

Transcript

Ohio Department of Transportation ★ Employee Newsletter

September 2005

Jobs and Progress is a go.

Gordon Proctor, ODOT Director

THAT IS THE SHORT and simple conclusion of a very long and complex new federal transportation act. Way back in March 2002 Gov.

Taft articulated a comprehensive federal transportation agenda for Ohio which would fund half of the \$5 billion Jobs and Progress Plan. The other half was funded by the state motor fuel tax increase of 2003.

Finally, in late July Congress approved a new highway act, after the old one expired in October of 2003. The new bill accomplishes virtually everything in Gov. Taft's agenda and will greatly benefit ODOT. The bill:

- Completes the fix of the "ethanol penalty" which cost ODOT about \$150 million annually in lost income from the federal tax break on ethanol-blended fuels;
- Increases Ohio's rate of return from 90.5 cents on the dollar paid to the Highway Trust Fund to 92 cents;
- Gives Ohio a 36 percent increase in federal funding authorizations, which is the 7th largest increase in the country;
- Provides nearly the \$1.25 billion annually in federal highway construction funds that ODOT sought, up from \$950 million in 2003.

The Jobs and Progress Plan is a sub-set of ODOT's long-term plan. It provides \$500 million annually for major expansion projects in every region of Ohio. These projects represent the highest-scoring safety, congestion and corridor-completion projects ranked by



the Transportation Review Advisory Council. The Jobs and Progress Plan is very important and historic in its scope. It represents the largest ODOT construction effort since the original construction of the interstate highway system.

As important as it is, however, it is only one part of a larger and even more comprehensive long-term financial plan for ODOT. At the end of the 2005-2006 Business Plan, available on ODOT's website, is a depiction of the long-term financial plan. It provides adequate funding to keep ODOT stable through at least 2015 in all major categories of expenditures.

The success of the federal bill provides the final piece of this long-term funding puzzle. Basically, before the federal increase, ODOT's existing state and federal motor fuel tax was dedicated through 2015 to keeping our department staffed at 6,031 employees, keeping bridges and pavements adequate, keeping maintenance needs met, keeping our commitment to local project funding and to meeting our safety goals.

Now, with the federal success, the Jobs and Progress projects also are funded. This means that mega-projects such as the Columbus Split, the Cleveland Innerbelt, Downtown Dayton, U.S. Route 24 and U.S. Route 33 are funded and can be built.

The Governor, Congress and the President have funded our plan. Now, it is up to us to deliver. I know that we will. ☺

To the Employees of ODOT,

I want to thank everyone who has offered assistance and donations for the relief of Hurricane Katrina. No doubt, we all would like to do more. We have had many offers from ODOT employees to volunteer in the area but to date ODOT has not been tasked with any specific relief effort in the hurricane area.

As much as we all would like to form a convoy and travel to the region, we have not been asked to do so. It is unwise and often ineffective to send crews unless they can be totally self-sufficient with equipment, fuel, supplies, spare parts, food, housing and medical support. A crew with limited fuel, food and supplies can only be effective for a few shifts before they and their equipment are exhausted and stranded. We have told the Louisiana DOT of our desire to help and they will let us know if we can be of service.

The state of Ohio has been responsive to the specific needs requested. More than 20 rescue boat crews from ODNR were dispatched. More than 1,300 Ohio National Guardsmen were deployed. Firefighters, medical personnel and public health officials also have been sent from Ohio.

ODOT also stands ready to coordinate transportation for any evacuees transported to Ohio, first to emergency shelters and then to long-term housing. Public assistance officials are coordinating to provide these families with public assistance, public health care, school enrollment, job placement and emergency household spending money.

Thank you all for your offers and your concerns. If and when we can participate we will do so. In the meantime, please donate what you can to the national relief efforts.

Sincerely,

Gordon Proctor
Gordon Proctor

District 3 Brings U.S. Route 30 One Step Closer to Completion

Brian Stacy, District 3

ODOT MOVED ONE STEP CLOSER TO upgrading U.S. Route 30 to a four-lane, limited-access route across the state when District 3 opened a new 16-mile leg of highway between Bucyrus and Ontario in August.

