

TRANSCRIPT

Ohio Department of Transportation Employee Newsletter

August 2003



Ohio President
Benjamin Harrison
North Bend, Ohio
23rd President 1889 - 1893



Ohio President
William McKinley
Canton, Ohio
25th President 1897-1901



Ohio Flag

Designed by John Eisenmann and adopted in 1902, the flag consists of:
Stripes = Roads and Waterways,
Circle = The letter O, for Ohio,
Stars = The original states and Ohio's position as the 17th state to join the Union.

Grindstones

Stone cutters cutting grindstones in Marietta, Washington County, Ohio, ca. 1886-1888.

1883



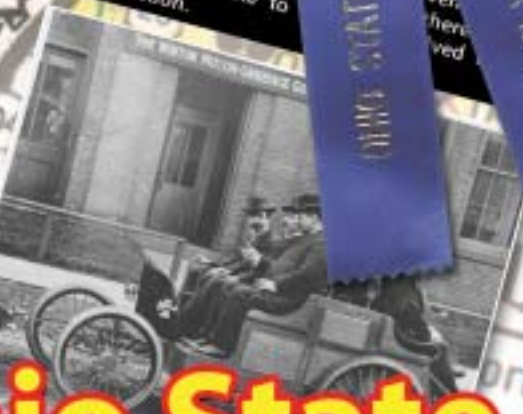
Highway

In 1892, Governor Vinton saw the need for better roads. With the automobile, the study was needed for the state to take the lead in construction.

1905

Electric Railway

Opening of the Lima Electric Railway, July 4, 1890.



Ohio State Fair 2003

Takes Flight

1903, Wilbur and Orville Wright succeeded in their Dayton, Ohio, invention of the first powered airplane.

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NEW SIGNS TO SAVE LIVES, REDUCE FREEWAY CONGESTION

Michelle May
Central Office

For 911 operators throughout the state, helping accident victims can be frustrating.

"Many people who call for assistance can't accurately identify their location so we can send help quickly," said Mel Meloy, president of the National Emergency Numbers Association. "In some cases, the delay can be life-threatening."

But a new statewide program, launched by the Ohio Department of Transportation this spring, will aid motorists — saving lives and reducing congestion in the process.

ODOT is posting about 10,000 Freeway Reference Markers along 700 miles of freeway and ramps in the most congested areas of the state. Locations include major highways in Toledo, Dayton, Akron, Canton, Cleveland and Columbus.

The 48-by-14-inch signs are designed to help motorists pinpoint their location in an emergency. The blue and white signs include the direction of travel, route and milepost number within two-tenths of a mile. During an incident, 911 dispatchers ask motorists to read the sign from top to bottom so they can dispatch emergency crews quickly and accurately.

The signs can also be used by AAA, and other businesses and organizations to respond to service calls along the highway.

"More than 50 percent of all congestion is caused by unexpected incidents, such as highway accidents and spills," said Howard Wood, ODOT Major Program Manager. "If we can find better ways to detect and clear these incidents, we can keep traffic moving and reduce the number of crashes on our freeways."

Studies have shown that each traffic accident on the freeway increases the potential for an additional accident by at least 600 percent.

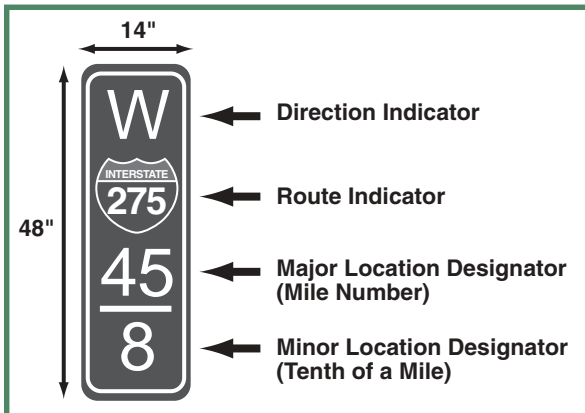
Ohio was the first state in the nation to use the locator signs and the first to expand their use statewide. The expanded program will cost about \$800,000. The signs have been used successfully

in the Cincinnati area since 1995.

