lot runoff into the rain garden. When storm water flows across the parking lot, it carries pollutants, such as brake dust, oil and grease, and various solids. The purpose of the rain garden is to treat these pollutants and discharge cleaner water."

Once the water enters the rain garden, the vegetation and mulch provide a natural bio-purification process, cleaning the water of pollutants from the parking lot and other vehicles. The treated storm water continues to gradually infiltrate into the ground or exit through built-in under-drain

collection and discharge pipes to move the water to an existing catch basin. This gradual process helps prevent flooding and soil erosion.

Lang



Photos by Michael Stout, Central Office





'Start Simple, Start Smart' saves resources

Jim Burns, Central Office

FOLLOWING THE GOVERNOR'S directive to reduce the consumption of natural resources and the current financial situation facing the state, ODOT information technology managers and users are at the forefront of the efforts to control energy costs and maintain a computing environment that allows the department to meet the challenges of spending cuts and the increased reliance on IT equipment.

Computer managers at ODOT are working to reduce the footprint of computer operations using a basic idea: "Start Simple, Start Smart."

For example, one of the easiest ways to ease the environmental impact of computing is to consider the amount of printing done each day. ODOT prints millions of pages every year. But if everyone "thinks before they print," many trees could be saved and costs for the Department's printing could be reduced.

DoIT is working to reduce both the amount of pages printed by encouraging double-sided printing among its employees, and is reducing the number of printers owned by ODOT. Reducing the number of expensive printers maintained by the department means equipment lasts longer and costs less to keep. Double-sided printing saves resources by the truckload at the department.

While reducing the number of printers may cause some inconvenience, the overall benefit of reducing the quantity of printers will be great: lower costs, better standards for printers, and use of only the most efficient machines. Reducing the number of printers

will also lower the amount of power consumed and reduce the variety of supplies required.

Vampires!

No, not the movie kind, but those electronic devices like chargers and power supplies that draw power even when they are not in use. The US EPA estimates that 10 percent of the nation's power is consumed by devices plugged in, but not used.

Unplugging devices or turning them off by using a power strip can help reduce power consumption, and lower the department's footprint.

If you are going on

vacation or out of the office for a while, unplug phone chargers, turn off your computer monitors, and help the goal of reducing energy consumption.

The "Tech Box"

ODOT is working with a contractor to rid itself of electronic waste in a safe and environmentally responsible manner. The department is using a "Tech Box" in each district headquar-

ters and Central Office, to collect electronic waste like circuit boards, radios, chargers, and computer components that are no longer in service.

By using the Tech Box, the department keeps electronic waste out of the waste stream. The

contractor also warrants the contents of the Tech Box are dealt with in an environmentally responsible manner.

Recycling Computer Equipment Packaging

Monitors and computers require lots of packaging to get them to their destination without damage. DoIT is

committed to responsibly handling all of the various materials used to package and maintain computer equipment. The packing materials are separated and made available to recyclers in the area. This also includes the multitude of CDs and DVDs that are included in the packages.

The recyclable disks are collected and will be sent to a company that specializes in reusing the material for other purposes. Manuals and instruction sheets are placed in the paper recycling bins, as well.

Over the last few years, information technology has been the subject of many studies and proposals to initiate "Green IT." Sometimes these proposals require a large investment of money and effort. But sometimes, all it takes is someone willing to "Start Simple, Start Smart." 🌱

By turning off the banner page on its printers, Central Office saves an entire pallet of paper each year

Did you know . . .

ODOT Central Office purchases 66 pallets of paper a year? A pallet of office copier paper:

- Takes 24 trees to produce
- Equals 40 boxes of paper
- Contains 200,000 sheets (5,000 sheets per box)
- Weighs one ton
- Costs the department \$1185.60

Help ODOT save money and the environment at the same time.

How we can help

In order to decrease our consumption, costs, and carbon footprint, we will be initiating another paper saving program soon: We are encouraging everyone to use double-sided printing on all printers that will do so.

Set your default print preferences to two-sided printing by following the instructions on ODOT's Intranet web page.

This simple step has the potential to lower our paper use by an estimated 40 percent, which can save an additional 30 pallets of paper per year.

By combining the paper savings derived by eliminating banner pages and by printing double sided, we can save 744 trees, and lower our paper costs by over \$35,500.

Reducing our paper consumption keeps 31 tons of paper out of the waste stream, reduces our carbon footprint, and makes more money available for highway construction.





