Improving for Today...Connecting to Tomorrow

2008 Central Office Accomplishments

The numbers tell part of the story: 493 construction projects completed, 105 resurfacing jobs on interstates and state routes, 94 bridges replaced or repaired, 62 roadways modernized, ten intersections improved and seven bikeways built.

ODOT’s accomplishments for 2008 are also measured in how the department “lived within our means and invested in what truly matters.”

The saying from Governor Ted Strickland proved difficult at times. During the summer, fuel prices reached record highs, closing in on $5/gallon.

The price convinced many motorists to leave their cars at home. During the first six months of 2008, Ohioans drove 1.1 billion miles less. Less gas being used equates to lower returns on the state’s motor fuel tax, the main source of funding for ODOT.

“But hard times are the crucible that forges character,” said ODOT Director James Beasley, when he launched the Ohio 21st Century Transportation Priorities Task Force in April.

“Today is not about what we cannot do. It’s about the potential and the promise of tomorrow – what we can and must do to make Ohio better.”

ODOT Accomplishments

A hat trick for Ice and Snow...Take it Slow

Fitting a perfect metaphor for winter, ODOT scored three goals - called a “hat trick” in hockey - in the department’s safety efforts to remind motorists that in Ice & Snow...Take It Slow. Perhaps the biggest score came with the announcement of a first-ever partnership with Walmart, the nation’s largest retailer and the state’s biggest employer, to share ODOT’s message with millions of Ohioans.

ODOT is also partnering with the Ohio Department of Insurance and the Ohio Trucking Association - scores two and three - to spread the safety message statewide.

See page 6 of this issue of Transcript to read more about ODOT’s winning partnerships and learn how ODOT is assisting many local counties and communities who don’t have salt supplies this season.
Emphasizing environmental stewardship, ODOT continued to lead efforts on alternative fuel, using 1,345,380 gallons of B20 biodiesel through August - far exceeding department goals, said Mark Gnatowski, administrator of the Office of Equipment Management.

ODOT has also worked extensively with the Ohio EPA on storm water management issues, including alternative approaches on regulatory compliance for construction projects.

In response to the needs of Ohio’s hauling businesses, ODOT’s Special Hauling Permits Section modernized many aspects of its permit process for vehicles carrying oversize, overweight and over-dimensional loads.

For the first time, ODOT is capturing the investment put into the Ohio Logo blue highway exit sign program. Under a new competitively-bid contract, the state shares in the profits from this program, directing the new revenue to the Highway Operations fund, said Dave Holstein, administrator for the Office of Traffic Engineering.

Living within our Means

“Echoing Governor Strickland’s devotion during these difficult financial times, we identified new ways to contain costs and adapt programs to fit with the changing times,” said Director Beasley at 2008’s Ohio Transportation Engineering Conference. More than $180 million in savings for fiscal year 2008, to be exact.

Department leaders extended hiring controls and held several vacancies. By keeping the number of full-time personnel at its lowest level in more than a decade, ODOT saved $2.8 million in 2008.

By identifying efficiencies and improving service, the 12 district offices saved more than $42 million in operating costs, which were then carried forward into the next fiscal year. Divisions in Central Office saved an additional $32 million, much of which was redirected to capital investments in fiscal year 2009.

A crackdown on un-bid emergency contracts also saved significant resources. Between 2004 and 2006, the department awarded 650 “Type A” emergency contracts, at a cost of $267.9 million. By requiring further scrutiny of “Type A” contracts, the Director reduced the number to just 8 awards in calendar year 2007, even fewer in 2008. For fiscal year 2008, the department spent $13 million less in “Type A” emergencies than in 2007.

Companies that do business with ODOT are being held more accountable for the quality of their work. ODOT’s Chief Legal staff has recovered $36 million in judgments and settlements related to litigation against bridge painting contractors who failed to perform their contractual duties on state bridge projects.

Most notable, however, is how the director’s office significantly reduced the number and expense of costly change orders connected to major construction projects. In fiscal year 2007, change orders cost the department an additional $97 million. In fiscal year 2008, that number was cut to $51 million; fiscal year 2009 is on track to total even less, according to Gary Middleton, head of Construction Administration.

In all, more than 6.6 million tons of asphalt was placed on ODOT-maintained roadways. That’s enough asphalt for a two-lane road from Columbus to Corpus Christi, Texas.