Wood said Freeway Reference Markers are part of a larger statewide strategy to reduce accidents and congestion on Ohio highways. Crash statistics show about 42 percent of all freeway crashes occur on just 12 percent of the freeway system.



Motorists can use Freeway Reference Markers to identify locations along the road. The signs have been used successfully in Cincinnati since 1995.



"ODOT is targeting these locations using a variety of means including freeway service patrols and new traffic management technology, which uses pavement sensors, cameras, signs and ramp meters," he said. "This summer we're also looking at low-cost, short-term engineering solutions that can reduce crashes at these locations while we develop long-term reconstruction projects."

From Wilderness To World Class

Melissa Cook

Central Office

Stepping back in time to see a Conestoga wagon; a Model T truck; or John Glenn's Friendship 7 – the first space capsule to orbit the earth, the nearly 50,000 people who visited ODOT's Ohio State Fair display were taken on an historical transportation journey.

The fair's focus this year was on Ohio's bicentennial with ODOT's display illustrating the impact transportation had on the state's history.

The exhibit was brought to life by several ODOT employees who doubled as historical reenactors. These individuals donned historically accurate clothing and provided visitors an idea of what life was like in Ohio's early settlement period.

District 7 employee Dick Sommer portrayed Reverend Liam McIntosh, a circuit riding minister, who was sent to the Ohio Territory in 1802. At the fair, Sommer, aka Reverend McIntosh reflected on his experience in the new area and the difficulties in settling the region.

Reverend McIntosh told fairgoers mulling through the ODOT display that "the life of a circuit-riding preacher is quite rugged and dangerous while on the trail, but the rewards of traveling through the Ohio territory are the gentleness, warmth and friendliness of the people to whom I minister on my circuit."

As in year's past,

there was an array of individuals from several ODOT offices and districts that contributed in developing and staffing this year's display. "Each year our state fair display is a success because of all the wonderful people who help work on it," said ODOT Electronic Design Specialist and fair display coordinator Julie Walcoff. "Many thanks to everyone for their dedication and hard work."

The hard work of Walcoff and the rest of the individuals involved with the display was rewarded by winning this year's blue ribbon for the Best Indoor Exhibitor given by the Ohio State Fair Board.

So as visitor's wandered through a 1936 John Deere Tractor – ODOT's old-

est piece of equipment; a mural of the Wright B Flyer; a historical state time line and other elements of the department's display, they were able to experience Ohio's history – transportation style.



Hoot Huerta of Camden Ohio takes a ride on the classic John Deere.



Melanie Hope Whalen of Gahanna Ohio plays at the Friendship 7 cut-out while visiting the ODOT display with her parents Dan and Honey.



Volunteer reenactors Richard Schuricht and Dick Sommer chat in front of the Conestoga wagon.



Tom Sappington of Central Office restocks the shelves at the ODOT booth during his shift.



Brad Boseker of Central Office and his children Jake and Alex enjoy a day at the fair.



One of the highlights of this year's exhibit was the historic timeline spanning ODOT history from 1803-2003.



Brent Kelley of District 6 and Randy Cattell of the Sign Shop take a moment off to pose for the camera.

Sutherland Receives AASHTO Design Award

John Hackley
Central Office

During his 30-year career at ODOT, Deputy Director of Engineering Services Larry Sutherland has used his expertise to make improvements to Ohio's highway system that will be apparent for years to come.

The significance of his accomplishments was recently acknowledged when he received the Region 3 Design Award from the American Association of State Highway Transportation Officials (AASHTO). It represents the contributions Sutherland has made over the years through his service on a number of national transportation committees, and his direct involvement with major ODOT highway projects.