New ideas make it easy to be 'green'

Brian Hedge, District 6

THE LOOK OF PRESERVING THE ENVIRONMENT may well be located in Marion County, where a rest area on U.S. Route 23 in has been redesigned with innovative new ways to build tables and benches, save electricity and heat, and maintain clean water. It is all part of a pilot program sponsored by District 6.

“At ODOT, we have an obligation to be a leader when it comes to conserving energy and protecting our environment,” said Steve Masters with District 6 Facilities.

The rest area contains several items with innovative technology, beginning with the grounds outside of the buildings. Every bench and picnic table at the rest area is made of a recycled product. They look and feel like wood, but are actually plastic.

The benches and tables, made of recycled milk cartons, will not rot, will never have to be painted and are non-porous, which allows most graffiti to simply be washed off.

The lighting, both outside and inside the rest area’s building, was replaced with newer versions that are more energy efficient while providing the same amount of light. This means that the rest area uses less energy while still maintaining a safe, well lit facility for the motorists that use it 24 hours a day.

Inside the buildings at the rest area, the traditional 80-gallon water heater has been replaced with an on-demand water heater, which provides hot water only when necessary. This saves energy by eliminating the need to keep a large tank continually heated.

In the men’s room, the traditional urinals were replaced with units that use no water. Instead, they use a cartridge, which acts like a filter to trap the odor and waste in the unit. The cartridge replaces the equivalent of 7,000 flushes or roughly 11,000 gallons of water.

Water is also saved through the use of solar-powered sensor faucets in both the men’s and women’s restrooms. The faucets are triggered when someone places their hands



Photo by Brian Hedge, District 6

Benches and picnic tables at the U.S. 23 southbound rest area in Marion County are made from recycled milk cartons.

in front of the sensor, turning the water on automatically. Faucets like these reduce the risk of water being left running and wasted.

Paper towels have been replaced with hand dryers, which also use sensor technology similar to the faucets, turning on automatically when someone is present. Eliminating the need to touch a button is not only more hygienic, it also prevents the hand dryers from running unnecessarily and wasting electricity.

The rest area on U.S. 23 was chosen because it and is close to the district headquarters, so that problems could be quickly addressed. But with the favorable results the rest area is seeing, its design may one day be commonplace across Ohio.

“Already these energy efficient products require less maintenance, and we are starting to see the savings in energy and ultimately money,” said Masters. “I am thrilled that District 6 is leading the way with this green technology.”



The 21st Century three Rs: Reduce, reuse, recycle

Willa O’Neill, Central Office

THIS PAST FEBRUARY, THE governor’s Chief of Staff John Haseley directed all cabinet directors to create joint budget committees to engage employees from both management and the Union in a process to explore cost containment measures for State Fiscal Year 2010/2011. As part of this mission, ODOT has created a subcommittee to look at recycling as a cost-saving measure.

“The Joint Budget Committee is an exciting opportunity for the Union to assist management in efficiently pursuing the Department’s mission,” said Kate Callahan, vice-president of

the ODOT Assembly. “The recycling subcommittee will help all of ODOT share more ways to ‘Go Green.’”

While there are some examples of recycling operations in Central Office and many districts, the committee is working on identifying additional areas where the agency will become much “greener” by recycling.

“There are real savings from the smarter use of resources,” stated Spencer Wood, deputy director of the Division of Information Technology and chair of the recycling subcommittee.

It is the committee’s goal to factor

in the three Rs in every project ODOT takes on, no matter how large or small. The communications campaign will be launched at this year’s Team Up ODOT, Wednesday, May 6, at the Ohio State Fairgrounds, where the committee will have a booth to inform employees of this very important initiative.

Ultimately, the subcommittee wants to educate ODOT about the importance of recycling in an effort to streamline costs. But more importantly, the subcommittee’s goal is to have employees embrace environmental stewardship and take better care of planet earth.





For District Office, saving energy and resources everyone's concern

Rhonda Pees, District 1

AN EMPHASIS ON CONSERVATION HAS HAD A strong effect on the culture of District 1, giving greater value to some of the operations the district already had in place and spurring new initiatives forward.

In recent years, the district developed a berm reclaiming process which pulls dislocated berm stone out of ditches and places it back along the edges of the roadway. A roller then compacts the stone back in place.

"It makes sense to use the stone that's already there, rather than buying more," said Tim Burkepile, District 1 deputy director. "The berm reclaiming process turns aggregate displaced by traffic and snow plowing into a renewable resource."