The state’s roadways were made safer, as the numbers of fatalities, injuries, and crashes declined. Safety analysts in ODOT’s Office of Systems Planning compared the first six months of 2007 and 2008, and found that fatalities were down five percent.

According to administrator Jennifer Townley, “the data for the final months of 2008 are still being calculated and it is expected that Ohio’s fatality rate will fall under the 1.13 rate seen in 2007, making Ohio’s highways far safer than the national average.”

As of July, 97.7 percent of state-maintained bridges were in good-to-excellent condition, reported Tim Keller, head of Office of Structural Engineering.

In June, ODOT expanded the Bus on Shoulders transit program to a third urban area, partnering with the transit agencies in Cleveland to allow buses to use the shoulder along the highly traveled Interstate 90 corridor.

“In July, ODOT also certified the first successful year of a pilot effort in Cincinnati,” said Transit Administrator Marianne Freed. “In 2009, we’re looking at expanding to additional routes in Columbus, our first successful site.”

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OTECE focuses on multi-modal transportation
Joel Hunt, Central Office

Ohio’s current and future transportation engineers met for the 62nd Ohio Transportation Engineering Conference (OTEC) in October to discuss the state’s shift in focus from highways to transit, rail, shipping, and aviation.

The annual conference is one of the largest gatherings of transportation engineers, contractors, consultants, the Federal Highway Administration, vendors, and academia in the nation. This year’s conference theme was “Linking Ohio to the World on All Fronts.”

The conference included 63 technical sessions with topics ranging from bridge construction and maintenance to public and private partnerships. All sessions were connected to the conference theme.

Randy Lane, acting Local Projects administrator, moderated discussions on how three local projects reached multi-modal transportation in Ohio.

“This session looked at the Marina Ferry Terminal project in Lucas County, the Wellsville Intermodal Facility in Columbiana County, and regional multi-use trail projects in northwest Ohio as success stories of how local governments are adapting to and embracing multimodal concepts to meet local, regional and global demands,” said Lane.

More than 80 people participated in an off-site session which took participants on a tour of the Main Street Bridge project in downtown Columbus. The contractor, design consultants and the city of Columbus gave guided tours of the new $42 million bridge (pictured below).

Conference entices student participation with scholarships

The 2008 Ohio Transportation Engineering Conference (OTEC) marks the Ninth Annual Student Sponsorship Program, which matches Ohio colleges and university students from transportation-related disciplines with leading organizations throughout the Ohio transportation industry.

This year’s conference introduced a Student Scholarship Program, where Ohio students from transportation-related disciplines competed for four $500 OTEC scholarships. Sixteen students completed a 150-word essay on how they relate the OTEC theme to Governor Strickland’s 2008 State of the State address.

Melissa Kudla, from The Ohio State University, and Derek Kaverman, from Ohio University were selected as winners.

Students were also given a “Passport Card” to compete for two more $500 scholarships, in which they had to visit at least 16 booths in the exhibit area to network with event sponsors. Daniel Henry, Ohio Northern University and Bradley Hoffman, Ohio University won these in a drawing.

The Student Scholarship Program rewards outstanding students in the civil, mechanical, construction, and environmental engineering disciplines, as well as environmental science, information technology, and city, urban, and regional planning.

During the conference, students networked among representatives of a sponsoring transportation organization, learning about the roles and contributions of the sponsoring organization in the transportation industry.

ODOT Rain Garden: Greener, Cleaner H₂O

An innovative and environmentally friendly form of landscaping known as a rain garden is being installed in the northeastern section of Central Office’s main parking lot in Columbus to control flooding and help clean and purify ground water.

A rain garden is a an earth depression cultivated with local plants and rich soil designed to collect melted snow and rain runoff from urban surfaces such as roofs, driveways and walkways. The water is gradually absorbed into the soil and plant roots, purified, and gradually released, preventing flooding, erosion and reducing water pollution.

Central Office began the early stages of installing this first rain garden this fall, and plans additional work as weather permits. Look for the full story on the creation of this modern approach to gardening in an upcoming Transcript article.
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**District Accomplishments:**
Over the past year, ODOT crews improved transportation in every Ohio county. Here are some of the highlights of the many accomplishments from ODOT’s twelve districts.