"I feel very honored, but in order to be considered for this award, it takes an organization and bosses that have confidence in you and your abilities to even permit you to work on these type of projects," said Sutherland. "It always takes a very talented team and a tremendous amount of teamwork to succeed, so I feel very fortunate to be a member of some of these teams, and in large part, this award really reflects how the other eight states in AASHTO Region 3 feel about ODOT as an organization."

By lending his expertise as an engineer to committees for the Transportation Research Board, the National Cooperative Highway Research Program, and AASHTO, Sutherland has helped set standards to improve the safety and convenience of highways in Ohio and across the country.

More specifically, he has been instrumental to the success of major Ohio highway improvements to Interstate 75 in Dayton, the Interstate 270 North Outerbelt in Columbus, and Toledo's Maumee River Crossing.

The Ft. Washington Way project in Cincinnati is a recent example of his efforts. One of a few major highway connections bridging down-



town Cincinnati's east and west sides, the downtown artery was heavily congested. Dangerous weaves from nearby interstate off-ramps and pedestrian safety were quickly becoming problems.

Sutherland led the collaborative design of the project including the Ohio-Kentucky-Indiana Regional Council of Governments, the cities of Cincinnati, Covington and Newport in Kentucky, and many other stakeholders. The group developed a number of alternative designs based on land use, pedestrian access, potential for riverfront development, local access, safety, and overall roadway performance. Five proposed alternatives were studied leading to the selection of a well-supported, locally preferred alternative.

"Probably the hardest part of that project was convincing the Kentucky DOT to give up the shoulders on their Interstate 471 bridge and use the shoulders as a lane to move traffic between the states," said Sutherland. "Without the additional lane in each direction, the project would have been over capacity within the design year."

The completed Fort Washington Way project upgraded traffic safety and efficiency from poor to excellent, enhanced access into downtown, reconnected the Central Business District with the riverfront, and served as a catalyst for the urban renewal of downtown Cincinnati.



Movement in History...

Transportation and Prosperity Go Hand-in-Hand

Ronald Poole
Central Office

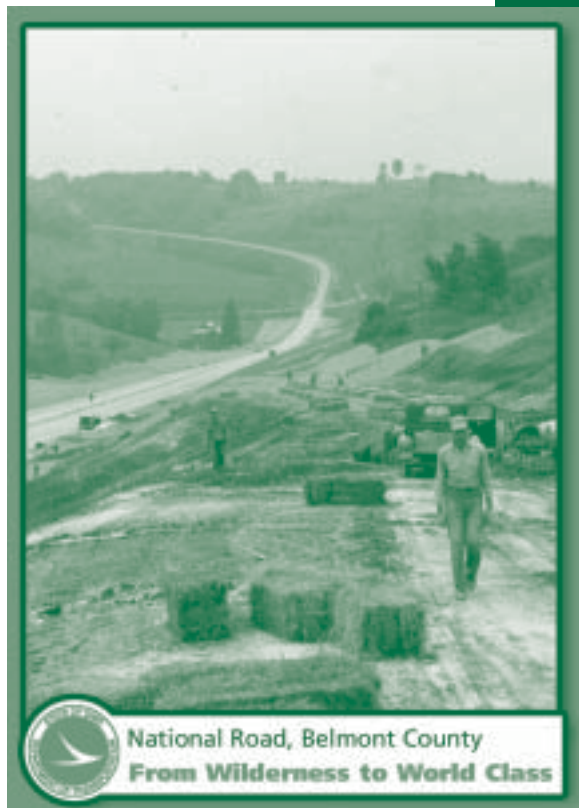
ODOT's display at the Ohio State Fair was a tribute to the state's history in transportation. Those who visited it were reminded of the long standing link between prosperity and the progress of our ability to move goods and people from one place to another.

The nation's first federally-sponsored roadways – Zane's Trace and The National Road – ran through Ohio in the early 1800's and helped bring new settlers to the area.