Outdated or damaged highway signs have been sold for scrap metal for the last 10 years or so, according to Todd Stump, traffic supervisor for District 1. About once a year, Stump has enough of a stockpile of old signs to make it worth the while for scrap dealers to come in and offer a price.

"Three years ago, we were able to garner \$23,000 from our old signs," said Stump, which was the highest amount earned. "The money from the sale is returned back to the highway management coffers."

All of the district's facilities very recently received an energy upgrade when incandescent light bulbs were replaced with energy-saving versions.

"Where a regular incandescent bulb uses 60 watts of power, an energy-efficient bulb will use approximately 17 watts," said Tony Wobler, district business and human services administrator.

Wobler also said the district is now looking to install sensor switches in restrooms and other areas. The device senses when a person enters or exits a room and automatically turns the light on and off.

The state's recent economic crisis has led to a stimulation of imagination of ways to reuse, renew, recycle and save. Each of the district's garage facilities participate in recycling or proper disposal in various ways.

There is an in-garage recycling center where employees deposit items: sending used oil and washing fluid used in parts cleaning to be disposed of properly; puncturing aerosol cans to expel the unused portion and then recycling the can for scrap metal; sending used tires, batteries and mercury switches to the district for proper disposal; and reusing asphalt grindings from full-depth repair projects.

At the district garage, machinist Keith Bantner recently fabricated a cardboard stacker using a steel base with a pallet on top surrounded by expanded metal sides. When the unit is full the front metal panel is removed and the bundle is strapped. "You've got a stack of cardboard that's ready for transport," said Bantner. "The unit is expected to eliminate the need for a large dumpster which had previously been full of cardboard."

The district is also tapping into a grant from the Ohio Department of Natural Resources to resurface two miles of State Route 37 in Hardin County with asphalt infused with ground tires.



Photos by Rhonda Pees, District 1

Attached to a mowing tractor, the berm recovery device can be used to recover berm stone knocked out of place and move it back into position along the edge of a roadway.



A roller attached by a bar on the back of the same mowing tractor shown above, compresses the recovered stone in place, restoring the berm in one operation. A second vehicle follows behind to provide traffic control.

John Neenan with the office of materials management in Central Office said the scrap rubber made from the old tires is an additive to liquid asphalt.

"It makes the asphalt perform better against rutting, and provides longevity to the pavement." ☺





Green is a 'go' for Cincinnati Metro

Sharon Smigielski, District 8

IN CONNECTION WITH EARTH Day 2009, the Cincinnati Metro transit service introduced its first six hybrid diesel buses to the public at a dedication ceremony April 21 in Eden Park, and ODOT Director Jolene M. Molitoris, Cincinnati Mayor Mark Mallory and other local officials were on hand to help with their launch.

“Today we celebrate improved choice for Cincinnati’s commuters,” said Director Molitoris. “We celebrate greener solutions to today’s traffic and congestion problems, and we celebrate new investments and new partnerships to move all of Ohio into a prosperous new world.”

The event concluded with a hybrid bus parade from Eden Park into downtown Cincinnati.

Sporting a new “go green” design, the hybrid vehicles are a green alternative to traditional diesel-powered buses. While a hybrid bus costs about \$170,000 more than a conventional diesel bus, each hybrid significantly reduces emissions and yields a savings of 3,000 gallons of diesel fuel each year.

“These buses also provide an improved passenger experience, with reduced noise levels and a more comfortable and environmentally friendly ride,” said Mayor Mallory.

The six buses were officially launched into service on Earth Day, April 22.

“The hybrids reduce soot and hydrocarbon emissions by more than 90



Photo by Sharon Smigielski, District 8

The Cincinnati Metro transit service introduced its first six hybrid diesel buses at a dedication ceremony April 21. The event concluded with a parade of the new hybrid buses making their way from Eden Park to downtown Cincinnati.

percent and fuel use by up to 30 percent,” said Marilyn Shazor, Metro’s CEO. “For a tax-supported transit system like ours, it’s about being green and saving green at the same time.”

Ms. Molitoris noted that Ohio’s 21st Century Transportation Task Force repeatedly heard the public outcry for transit. Task Force members, including Mark Policinski, executive director of OKI Regional Council of Governments,

also heard the demand for “greener” options, she said.

“Demand for travel choice continues to rise, and more people are choosing public transit,” stated Molitoris.

In Ohio transit ridership increased by more than four percent from 2007 to 2008 and continues to rise.