ODOT Director Gordon Proctor, U.S. Senator George V. Voinovich, U.S. Congressman Michael G. Oxley and local elected officials attended the ribbon-cutting ceremony on Aug. 4 in Bucyrus.

“The completion of the Bucyrus to Ontario corridor is one more successful step toward upgrading U.S. 30 to a four-lane highway across Ohio,” said Proctor. “The upgrade will address safety and congestion issues and open this area to economic development opportunities by providing a safer, more efficient means of travel for motorists and freight shipments.”

The \$69.5 million project relocated a 16-mile stretch of U.S. 30 from the Bucyrus Bypass to the Ontario Bypass; completed the widening of

the road to four lanes in Crawford and Richland counties; completed two diamond interchanges; constructed new interchanges at State Route 602, State Route 598 and State Route 61; built 10 new grade separations; and improved safety and reduced congestion by adding a paved median and shoulders.

“The community of Bucyrus is centrally located within Ohio. Hopefully, the



Officials cut a section of ribbon near their community or district on a large banner mapping this section of the U.S. Route 30 upgrade. Left to right: Jack Ford, *President of Beaver Excavating*; Phil Honsey, *Galion City Manager*; Dennis Little, *Galion City Council President*; George Voinovich, *U.S. Senator*; Tom O’Leary, *ODOT D-3 Deputy Director*; Mike Oxley, *U.S. Congressman*; Mo Ressallat, *Crawford County Commissioner*; Paul Gillmor, *U.S. Congressman*; Pete Dzugan, *Crestline City Mayor*; Larry Mumper, *State Senator*; Steve Reinhard, *State Representative*.

location of the new U.S. Route 30 will be an ideal spot between Interstate 71 and U.S. 23, as we are always looking for new businesses to develop in Bucyrus,” said Dan Ross, mayor of Bucyrus.

rural macro-corridors, like U.S. 30.

“Completing the upgrade of U.S. 30 through Crawford and Richland counties is a significant step toward rebuilding Ohio’s stressed transportation network,” Proctor said.

“For the last 45 years, my family has lived on U.S. 30, and we have seen the traffic steadily increase. From a safety perspective, I think this project will have a great impact on the communities to help alleviate congestion.” -Barbara Blackford, former Crawford County commissioner and resident.



“Moving forward in the process of rebuilding U.S. 30 reinforces the governor’s commitment to improve the

state’s business climate and open new economic development opportunities.”

Currently, two projects are under construction to widen and relocate U.S. 30. A \$98.8 million project from Upper Sandusky to State Route 235 began in May 2005 and will be completed in 2007.

ODOT District 3 also has a \$53.6 million project, east of the city of Wooster, which will be completed in 2006. When these projects are complete, motorists will be able to travel on a four-lane, limited-access highway from the Indiana state line to Canton. Projects to upgrade the route in Stark, Carroll and Columbiana Counties are in the planning process. 🟢



Dozens of vehicles lined up to be among the first to travel the upgraded U.S. Route 30 between Bucyrus and Ontario in Crawford and Richland counties.



Ryan Larzelere, Central Office

IMAGINE THIS: YOU'RE TRAVELING Interstate 71 in Richland County on your way to see an old friend. But just a little way into the county, you realize you are going to be traveling through a construction zone for a long time. That's because two widening projects on I-71 span nearly all of Richland County – 13 miles in all.

While your first instinct is to speed up to get through the work zones as quickly as possible, you become increasingly aware of the importance of safe driving as you realize lanes are narrowing in anticipation of the work just shortly ahead.

But not everyone is slowing down.

To catch the attention of those who might ignore an everyday ROAD WORK AHEAD sign, District 3 has taken a number of steps to try to ensure your safe travel as you go about your way.

The Richland County zone on I-71 was selected for a "safety blitz" of additional signs, Highway Advisory Radio and extra police enforcement due to a high rate of accidents within similar zones in Richland and Ashland counties over the last couple of years. The safety blitz is designed to make motorists aware of

the zone, reduce their speeds, be aware of their surroundings and use caution as they drive through the zone.