**Major Field Projects:**

**U.S. Routes 30 and 24**
The district officially completed its historic expansion and relocation of U.S. 30 in Allen, Hancock, Wyandot and Crawford counties with the opening of an interchange at County Highway 330 east of Upper Sandusky. The interchange, which opened to traffic in October, was part of a larger project to expand the narrow, two-lane highway to four lanes from State Route 235 in Hancock County to the Upper Sandusky bypass in Wyandot County. The project was the last of four U.S. 30 projects completed in District 1. The first project began construction in 1997.

The U.S. 24 Fort to Port project observed a major milestone in 2008 when two sections of the route in Defiance and Henry counties opened in November to four-lane traffic. Although work will continue into 2009, motorists traveling U.S. 24 are already realizing the benefits of this major project which added two additional lanes to an accident-prone and inefficient two-lane route.

**‘Fix it First’ Paving Program**
The district completed paving on 114 lane miles of state highway this construction season, with many of those miles being on U.S. Route 224 in Van Wert, Putnam and Hancock counties. Nearly 47 miles of the route were paved in 2008. It is the most concentrated effort to refurbish this important U.S. route in several years.

**State Route 281 Bridge Painting, Defiance**
District 1’s only major bridge was painted this summer under a tight schedule with strict environmental considerations. The State Route 281 bridge over the Maumee River, which was originally constructed in 1969 and is 1,010 in length, was painted in three months.

**Accident Repair Billing**
The district auditing and highway management departments worked together in 2008 on a pilot program starting in December to improve the billing process associated with the costs to repair accident-damaged ODOT property. The new process is expected to cut in half the time needed to handle and process billings and to provide more accurate and timely billing information.

**U.S. Route 24, New Highway Alignment**
District 2 began the first phase of the five-mile, $47.9 million new U.S. Route 24 alignment. The expansion, scheduled to be complete in 2011, will alleviate the increasing safety and traffic concerns caused by the mixture of truck and non-commercial vehicles currently using the two-lane rural highway.

**U.S. Route 24 Safety Project**
District 2 completed a $645,000 spot safety project to repair the deteriorated centerline joint and pavement edge along 26 miles of U.S. Route 24, where increased truck traffic combined with a vigorous winter season left the roadway severely damaged. Motorists on U.S. 24 now ride on a smooth surface with improved safety.

**The Anthony Wayne Bridge Shines Again**
The Anthony Wayne Bridge now shines brightly over downtown Toledo. A $38,000 light repair project replaced a 6- by-4 foot steel fabricated lighting fixture that fell onto the bridge deck during a windstorm in 2007. The light completes the aesthetic look to this 76-year-old northwest landmark bridge.

**Engineers Design Improvements**
Challenged by communication issues between maintenance and construction forces, District 2 engineers implemented the Area Engineer Process Improvement Team, appointing area engineers to four regions in northwest Ohio. This team has made maintenance and construction sections work as partners, improved employee satisfaction, and assured consistency in all duties assigned.
State Route 18 Corridor Completion
After two decades of planning and thousands of labor hours, the State Route 18 corridor was opened to five lanes of traffic in eastern Medina County. The three-year, $21 million limited-access highway now provides motorists with an economic gateway between Interstates 71 and 77.

Paving Pleases Local Community
After pavement conditions prematurely deteriorated on U.S. Route 250 through the village of Apple Creek in Wayne County, District 3 performed sub-grade investigations and discovered trapped water. Working closely with the community, maintenance crews milled the pavement’s surface. The village then repaired water lines and ODOT laid new asphalt on the roadway.

Cooperation Proves Key on Center Street Bridge Project
District 3 took on a complex, 1884 stone arch bridge replacement project on State Route 60. The outdated structure sat between and against two important local businesses in the heart of downtown Ashland. Cooperation between the city of Ashland, ODOT, and contractors enabled the $824,000 project to be completed without disrupting business traffic.

Chip Seal Notifications
The rise of chip seal maintenance projects on District 3’s highways resulted in numerous inquiries filed by motorists and property owners. The Planning Department suggested the district install advance notification signage prior to the placement of chip seals, similar to the ones used for road closures. As a result, the number of complaints dropped dramatically.

Production/Construction Job Swap
To promote information sharing and team building, District 4 implemented a pilot program allowing Production and Construction engineers the opportunity to experience how their designs work on the drawing board and in the field. Two Production members worked in Construction for several months this year, with engineers from Construction slated to work in Production in 2009.

Interstate 77 Widening
Work was completed on the more than $264 million reconstruction and widening of Interstate 77 from U.S. Route 30 in Stark County to State Route 18 in Summit County. The final two projects, in Summit County and Stark County, were completed this fall.

