SAFETY IS IN FASHION

PG 4
How to Save a Life

As part of ODOT’s Safety Standard Operating Procedures which was enacted in November 2018, all employees who participate in logging operations must be trained in First Aid and CPR by June 1. District 10 is among those well on their way to complying to this important OSHA standard.

But this training is nothing new in District 10. Even before the OSHA reequipment was enacted, District Safety Consultant Shannon Slavin made these courses available because it was important to her personally. “My father died of a massive heart attack in 1997,” she said. “It occurred in front of my mom and my sister, neither of whom were trained in CPR or First Aid. They may not have been able to save him, but they both question what more they could have done.”

She and District 10 Training Officer Rick Vandine are both certified through the American Safety & Health Institute. More than 90 employees were trained in 2018, with 170 more trained during 13 sessions in February. Make-up classes will be offered for the less than 20 employees in the district who still need them. While it’s only required for those who participate in logging, Slavin recommends that everyone enroll.

“You never know…your co-workers, friends and family may depend on you to save their life,” she said.

Employee Contributions Benefit Combined Charitable Campaign

More than 1,100 participating charities in the CCC benefited from employee contributions in 2018. Watch for more information about the upcoming campaign which begins August 28, 2019. The CCC will celebrate its 30th anniversary this year. Visit ohio.gov/ohioccc to view employee testimonials and learn more ways you can get involved.

The CCC consolidates many charitable campaigns into one, asking State of Ohio employees for voluntary donations through payroll deductions or one-time gifts.

$2,657,812 Dollars Pledged
7,766 Donors
1,119 Charities Receiving Contributions
87 Participating Agencies

Finding Their Place

Mike Lovins, Central Office

For many, further education after high school is a two-year or four-year college degree, or on-the-job training. But there are other options to prepare the workforce, and ODOT has teamed up with Columbus State Community College (CSCC) for that very reason.

The Construction Inspection Workforce Program (CIWP) is a joint venture between ODOT and CSCC. There will be a need for construction inspectors in the future, and this program prepares people to take the NICET certification exam. Passing this exam will lead them to be pre-qualified as a construction inspector for ODOT projects.

This program began in the fall of 2016. Terry Bolden of ODI was charged to help expand diversity workforce opportunities. Bolden has been the connection between ODOT and community colleges across the state. The Columbus State program started as a pilot program, as they were the only college that had a program that aligned with ODOT’s needs. The aim is for the program to go statewide.

There are currently 18 students participating in the CIWP. A goal of this program is to create a pipeline to inform students in high school about the opportunity to enter the transportation field. ODOT has gone out to many underrepresented communities, including Appalachia and the urban core, to talk about receiving training at various technical schools and colleges.

Bolden said, “In an emerging technological transportation industry, this program prepares future construction inspectors to be diversified and receive a certification to work on transportation related projects.”

To find out more about the program, visit www.csc.edu/ciwp.
April 8th - April 12th
Employees wear orange to help raise awareness for safety in the workzone.
Building a Foundation
Nick Buchanan, District 1

Before coming to ODOT, Paulding County highway technicians Brittni Rivers and Yolanda Dalton had never stepped foot in a plow truck.

“I had nothing,” said Rivers, referencing her prior experience. “I had never driven in a truck, or in any of the equipment we have here.”

Rivers, who had been laid off from a factory, and Dalton, who was a student loan collector, both entered ODOT through the apprenticeship program, designed to train inexperienced individuals in highway maintenance and equip them with a commercial driver’s license.

Working on the road or behind the wheel of a truck can come with a large learning curve for someone who has never done it before. “I had no hesitation,” said Rivers. “Ever since I was a little girl, I always told my dad I was going to drive a big truck.”

Coincidentally, it was her father who suggested she apply for the apprenticeship program.

The women shared similar paths, starting as apprentices – Rivers in 2016, and Dalton in 2017 – and working their way through winter seasonal positions before they became full-time highway technicians in Paulding. They both said they enjoy the variety of work that their jobs offer and not knowing exactly what the day will bring when they get to work.

“For me, it’s a feeling of accomplishment, getting people where they need to go. When the snow is really blowing, it’s tough, but you push through it and keep going,” Dalton said.

Rivers agreed: “It’s the best job I’ve had.”

A Long History
Mike Lovins, Central Office

Rusty Walter of ODOT’s network team is going to STRIKE! Almost every time he bowls, that is. After 33 years with the department, he’s retiring. Now he’ll have plenty of time to follow his passion for bowling. But, I’m getting ahead of myself…

In 1986, an 18-year-old kid, through a high school job placement program, had his one and only job interview, ever. James “Rusty” Walter applied for a job as computer operator 1, right here at ODOT. He started in the computer room, mounting tapes and printouts. He worked his way up to running wires. He earned the nickname, “Phone-man,” as back then it was phone lines he was placing.