When you enter the project area, you are greeted by traditional work zone signs alerting you of the work ahead, signs showing the reduced speed limits and the doubled work zone fines if you are caught and cited.

As you get closer to the work area, you see a sign reading, "Road work ahead. Please tune to 530 AM." Tuning to the radio station you hear a broadcast that is worth listening to:

"Failure to obey posted speed limits in the work zone could mean a hefty fine. ODOT is paying the Ohio State Highway Patrol to enforce the 55 mph speed limit and safer driving habits through this work zone. Each year more than 2,000 people are injured or killed in work zone crashes. Look for special signage and speed trailers which display work zone and speed-related information. Don't speed, give driving your full attention, and beware of mov-

ing equipment and shifting traffic patterns. If you don't slow down, you'll have to pay up! This message is brought to you by the Ohio Department of Transportation."

Entering the work zone, you spot two additional signs stating the speed limit, again reminding you that it is being enforced. The district has also placed a speed trailer connected to a changeable message board in the work zone. As you approach, the trailer tracks your velocity. If you're traveling less than 60 MPH, the message will read, "Work Zone, Reduce Speed." If you're going more than 60 MPH, it will change to, "You Are Speeding. Slow Down."

Further into the work zone, you see a sign notifying you of three sets of rumble strips ahead, which will give you a jolt and a physical reminder to slow down. A second speed trailer, again with a message based upon speed, is set up past the rumble strips.

As you've passed through the work zone, you've also seen members of the State Highway Patrol monitoring your speed with radar guns and airplanes overhead.

You find yourself and the vehicles around you keeping your speed within the limit and driving with safety in mind. "Better safe than sorry," you say to yourself behind the wheel.

This kind of attention is not just in Richland County: this stepped-up enforcement within work zones is an initiative happening all over the state and will continue through the end of this construction season as part of ODOT's ongoing effort to reduce accidents and make work zones a safer place for motorists as well as highway workers. 🚗



This portable, changeable message board along the I-71 work zone in Richland County has an attached speed trailer warning speeders to slow down and reminding all motorist of the reduced speed limit.

ODOT NARROWS OPTIONS FOR Downtown Columbus 'Split'

Joel Hunt,
Central Office

ODOT HAS COMPLETED A DETAILED analysis on four alternatives to rebuild the congested, crash-prone Interstate 70/71 split through downtown Columbus. Throughout August, ODOT asked the public to review the information and provide comments that will help officials narrow these alternatives for fixing the freeway.

All the alternatives under consideration untangle the I-70/71 overlap by rebuilding the interchanges at State Route 315 and I-71 and changing the location of travel lanes for each highway. They also consolidate and move ramp locations, as well as add new through-lanes for I-70 and I-71 to accommodate traffic growth. When the reconstruction is completed, motorists driving through the downtown on I-70 or I-71 will no longer make the lane changes that currently cause congestion and crashes.

ODOT considers the downtown split the most congested, high-crash freeway in the state. It was designed in the '50s and built in the '60s to carry a maximum of 125,000 vehicles per day – today it carries about 175,000. As a result, the highway experiences about two crashes daily.

“One of the primary causes of crashes and congestion is the close proximity of ramps in downtown Columbus,” said Jack Marchbanks, ODOT District 6 deputy director. “These designs help address this problem by consolidating ramps and moving them to safer locations.”