Interstate 271 Bridges
District 4 completed a $34 million construction project for bridges on Interstate 271 in northern Summit County. Both of the 2,000 foot-long structures were built in one-half sections at a time, allowing traffic to be maintained on one side while the other side was being replaced. Some detail work items for the project are being finished.

Work was completed on the more than $264 million reconstruction and widening of Interstate 77…

District Accomplishments continue on page 8
ODOT and Walmart: Holiday Shoppers benefit from a one-of-a-kind Partnership
Nancy Burton, Central Office

To understand this unique public-private partnership between ODOT and Walmart - the nation's largest retailer and Ohio's biggest employer - you have to start at the beginning: with the first email in October.

It was an ODOT news release featuring the department's Ice & Snow...Take it Slow safety message and logo. Local Walmart Fleet Safety Manager Jim Murphy received a copy of the email and quickly called the District 6 Public Information team to ask, "Safety is a top priority at Walmart. How do I get that logo at my three distribution centers in Ohio?"

Murphy shared that hundreds of truck drivers use these distribution centers as a hub to transport billions of dollars worth of goods to 150 Walmart and Sam's Club stores in Ohio. The signs were just the start. From there, the partnership grew.

During the first week of December, ODOT and Walmart announced a one-of-a-kind partnership to share the winter driving safety message with customers at every store across the state, with posters at the entrances and exits to encourage shoppers to log on to ODOT's premiere website, BuckeyeTraffic.org.

In addition to sharing the message with shoppers, every Walmart employee in Ohio received information about safe winter driving in their paychecks on Christmas Eve. With nearly 18,000 employees, Walmart is the largest employer in Ohio.

"By partnering with Walmart, we will be reaching millions of Ohioans with this important message of safety," said ODOT District 1 Deputy Director Tim Burkepile, who led a media event at the Walmart in Ottawa, one of four events across the state to announce the partnership (pictured on this page). During events at the Sam’s Club in Hilliard (District 6) and Walmart stores in Parma (District 12) and Englewood (District 7), customers were also greeted with free handouts on the best winter driving skills to practice during ice and snow season.

"The partnership seemed like the right thing to do for our customers and our employees," said Murphy. And it all started with an email.

Smart Salt Strategy: ODOT helping Local Communities without Salt Contracts
Nancy Burton, Central Office

Smart Salt Strategy

Salt! It's still the best weapon highway crews have in the battle against ice and snow. But this year, many local communities don’t have access to this much-needed winter commodity.

Not only were there unprecedented spikes in rock salt prices - with cost increases ranging up to 300 percent more for salt this year, but some counties in southern and western Ohio did not even receive bids for salt contracts from local suppliers.

To offer some assistance, ODOT is rationing 100,000 tons of salt from its stockpile, allowing for a one-time sale of this material to counties and local communities which were unable to secure salt contracts.

"ODOT has been worked with the County Engineers Association of Ohio, the Ohio Municipal League, and the Ohio Township Association to identify communities in need of assistance," said Dave Ray, Administrator of ODOT's Office of Maintenance Administration.

"ODOT’s first priority will always be maintaining an adequate supply of salt for the safety of travelers on the state highway system," said Ray. "By amending our Smart Salt Strategy, we can also offer some help to local communities who share this
Safety message driven home on 18 wheels

Ron Poole, Central Office

Taking the message of safe winter driving to a new level, ODOT is working with the Ohio Trucking Association to educate commercial truck drivers on the importance of being knowledgeable, careful and safe when operating their vehicles.

Commercial trucking is important to Ohio’s economy: with an estimated 600 million tons of freight valued at $1.6 trillion moved annually by truck on the state’s highways. But so many commercial drivers on the road during snow and ice season can result in accidents. Last winter, there were more than 2,000 crashes on Ohio’s roadways involving trucks, resulting in 11 fatalities.

Across the state, more than 1,100 Ohio trucking companies are getting the message to their truck drivers this winter: in Ice & Snow...Take It Slow.

“Far too often, these crashes involve multiple drivers,” said ODOT District 8 Deputy Director Hans Jindal. “Four out of every five crashes involving a semi in the winter include one or more other cars.”

