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Phase two, which is expected to begin in July, will
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The project is set to sell spring 2018 and will be
completed statewide by June 2019. County Managers
and others in District 10 will work together to determine
locations for additional cameras to be installed the
following year. Once the cameras are up and running,
the public can for the first time access real-time traffic
conditions by using the OHGO app.

ASK THE DIRECTOR

To effectively and efficiently remove snow and
ice on 43,000 lane miles of highways, we use 1,700
trucks, 3,000 ODOT people, and approximately
600,000 tons of salt per year, stored at 200 locations
around the state. This is a massive operation and uses
up to 45 percent of the annual maintenance operating
budget. Consistent with our goal of being the standard
of excellence in winter maintenance, we should look
to consider the benefits of any new technologies to
make us better.

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While motorists zip through the work zone along Interstate 75 through the city of Findlay, they pass by message boards, static signs, variable speed limit signs and so much more. And from their iPads, Project Engineer Rob White and Project Manager Beau Smith see and orchestrate it all.

The work zone for the $114 million widening and reconstruction project stretches from County Road 99 to County Road 313 in Hancock County. It’s lined with technologies like variable speed limit signs and queue detection warning systems that help traffic flow and improve safety.

Variable speed limit signs, a relatively new way of controlling speed, replace static signs within the work zone with electronic ones. While the legal, posted speed limit typically remains at 60 miles per hour, it is lowered as needed when different operations on the project occur.

These signs are used in many construction projects around the state. They are also permanent fixtures along Interstate 90 in Lake County to reduce speeds during frequent winter weather events. Such storms can deliver particularly large amounts of snow and make for rough conditions in northeast Ohio. Supplementary to variable speed limits, the queue detection system allows advance notice of what’s ahead for drivers entering the project from either end.

Ohio as a state has the second most bridges in the country totaling more than 27,000. District 8 is responsible for about 1,500 of them. Bridges are rated on an overall scale of zero to nine. The best rating is nine and anything rated a four or less is considered deficient. Ohio’s average bridge rating is 7.04, which is considered good.

“Smarter & Safer”

Nick Buchanan, District 1

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After nearly a week of rain in February, the Ohio River crested at 60.53 feet, ranking it 22nd in terms of historic flood crests, and the highest the river has reached since 1997. Clermont County crews were busy closing roads, then shifting from flood control to address damage caused by an F1 tornado that touched down in the southeast part of Clermont County, cutting through parts of Washington, Monroe and Franklin townships and the villages of Neville and Felicity.

"At one point we had nine closures for flooding on U.S. 52 and State Route 232, and then we closed SR 756 west of Felicity and a small section of U.S. 52 for the tornado damage," said Transportation Manager Arik Adams.

But, it didn’t end there. After the flood and tornado, Clermont County had one last mishap to deal with; a fire at the New Richmond Outpost. The cause of the fire is still being investigated, but four trucks and a loader were a complete loss.

"Needless to say it has been a crazy couple of weeks. During these events the county really came together and worked as a team. This is proof that Mother Nature can be brutal, but we were able to adapt and focus on what needed to be done," said Adams.

District 10 has been dealing with dozens of landslides and their aftermath. As of late April, the number was at 62 landslides. More to the point, the district is up to $70 million in repairs.

The biggest, measuring 800 feet long by 400 feet wide and 300 feet tall, is located on State Route 7 in Washington County, near Newport. The University of Cincinnati partnered with the district to get drone footage of the site. A two week closure of the road started on March 19 so Kokosing could move in and start rock scaling and removing loose material from the top of the hillside.

Dealing with these slides has been an “all hands on deck” situation for D10. Maintenance crews have been cleaning up where they can, Traffic sections setting up temporary signals and detours, and the LoDril team starting their season earlier than normal. Engineers in Capital Programs who don’t normally work on geotechnical issues are also devoting time to these slips. It’s in times like these that the true meaning of “One ODOT,” becomes clear. The offices within the district have been working together beautifully with other districts helping out by loaning their signals.

When it rains, it rains
Liz Lyons, District 8

All hands on deck
Ashley Rittenhouse, District 10

When a slip occurs, soil borings are taken to determine the condition of the soil and how deep rock is. Engineers then design a repair based on this information. Once a set of plans is prepared, ODOT’s sells a contract for the repair.

TranscripT, May/June 2018
THE WALLET STORY

David Rose, Central Office

On February 8, Kevin Pestian flew from his home in Florida to Dayton, Ohio a few days early for a business trip to visit his ailing father in Steubenville, Ohio, where Mr. Pestian grew up. During his drive across beautiful Ohio, Mr. Pestian stopped at the I-70 eastbound rest area near Hebron to use the men’s room and quickly got back on the road to finish the last two hours of the trip. As Mr. Pestian was driving through St. Clairsville, Ohio he received an urgent call from his doctor’s office in Sarasota.

The call had nothing to do with his well-being or general health. The doctor’s office called to tell him not to worry, two ODOT employees, Bob Roahrig and Paul Wieber, found his wallet. Unbeknownst to Mr. Pestian, he dropped his wallet during the visit to the rest area. Bob and Paul told the nurse they found the doctor’s business card inside the wallet and wanted to return it to Mr. Pestian. The nurse gave Mr. Pestian a contact number to ODOT so he could make arrangements to pick it up at the district office. But that’s not the end of the story.

Mr. Pestian wrote Director Wray to not only tell him about “The Wallet Story,” but to praise and recognize Bob and Paul for their honesty, dedication and compassion. What makes this story even more special is that Mr. Pestian’s father died a few weeks later after visiting him in Steubenville. Were it not for Bob and Paul’s act of kindness, Mr. Pestian would not have been able to spend precious time with his father, because if he would have known he lost his wallet, his visit with his father would have been a lot more stressful and more than likely cut short.

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Paul Wieber (left) and Bob Roahrig (right) pictured at the rest area where they found Mr. Pestian’s wallet.

PHOTO BY MORGAN OVERBEY, DISTRICT 5