The four alternatives differ in how they tie the freeway system into the downtown street network. Three

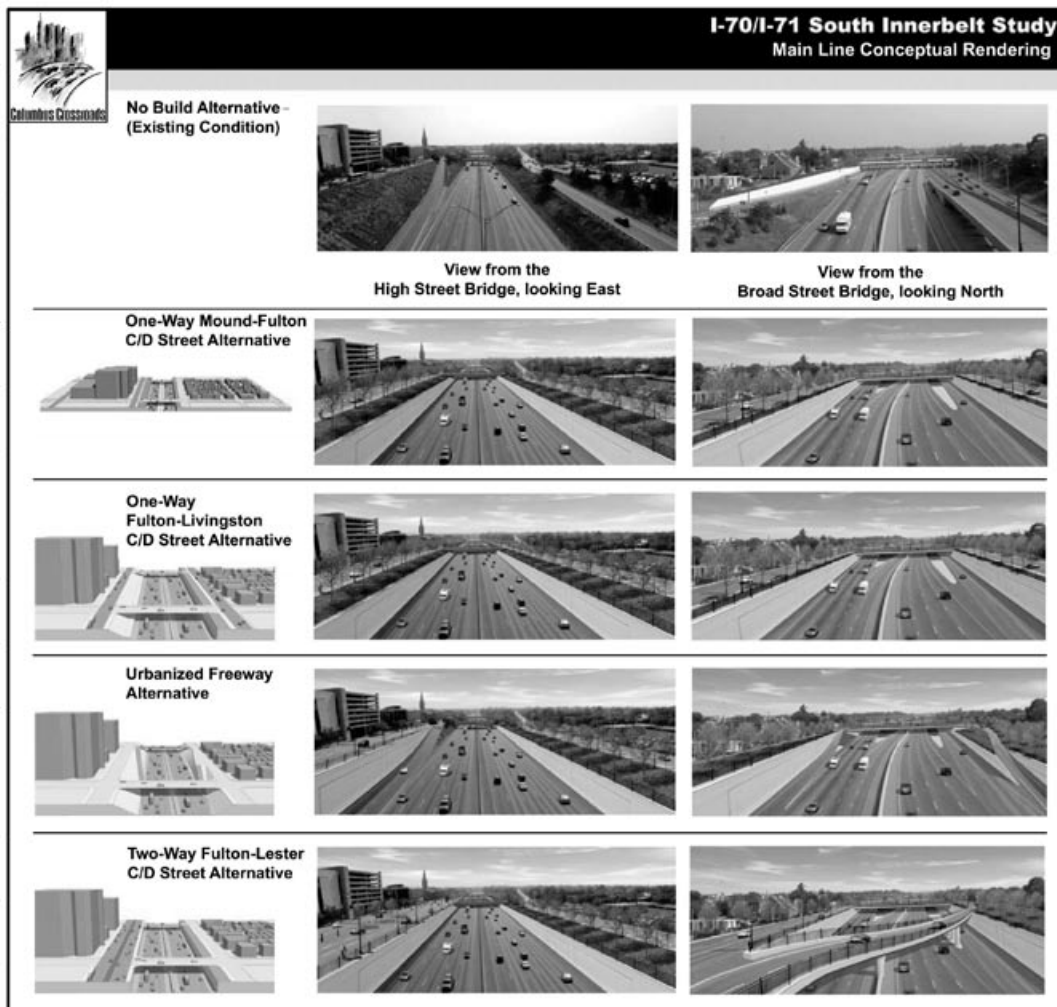
alternatives separate motorists traveling through and into the downtown by locating downtown exit ramps at the ends of the 1.5-mile corridor. Downtown motorists would use modified city streets – called collector/distributor streets or CD streets – parallel to the freeway to connect with cross streets in the downtown. The CD streets would collect traffic from existing downtown areas and distribute it onto the freeway. A fourth alternative – Urbanized Freeway – would consolidate downtown ramps at Third/Fourth and Spring/Long streets.

The alternatives – and the criteria for evaluating them – were identified through public and community meetings held over the past three years. ODOT used five

categories to compare the alternatives based on how well they improve safety, accessibility and traffic flow downtown. They were also compared based on their ability to minimize environmental impacts and address community goals, such as attractive gateways and better pedestrian access to downtown streets and neighborhoods.