This snow season, ODOT tailored the Ice & Snow...Take It Slow safe winter driving campaign to the needs of the state’s commercial drivers. At a special event along Interstate 75 near Cincinnati, ODOT and representatives of the Ohio Trucking Association shared the unique challenges truck drivers face in winter weather.

“Our members recognize the importance of compliance and safety,” said Larry Woolum, the association’s director of Regulatory Affairs. “We recognize the benefits of safe highways: from reducing injuries and deaths to maintaining an effective and efficient transportation system that you can rely upon, all Ohioans benefit.”

ODOT and the Ohio Trucking Association are distributing a list of safety points for commercial truck drivers to keep in mind while driving in winter. Some of these include reminders to have braking systems and tires inspected before each run; check fuel supplies to make sure they have at least half-a-tank before starting a run, and giving space to and respecting other vehicles and the snowplows sharing the road.

Truck drivers are also being reminded about the importance of planning and reviewing their routes before their trips by logging on to Buckeye Traffic, ODOT’s premiere website. Buckeye Traffic has highway information on weather and road conditions, road closures, and Highway Patrol accident updates and traffic congestion alerts.

Truck drivers will take to the highways this winter with a work mission and purpose not shared by most motorists, and ODOT wants them to reach their destinations on schedule, but with knowledge and care.

“This mission of keeping highways safe and passable also includes a commitment to keep business moving and flowing,” said Jindal. “If we want to make sure that business and economic development are never frozen in Ohio, we must all remember that in Ice & Snow...Take It Slow.”

commitment to safety.”

This Local Salt Assistance Plan is an effort to share some of the state’s resources while at the same time balancing the needs of the state highway system and the need to be good stewards of state tax dollars.

Meanwhile, ODOT also released its analysis of the causes behind this winter’s cost increases in salt.

According to the department’s Bid Analysis Review Team - a section of the Office of Estimating - a combination of factors led to the spike in price, including historically bad weather and uncharacteristic bidding practices.

Not only did ODOT use a record 906,623 tons of salt last winter, other Midwest states consumed significantly more. These states then placed early salt orders to replenish their stockpiles, which depleted reserve supplies and drove up prices.

Another factor, according to the report, was Ohio’s domestic preference statutes. Under these rules, Ohio-mined Cargill and Morton Salt are guaranteed to win contracts when competing against each other.

During this year’s bidding process, however, ODOT received only one bid in many counties from either firm; Morton and Cargill never competed head-to-head.

The report suggests that Ohio agencies work together to develop an information network to buy and sell salt between one another, thereby allowing agencies with too much and those with too little to share their pre-existing salt inventories before purchasing more salt from the mines.
New Four-Lane Highway Opens
District 5 officially opened seven miles of a newly widened and relocated State Route 161. The $160 million dollar project stretches from Licking County into eastern Franklin County, improving safety, reducing congestion and linking major metropolitan areas to business centers.

Positive Preservation
Following ODOT’s business plan and Director James Beasley’s direction of “Fix it First,” District 5 crews completed several chip and seal projects this year. District 5 maintained the current level of service on these routes while extending the life of the pavement.

Revamped Hamline Bridge Improves Safety
As part of a safety project, the Hamline Bridge in Muskingum County received a complete deck replacement and new paint job. The Hamline Bridge now links motorists, pedestrians, and bicyclists to surrounding neighborhoods over Interstate 70.

Partnership with Community Leaders
This year, District 5 teamed up with community leaders to battle high water on portions of Interstate 70 in Licking County. The plan calls for more signage, and improved communication with law enforcement and all community leaders.

Over the summer, crews installed the center keystone piece for the new canted-arch steel bridge over the Scioto River on Main Street in downtown Columbus.

NExT Project Completed
Work on the Northeast Expressway Transformation (NExT) project was completed this fall. The construction of 18 ramps, 17 bridges, 65 retaining walls and a 440-foot tunnel in a $126 million project began in 2004. The completed project provides a gateway to northeast Franklin County.

International Gateway Progress
Construction began this fall on four new bridges near Port Columbus International Airport. When complete, these bridges will seamlessly link Interstate 670 to the airport, providing direct access to the terminal for motorists and goods. The $26.7 million project is scheduled to open in fall 2009.

Main Street Bridge
Columbus’ skyline changed forever this summer, as the arch of the new Main Street Bridge rose above the riverbed. The inclined arch bridge is the first to be built in North America. When complete, the $45 million structure will carry vehicles and pedestrians across the Scioto River.