Walter said he was part of the helpdesk, before there was a helpdesk. He has really liked seeing how that has evolved over the years. Most recently as part of the network team, Walter has worked by the motto, “the network works, no excuses.” He’s been to every ODOT building, every county garage, every outpost, every gas station and has loved getting to meet all the people he’s encountered and the friends he’s made along the way.

As his tenure at ODOT ends, Walter is looking forward to dedicating more time to his family business: bowling! His family has owned a bowling alley in Plain City for 46 years. At the young age of 17, Walter bowled his first of 56 perfect 300 games. His most recent was just this past March.

After a few more years of recovering from previous back issues, Walter hopes to take his skills out on the road on the Seniors circuit. Until then, he gets extra fulfillment from coaching a group of boys and girls in his local junior bowling league.
OUTCOME

Creative, cost-effective solutions to keep water off our roadways is just another day at ODOT.

THE SOLUTION

Five pump stations were built at strategic locations around downtown Columbus. Runoff collected from I-70 is funneled into large underground pits, located below the level of the river. As the pits fill, a small duty pump running around the clock pipes water out through the river bank and into the Scioto. There are also three massive auxiliary pumps that will kick on in sequence as the water level rises to deal with above average drainage. A single pump can move up to 18,000 gallons of water per minute.

THE SITUATION

When Interstate 70 was initially constructed, engineers faced a serious obstacle: A portion of the interstate that runs through downtown Columbus is at a lower elevation than the Scioto River. Road construction includes channeling water into ditches, drains and culverts which send it to a stream or river. But even the most talented engineers can’t make water drain uphill.

THE CHALLENGE

How to keep I-70 from becoming a waterslide.

COMPLICATIONS

These stations require a lot of maintenance to keep them running. Each station costs upwards of $500,000 per year for maintenance and electric. ODOT works with the City of Columbus on a maintenance agreement to service these pumps and clean the pits once a year. The original pumps have been in service for well over 40 years. Time for an update.

UPDATE

ODOT plans to rehab the existing stations in the coming years, starting with the station located on West Broad Street behind ODOT’s central garage. Each rehab will cost $1.5-$2 million and will include installation of newer, more efficient pumps that will be less expensive to run. The new pumps will be installed one at a time, allowing the stations to remain operational through the rehab.

OUTCOME

Creative, cost-effective solutions to keep water off our roadways is just another day at ODOT.
East Broadway Elementary sixth grade teacher Mrs. Rutledge taught her scholars about the public services ODOT provides, and to show their gratitude, they wrote thank you letters to ODOT.

The Northwood outpost team honored the scholars by allowing them to experience a snow plow and traffic truck firsthand. Highway Technicians Jonathan Comes and Thomas Morris educated the scholars about ODOT and our equipment and let them sit in the trucks and honk the horns. Here are some of the letters they wrote.

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Thank You, ODOT
Rebecca Dangelo, District 2

Dear ODOT Employee,

Thank you for keeping our streets safe. You don't see us but you just do it. I think it's cool that you do what you do.

Thank you for fixing the streets.

Sincerely,
[Signature]

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Dear ODOT Employee,

Thank you for keeping our streets safe. You just do it. I think it's cool that you do what you do.

Thank you for fixing the streets.

Sincerely,
[Signature]

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Dear ODOT Employee,

Thank you for keeping our streets safe. You don't see us but you just do it. I think it's cool that you do what you do.

Thank you for fixing the streets.

Sincerely,
[Signature]
In late March, ODOT District 8 acted to address growing congestion and safety concerns voiced by law enforcement and the public involving State Route 32 in Clermont County.

“There were two crashes that resulted in fatalities on this stretch of 32 during the winter,” said District 8 Deputy Director Tammy Campbell. “Because of the fatals and other crashes, we decided it needed attention and developed changes to improve the traffic pattern in this area.”

Primary work eliminated the requirement for drivers traveling on westbound SR 32 to stop at one of two existing traffic signals. The new configuration provides a constant green on the signal east of the Interstate 275 interchange for the two westbound through lanes. Drivers will still be subject to stopping at the signal west of the I-275 interchange. The change is expected to address problematic stop and go movements occurring within a short distance on west SR 32 that create a dangerous environment.

The initial phase of the project closed the inside lanes of west and east SR 32 for about two weeks to remove an existing median and place temporary barriers.

The later phases included restriping lanes, adjusting signal timing and a long-term closure of a third lane on west SR 32. This closure created a dedicated left turn lane from the Interstate 275 north ramp onto west SR 32. The new configuration allows for a longer green light and enables more vehicles to turn left to better clear the ramp.

“Traffic exiting from I-275 northbound to 32 would back up nearly to the interstate,” said Campbell. “This was creating a potentially dangerous situation for interstate travelers.”

District 8 employees Charlie Rowe, Bree Hetzel and Alex Genbauffe were the project’s primary planners and engineers. The district’s Clermont County Resident Engineer Jason Haus oversaw the project’s construction.

The project began March 24 and was completed April 26.