ODOT shared these results and discussed the specifics of each alternative during a series of public meetings and small group forums this summer. In September, the list of alternatives will grow smaller as the department uses public feedback to identify the best options for

(see **SPLIT** on page 5)



SPLIT (from page 4)

each leg of the south and east freeway. In addition, the city of Columbus recently asked ODOT to analyze a variation of one of the four alternatives, which would cap the freeway. ODOT will also study this variation, along with public feedback about the other four option to come up with a preferred alternative for further study. A final plan for the corridor is expected by February 2006.

“Narrowing the alternatives to a final plan will be very difficult given the dozens, if not hundreds, of competing interests among neighborhood, business and special interest groups,” said Marchbanks. “Reaching consensus on the best solution will require looking at the collective benefits to the community, as well as individual goals.”

The most common community concerns include ramp locations, increased traffic on nearby city streets and character of city streets along the highway.

“Under every scenario – including ‘no build’ – traffic will increase or decrease significantly in some areas downtown. The location and amount of traffic varies by option,” Marchbanks said. “But we can’t lose sight of the big picture – many of these alternatives will significantly improve overall traffic flow downtown, making continued development more at-

tractive.”

People have also expressed concerns that CD streets will be wider, which may change the character of downtown streets and make walking more difficult for pedestrians.

Marchbanks said most of the alternatives fit within existing downtown streets. In some areas the roadway can be widened out toward the freeway using space previously occupied by ramps.

“There is also an incredible opportunity under all the options to redesign the urban landscape downtown,” said Marchbanks. “We can create much wider, safer sidewalks and crosswalks for pedestrians, build more attractive neighborhood gateways and hide portions of the highway below using wider bridge caps similar to Interstate 670.”

The alternatives under study range in cost from \$580 million to \$720 mil-

Score Card for Alternatives - Overall

Columbus Crossroads I-70/71 South Innerbelt Study OHIO DEPARTMENT OF TRANSPORTATION	Operational Efficiency	Local Accessibility	Mobility	Safety	Environmental and Community Issues	Planning Level Cost	Overall
	No Build Leave the corridor entirely unchanged	○	○	○	○	●	N/A
One-Way Mound-Fulton Collector-Distributor (CD) Streets Provide one-way CD streets along Mound & Fulton and parallel to both sides of I-71 that collect traffic from existing downtown areas and distribute it onto the freeway.	●	●	●	●	○	\$660M	●
One-Way Fulton-Livingston Collector-Distributor (CD) Streets Provide one-way CD streets parallel to both sides of I-70/71 and I-71 that collect traffic from existing downtown areas and distribute it onto the freeway.	●	●	●	●	○	\$675M	●
Urbanized Freeway System Improve both the interchanges (at SR 315 and I-71), untangle and add lanes to the I-70/71 overlap, improve existing ramps, but leave the highway and ramp system unchanged. The most unsafe ramps could be consolidated or closed.	○	○	○	○	○	\$585M	○
Two-Way, Collector-Distributor Street Using Local Street System Add lanes to the freeway and create two-way CD street downtown along Fulton and Lester.	●	●	●	○	○	\$720M	○

Score Card Key ● Good ○ Fair ● Satisfactory ○ Unsatisfactory ○ Poor

lion. ODOT will build the highway in phases, focusing on the most congested, high-crash areas first and using available funding.

To review the analysis and make comments, log onto www.7071study.org.

Agencies Streamline Process to Expedite Permits in Ohio

Joel Hunt, Central Office

LONG BEFORE DIRT IS TURNED ON A new highway project, ODOT, the Federal Highway Administration (FHWA) and the U.S. Army Corps of Engineers (Corps) settle on a plan to protect wetlands and other aquatic resources during construction. However, federal reviewers have recently had a tough time keeping up with the unprecedented number of projects to replace aging highways and add capacity.

Facing a record number of new projects, including several ‘mega projects,’ over the next 10 years, ODOT, in conjunction with FHWA and the Corps, streamlined and improved the environmental permit process so projects remain on



US Army Corps of Engineers®

schedule and on budget.

In the past, four Corps districts in Buffalo, N.Y., Huntington, W.Va., Louisville, Ky., and Pittsburgh, Pa., reviewed Ohio’s transportation projects, taking 12 to 15 months to complete. The new agreement designates one Corps district, in Huntington. ODOT hopes the new office can complete the process in less than eight months.