DDD Shoots for Zero Accidents
District Deputy Director Thomas J. Wester made it a district wide goal to reduce the number of on-the-job accidents in District 6. Holding district-wide safety events, Wester said he wants to make safety a priority for the men and women of ODOT as well as their families.

District 7 launched an aggressive campaign to help drivers get ahead of the curve with the Interstate 75 Modernization project.
District Seven Crews Make a Difference
During the construction season, District 7 maintenance crews were also making a difference. More than 230,000 gallons of liquid asphalt was used to chip, crack and strip seal more than 360 lane miles.

Property Management
District 7 remains top in the state for managing and disposing of excess land no longer needed for highway projects. In FY 2008, District 7 almost doubled the more $232,000 in revenue generated in FY 2007. District 7 has shown increased land sale revenues for the past three years.

New Technology
District 7 is joining the intelligent transportation system. Approximately 120 sensors along interstates 70, 75 and 675 along with U.S. Route 35 and State Routes 4 and 29 are providing traffic speeds for more than 100 miles of roadway in Dayton. The speeds are posted on message boards to help motorists calculate drive times.

‘Ahead of the Curve’
District 7 launched an aggressive campaign to help drivers get ahead of the curve with the Interstate 75 Modernization project, one of the largest statewide. With the help of several partners, District 7 reached out to the media, businesses, schools, drivers and residents to help communicate information on the project’s progress.

Interstate 75 Widening Project
In March, District 8 began a three-year $98 million reconstruction of Interstate 75 from Cincinnati-Dayton Road in Butler County to State Route 122 in Warren County. The rehabilitation of this 11-mile section of roadway, which carries on average 87,000 vehicles a day, will improve safety and ease congestion.

Union Centre Boulevard Safety Project
District 8 improved the Interstate 75/Union Centre Boulevard interchange in Butler County to handle growing traffic volumes and to decrease the accident rate. The $738,600 safety project lengthened turn lanes on the exit ramps from I-75 to Union Centre and changed the striping on the boulevard to provide dual left turn lanes from eastbound UCB to northbound I-75.

Interstate Train Wreck
On May 20, the impact of a flatbed trailer carrying a train engine severely damaged an Interstate 275 pier supporting the eastbound Interstate 74 overpass. District 8’s quick response mitigated the inconvenience to those traveling both interstates by the Memorial Day weekend. Repair work to both structures was completed by early August at a cost of $753,000.

New Test Lab Improves Work Space
The work environment for District 8 test lab employees was enhanced with the construction of a 2,400-square-foot facility that combined the former separate asphalt and concrete labs into one efficient work space. Completed in May, the new $590,000 facility provides a larger, cleaner and safer workplace.

D-8’s widening and rehabilitation of an 11-mile section of Interstate 75 in Butler and Warren counties – which carries on average 87,000 vehicles a day – will improve safety and ease congestion.
of chip-sealing the roads. County maintenance crews chip-sealed more than 36 miles of roadway on nine different routes in the district this year, saving the state more than $500,000 in future repairs.

Structure in need of attention
With a rehabilitation project not scheduled to sell until 2010, and periodic patching not holding, it was determined that a structure over U.S. Route 52 in Scioto County needed special attention sooner rather than later. Working with the district’s bridge department, county forces improved the structure’s safety by repairing, milling and overlaying the bridge deck.

New Pike County Facility
Pike County employees have a new home, as construction of a 22,500-square-foot highway facility was completed in August. With its new buildings and upgraded mechanical systems, the facility will prove beneficial to highway maintenance crews, their daily operations, and their delivery of services to the traveling public.

County Forces Tackle Roadway Improvement
Implementing cost-effective strategies for infrastructure maintenance, District 9’s highway management department used its own resources to further ODOT’s mission and be as efficient as possible in 2008. The many projects undertaken by highway technicians this year included the repair of 22,541 linear feet of guardrail at a cost savings of more than $175,000.

The Roadway Preserved
To advance the various initiatives of the department and maintain the state’s infrastructure in 2008, District 9 undertook the measure mix to extend roadway life at minimal cost. “With this improved process, we didn’t compromise the original pavement and saved precious resources,” said District 10 HMA Jamie Hendershot.

Replacing a Bridge Deck in Athens
Replacing the timber strip deck of a 1960 steel beam bridge on State Route 681 required a new deck made of Douglas fir, laminated with metal galvanized dowels and delivered on site for placement with a crane. District 10 crews completed all the work in a few days this summer.