Using recently awarded stimulus funding, more hybrids are being ordered by Metro, to be delivered in 2010. 🌱

Photo by Barb Elliston, District 7



Austin Pike Interchange Ground-breaking

ODOT DIRECTOR JOLENE M. Molitoris joined Congressman Mike Turner, State Senator Jon Husted, County Commissioner Dan Foley, and other elected officials and business leaders on April 20 to commemorate the start of a new \$22 million project to construct an interchange at Interstate 75 and Miamisburg/Springboro Road/Austin Pike.

The construction of the interchange will improve access to and from I-75 and provide congestion relief on adjacent state routes and existing interchanges on the I-75 roadway. 🌱



Pomeroy-Mason Bridge dedication

David Rose, *District 10*

SPANNING THE OHIO RIVER AND SERVING AS A vital transportation link between two Appalachian communities across the state border, the recently rebuilt Pomeroy-Mason Bridge received a new name in a dedication ceremony held March 23. Ohio Governor Ted Strickland and West Virginia Governor Joe Manchin III were in attendance, as was ODOT Director Jolene M. Molitoris, WV DOT's Deputy Secretary Paul Turman, and various other government officials.

Rightfully named, the new \$65 million "Bridge of Honor" now stands in dedication to the brave actions of Corporal Edward Bennett and his platoon during World War II. On October 30, 1945, Bennett and his team came under severe enemy fire as they were advancing across open ground to assault Heckhuscheid, Germany. With his platoon suffering several casualties, Bennett single-handedly infiltrated and dispatched the eight German gunners and made it possible for the Americans to sweep all resistance from the town.

This spectacular structure stands as an engineering pinnacle of the collaboration between two transportation departments, ODOT (District 10) and WV DOT. The Bridge of Honor replaced the original 1928 cantilever truss structure which had become functionally obsolete.

Along with the constant flow of barge and waterway traffic, the new four-lane cable stayed suspension bridge will better serve the 11,500 vehicles that travel daily from Pomeroy to Mason. 🌱



Photo by David Rose, *District 10*

Governor Strickland (left) and West Virginia Gov. **Joe Manchin** with 103-year-old Kathleen Scott, who attended the original Pomeroy-Mason bridge opening in 1928.

'Safe Routes to School' good for children, environment

Joel Hunt, *Central Office*

AIMED AT PROMOTING HEALTHY activity among students and a healthier environment near schools, ODOT is investing \$3.9 million in 66 communities through the department's federally-funded Safe Routes to School Program.

The investments include the construction of more than eight miles of paths and sidewalks, 140 new ramps to meet Americans with Disabilities Act standards, and 42 intersections with improved safety features, such as pavement markings and school zone signs.

Highlights of this spring's infrastructure project awards include two major projects in Dayton: new street-lighting at the city's Cleveland Park and a nearby elementary school, and traffic calming at Edison School on the city's northwest side. Other investment include new "Walk-Smart Routes" for two elementary schools in the Franklinton area near downtown Columbus, and a new one-half mile long path from the village

of Aberdeen in Southwest Ohio to a nearby regional middle school.

By creating safer places to walk



Photo by Julie Walcoff, *Central Office*

or bike, these investments reduce the danger of traffic accidents in school zones. Between 2006 and 2008, Ohio's school zones were home to more than a 1,000 crashes. In 2008, one person was killed, and 121 people were injured.

In addition to the infrastructure projects, up to \$756,000 will go to 53 communities to create School Travel Plans, a required outline of how communities will encourage parents and children to travel by means other than a motor vehicle to and from school.

According to Julie Walcoff, ODOT's Safe Routes to School coordinator, creating safer travel alternatives to school will have a positive effect on air quality.

"Parents who don't want their children to take the bus often drive them to school," stated Walcoff, "creating more congestion and air pollution. With each new project, emissions around schools will be reduced as fewer parents will need to drop-off and pick-up their children." 🌱



Safety heightened for motorcycle season

Motorcycle fatalities have increased 35 percent over the last three years on Ohio's roads. With the beginning of another riding season, ODOT is joining the Department of Public Safety on a new campaign to reverse that trend. "Ride SMART" encourages motorcyclists to ride Sober; ride Motorcycle endorsed; ride Alert; use the Right gear; and ride Trained. ODOT will display motorcycle safety messages on highway message boards in Columbus, Cincinnati, and Dayton throughout the summer. ODOT's Traffic Engineering team is also working to improve automated traffic signals that are not sensitive enough to recognize when a motorcycle is waiting. New specifications are expected this summer.

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