The other three Corps districts will continue to have regulatory jurisdiction and authority in Ohio on non-ODOT re-



U.S. Department of Transportation
Federal Highway Administration



lated projects.

“By establishing a single Corps district office to review transportation projects, this agreement will afford ODOT a more consistent, streamlined and cost efficient project development process,” said ODOT

Director Gordon Proctor.

The cooperative agreement preserves the authorities and responsibilities of each agency while encouraging early and close interagency coordination, enhanced regulatory consistency and streamlined regulatory processes to the extent allowed by statute and regulation.

The Corps regulates proposed activities in waters of the U.S. under the Rivers and Harbors Act of 1899 and the Clean Water Act. ●



Ron Poole, Central Office

Training at Turbo Speed

TRANSPORTATION HAS KEPT PACE WITH modern times – the development of the industry and its equipment has become more and more driven by new technologies and approaches.

While ODOT's technology has come a long way, it is just as important to keep those who work with new equipment up to speed about new developments and their use.

To ensure they stay on top of things, District 10 developed the Turbo Team to address a growing gap in ongoing instruction. The Turbo Team identified the district's county garages as an area that could benefit from training for their new equipment.

"Our new dump trucks and equipment have changed from what we've used in the past, repairs could become costly and time consuming as we might have had to start sending trucks out to be repaired," said Tom McNabb, equipment manager for District 10.

Thanks to some investigation by the Turbo Team, District 10 mechanics now have the opportunity to stay current on developing technology within their field through a formalized training program. Individual team members conferred with other districts to see how they addressed this issue. Together, the team came up

with the idea to work with the local community college to develop courses for the mechanics.

Volunteers can now attend classes at a local community college tailored to ODOT's specific needs. The district expects the training will not only increase the knowledge base of the district mechanics, it will also save the department money by allowing more in-house repairs to equipment, thus reducing the use of outside contractors.

"We scheduled five courses for this year starting in March," McNabb said. "Our first classes covered subjects like electrical systems and diagnostics on modern dump trucks. By December we will have classes on new developments in hydraulics as well."

In the first year, the courses will last eight hours a day for two days. The instruction has been set up around departmental needs and specifically around department equipment. Students learn theory and repair skills. The courses are currently being paid for through workforce development funds, and participation is completely voluntary.

"The first classes have gone very well," said Dave Shackle, an auto technician for Monroe County and member of the Turbo Team. "We have had over 90 percent participation by our mechanics, and we have gotten praise for the course material and instruction."

The District 10 Turbo Team estimates that the training could potentially save the department thousands of dollars a year in repair costs. Mechanics will be able to continue to make repairs on the

increasingly high tech systems found in the department's dump trucks and equipment.

The Turbo Team is currently preparing a list of training needs for 2006. Classes are anticipated to be available every three to four months. ☺



'Turn Them In' Ups the Ante on Litter

YOU CAN SEE IT EVERYWHERE – IN national news stories and with your own eyes. Litter along the highways is becoming more plentiful and more dangerous. Roadside trash has been cluttering our environment for many years.

According to a statewide study from the Ohio Department of Natural Resources, nearly 12,000 tons of litter is tossed along Ohio's roads each year. ODOT spends about \$5 million a year picking up litter across the state.

The department has made a commitment to control the amount of litter on roadways by making its reduction a performance measure for county managers and establishing and supporting anti-litter programs. A recent addition to these efforts is the "Turn Them In" campaign sponsored by District 6 in central Ohio. Launched at a press conference Aug. 4, the campaign marks a more proactive approach to curbing littering behavior.

"For the first time, we are working with the Solid Waste Authority of Central Ohio (SWACO), law enforcement and the motoring public to make enforcing anti-litter efforts a true priority," said Kristine Adams-Wolfe, coordinator of the Adopt-a-Highway program for District 6. "In past years we have invested a great deal of money in campaigns asking people to keep the highways clean. Now we are emphasizing a more direct message that will really get the public involved. We want people to realize there are penalties for their actions."