Permits Process Improvement
Under new changes made by District 10’s permit department, a permit request received in the county is emailed or faxed to the district office where they are scanned into an electronic file as the original copy is mailed. This database is more user-friendly and allows faster processing of these requests.

[District 9] maintenance crews chip-sealed more than 36 miles of roadway ... this year, saving the state more than $500,000 in future repairs.
District 11

A $1.5 Billion Plant Renovation In Jefferson County
District 11 coordinated lane closures on State Route 7 and arranged special hauling permits to assist FirstEnergy with the transportation of 18 massive steel rings from a barge on the Ohio River to their plant in Jefferson County. The rings were used in special scrubbers to help FirstEnergy meet federal clean-air mandates.

To Preserve and Protect the Pavement
District 11’s 2009-2013 pavement allocation was increased in late summer 2008 by $60 million to address deficient pavement conditions. The district quickly adjusted its program to make an additional $8 million of resurfacing projects and will resurface an additional 206 lane miles of roadway next year to dramatically lower deficiencies across the district.

An Emergency Bridge Rehabilitation Finds a Fast Track
A bridge on State Route 148 in Belmont County was showing increased signs of distress, with failing longitudinal joints and excessive deflection and cracking on beams. District 11 fast-tracked the design and construction of a $350,000 bridge replacement in just six months while traffic was maintained.

Change Order Oversight Committee Makes Big Improvements
District 11 developed and implemented a process where the production, planning, highway management, and construction offices reach consensus on the need for a change order before it is recommended.

“This process has opened the lines of communication between areas as well as saved money,” said Construction Engineer Mark Davis.

District 12

State Route 86 Completed Early
The $6.4 million State Route 86 Relocation project in rural Lake County was originally intended to be complete during the summer of 2009, but instead opened this October, thanks to the cooperation of the contractor and the implementation of innovative construction phasing and scheduling. The project included a new two-lane roadway and a new bridge.

3-D Analysis Comes to District 12
The Innerbelt Bridge in Cleveland is being evaluated through a 3-D bridge analysis tool which uses state of the art computer-aided modeling to precisely recreate the structure electronically. The computer model can be used to predict the effect of external forces like wind and temperature on the bridge for planning future maintenance.

Inventory Spot Checks Benefit Maintenance, Ice & Snow Operations
District 12 Executive Leadership established a cross-cost center team to perform monthly Equipment Management and Facilities inventory spot checks. Monthly oversight of this process ensures accurate inventory that directly benefits the operations of maintenance and ice and snow operations.

Geauga County Maintenance Repairs Culvert with Minimal Inconvenience
In April, 2008, Geauga County employees were tasked with the repair of a culvert at the State Route 306/Fairmount Road intersection. Rather than contracting the work out, Geauga County’s maintenance team worked with the Geauga County Engineer’s office and local safety forces to repair the culvert while closing the road for only four days.

Sections of the old box beam bridge on State Route 148 in Belmont County being removed for the bridge’s replacement.
Change has already come to how ODOT will prioritize and select the state’s future major new transportation projects.

Members of the Transportation Review Advisory Council approved new scoring criteria that evenly measures projects of various modes: highways, passenger rail, transit, and freight movement.

There will also be a benefit/cost ratio to measure the public benefit of the project, a new environmental category to gauge air quality impacts of a project, and economic development category to score whether projects reclaim brownfields and improve access to job centers and job ready sites.

Finally, 2008 ends with great promise. President-elect Barack Obama has called for the creation of millions of jobs by “making the single largest new investment in our national infrastructure since the creation of the federal highway system in the 1950s.”

“We’ll invest precious tax dollars in new and smarter ways,” he promised in a radio address. “We need to act with the urgency this moment demands, to save or create millions of jobs so that the millions of Americans who have lost them know that they have a future.”

Investing in What Truly Matters

As 2008 comes to a close, the Ohio 21st Century Transportation Task Force is finalizing a first-of-its-kind “Transportation Conversation,” with several recommendations on how ODOT can better promote a multi-modal system, maximize public investment, and generate economic development.

“Part of the effort in doing this is to make certain we are reaching all Ohioans to help us with our mission: to envision and champion the optimum transportation system for Ohio’s future and recommend the resources and financial tools needed to build and sustain it,” said Ty Marsh, chair of the task force, as he kicked off the first of seven regional meeting across the state.