In partnership with SWACO, District 6 began installing billboards and other



The Turbo Team Members: Terry Duskey, Tom McNabb, Roger Hysell, Rick Venham and Dave Shackle. The team also includes Gary Dillinger, who is not pictured.

photo by Stephanie Filson, D-10

(see **ON THE JOB** on page 7)

signs in central Ohio this August. The signs feature the image of a police officer and encourage motorists to take note of and report any littering they may witness to a special hot line. If feasible, officers will be on the lookout for the reported vehicle and will pull over and talk to the observed offenders. Individuals reported will also receive warning letters on their actions. ODOT is also working with local law enforcement and the highway patrol to train more officers in environmental law as well as to encourage them to pull more motorists over and write more official citations for littering.

"We received about 16 to 18 calls the first week the billboards went up," said Sgt. Chris Burden with the Delaware County Sheriff's Office. "The kinds of violations we get can range from minor infractions to the more serious illegal dumping of large amounts of refuse. Depending on the violation, illegal dumping can carry stiffer fines and/or jail time."

The campaign was inspired by efforts of other states working with "Keep America Beautiful," the national all-volunteer organization which works to cleanup the environment. Because central Ohio has more litter than any other region in the state, District 6 wanted to take a firmer stance against environmental offenders.

"Litter might not always seem like a big thing, but 'Keep America Beautiful' research shows public attitudes and behaviors about trash are affected by things like the enforcement of the laws," said Adams-Wolfe. "Clean communities tend to become safer communities, instilling a sense of pride and increasing citizen commitment to take care of their environment. It is still too early to tell if the new campaign will be effective in preventing litter, but I am excited. This is new territory for us."

People seeking more information can look up the program online at www.nailadumper.com 📧



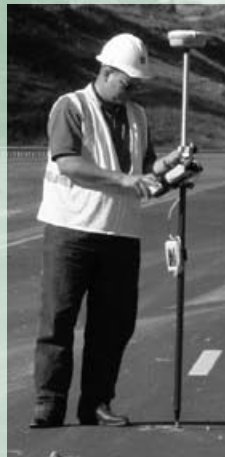
GPS Technology Saves Surveyors Time

Joel Hunt, Central Office

THE ANCIENT SCIENCE OF SURVEYING has gone digital. Today, ODOT surveyors rely on Global Positioning Satellite (GPS) receivers and Internet-ready cell phones to get their jobs done.

The Office of Aerial Engineering has been using GPS technology for surveying since 1990, and Continuously Operating Reference Stations (CORS) since 1997, to improve accuracy and increase production during surveying operations.

GPS and CORS technology works by a constellation of 24 satellites constantly transmitting time data to earth. ODOT's 52 base station receivers – known as CORS – collect the data and transmit it to a central database at the State of Ohio Computer Center in Columbus. By communicating with the network via an



Internet-ready cell phone, a surveyor's GPS equipment can use the information to determine the coordinates of a point.

According to David Beiter, transportation engineer at the Office of Aerial Engineering and Surveying, the GPS points are accurate to within a centimeter. "We're happy, but we want to do even better," Beiter said. "A design, mapping and survey firm who is testing our technology claims they located points accurate to within five millimeters, and they are thrilled."

Beiter said it is necessary to be as precise as possible when surveying, designing and constructing projects "especially when dealing with increasing property values and complex mega projects where we're mindful of every inch of right of way."

ODOT began constructing its CORS network in 2000 using internal staff collectively known as the CORS Crew. The CORS Crew constructed 17 stations during the first two years. Each of the sta-

tions would later be referred to as "CORS Classic."

"Building the stations ourselves allowed for better quality control," said Beiter. "It also provided us with detailed knowledge concerning every aspect of the installations."

Advances in technology allowed ODOT to increase spacing of the CORS stations, which made the system more cost effective. So, in 2002 ODOT constructed an additional 22 CORS stations – known as "CORS Lite." The additional stations made the GPS data more accurate. "The closer you are to a CORS station, the more precise your data," explained Beiter.

Six additional CORS stations have been added via a cooperative agreement with private and public entities to complement the network, mainly at the state's borders.

In addition to in-house testing, Kokosing Construction Company's survey crews used the system on a job site in Columbus. Crews collected points using both the traditional GPS base station and the CORS network. "They both hit right on," said Bill Clifford, Kokosing survey manager.

"The technology is a huge cost savings for us," Clifford said. "You can literally jump out of your truck wherever you are and start your job. It's outstanding."

EMH&T, a civil engineering and surveying firm in Columbus with 22 survey crews, also participated in the testing. Company surveyor Adam Long used the system to collect more than 500 points, including manhole locations, fire hydrants and storm and sanitary structures.

"The beauty of the system is the ability to achieve survey-grade accuracy without setting up additional equipment," Long said. "ODOT's statewide network pushes the industry forward."

ODOT will charge a small annual fee for those using the system. The fee will be used to offset a portion of the system's maintenance costs and upgrades. The network should be available for use by ODOT, as well as other surveying professionals and construction companies in October. 📧

OTEC Coming October 27 & 28

THIS YEAR MARKS THE 59TH YEAR OF THE Ohio Department of Transportation and The Ohio State University bringing together transportation officials, local government leaders and the academic community for one of the largest transportation conferences in the nation. This year's conference will continue the tradition of innovative discussion and information sharing of the latest techniques in transportation engineering.

The theme for this year's conference, "Achieving Safer Roadways Through Engineering, Enforcement, Education and Emergency Services," will address issues as they relate to making our roadways safer for all motorists. Due to an increase in motorists on our roadways, it is vital to increase enforcement efforts, educate motorists on responsible driving behavior and ensure that emergency service vehicles have adequate access to medical emergency routes.

Featured speakers include Dr. Jeffrey W. Runge, administrator of the



Achieving Safer Roadways Through Engineering, Enforcement, Education and Emergency Services

National Highway Traffic Safety Administration, and FDNY Battalion Commander Richard Picciotto, author of "Last Man Down," which gives his first-hand account of the events of 9/11.

Attended by nearly 2,100 engineers, government officials, regional planners, contractors, professors and students, the conference serves as

a symposium of the latest transportation technology, trends, ideas and benchmarks, with the goal of advancing all modes of transportation in the state. OTEC has a long history of serving as a networking and knowledge-sharing tool for all who are involved as speakers, exhibitors and visitors.

Mark your calendars because you won't want to miss OTEC 2005. 📅

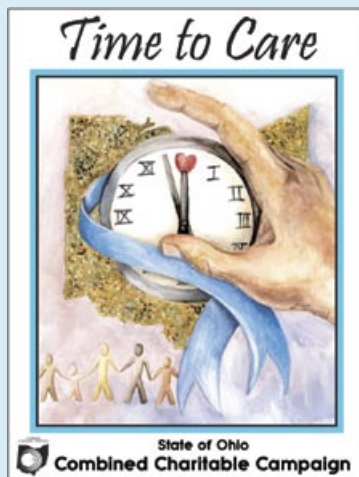
Combined Charitable Campaign

EACH YEAR STATE OF OHIO EMPLOYEES PARTICIPATE IN THE ANNUAL COMBINED CHARITABLE Campaign (CCC) and generously give to thousands of charities that assist individuals and families in Ohio and throughout the world.

Last year state employees contributed more than \$4.9 million to the campaign, surpassing the state's goal by 16 percent! ODOT employees did equally well contributing \$505,290, more than \$66,000 over the department's goal!

Ohio is the leader among states of equal size in dollars raised, participation rate, per-capita and average gifts. Your continued support will ensure people in need receive the health, educational and environmental service programs they have come to depend on.

This year the department's goal is \$465,322. The campaign runs from Sept. 6 through Oct. 14. For more information on the CCC contact your division's or district's CCC coordinator, or call Emily Miller at (614) 466-8991.



Transcript

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