However, as the population grew, the

state's economy flattened because Ohio did not have an effective method to move manufactured and agricultural goods. Without an efficient transportation system the state had

Transportation trading cards, depicting historical scenes in Ohio, were handed out at ODOT's State Fair booth this year.



fallen into a full depression by 1822.

Ohio's economy began to rebound with the construction of the \$5.7 million canal system built from 1825 to 1845. This success led to the commission of railroads by cities not conveniently situated along the canal lines. With more than 2,900 miles of track laid down by 1860, Ohio had more lines than any other state. River travel and shipping picked up to serve communities along the bottom lands.

Transportation provided vital links in the growing economy of the nation. Communities such as Akron and Newark grew because of the canals, while Cleveland and Toledo developed with the railroads. River towns like Cincinnati became vital and strong with river shipping. During this time, road construction lagged and was primarily left to local communities and private toll companies.

Roads began to have their day as Ohio neared the 20th century. A motor car designed and built by Ohioan John Lambert in 1891 was the first driven in the state, and is largely believed to be the first ever driven in the United States. In the 1890s Bellefontaine became the site of the first concrete street in the country. And in 1903, Ohio residents the Wright Brothers flew their first motorized airplane. Ohio was helping the birth of modern transportation.

The 1950s brought the interstates, and Ohio was one of the nation's early leaders in construction of the modern road system. And Ohio continued to develop its highways as part of a balanced and growing transportation infrastructure through the next four decades.

The innovative spirit that characterizes transportation in Ohio is still evident as the state enters its third century. If the past is any indication, the state will meet its new challenges with tenacity and strength.

Governor's Plan Will Improve Ohio's Transportation System

Melissa Cook
Central Office

In early August, Gov. Bob Taft unveiled his Jobs and Progress Plan, the largest transportation initiative since the original creation of Ohio's interstate system. The plan will generate more than 4,000 highway construction jobs, ease freeway congestion, improve road safety and connect rural regions.

"We are located at the crossroads of the largest, richest and most densely populated manufacturing region of the world," said Taft. "But our system is aging, stressed by over capacity and sorely in need of additional investment to ensure safety, adequacy and a stronger network for a stronger economy. This aggressive, but realistic plan will improve our transportation system, create thousands of jobs across Ohio, and enhance our quality of life."

"Our transportation system has met the needs of the 20th Century – now, we need to meet the needs of the 21st Century," said Taft. "With the continued help of our Congressional delegation we will expand our investment in our cities, improve safety and access, connect our rural areas, and keep Ohio economically competitive into the 21st Century."

Taft, Lt. Gov. Jennette Bradley, Director Gordon Proctor and ODOT district representatives provided details of the plan in news conferences held in Akron, Cincinnati, Columbus, Cleveland, Dayton, and Toledo.

"The governor's plan is an example of his on-going commitment to improve Ohio's transportation system," said Proctor. "It will enable us to continue our progress to increase safety and mobility on our highway network."

Next month's Transcript will contain a profile on each of the components of Gov. Taft's Jobs and Progress Plan.

Further detailed information including specific regional project breakdowns can be seen on the department's Web page at www.dot.state.oh.us.

The Jobs and Progress Plan includes:

- **Creating a \$5 billion, 10-year Ohio construction program to address the state's most pressing needs;**
- **Addressing high-congestion, high-crash locations on freeways;**
- **Improving state bridges and pavement conditions; and**
- **Connecting all parts of Ohio by completing rural routes.**

While the majority of funds to implement the plan are already in place, key to fully implementing the strategy is this year's Congressional action regarding the reauthorization of the transportation act and the enactment of a new federal energy bill. These pieces of legislation will have a direct bearing on Ohio's federal transportation revenue and how much additional transportation funding the state will receive.

Revamped Policy Saves Beneficial Program

John Hackley
Central Office

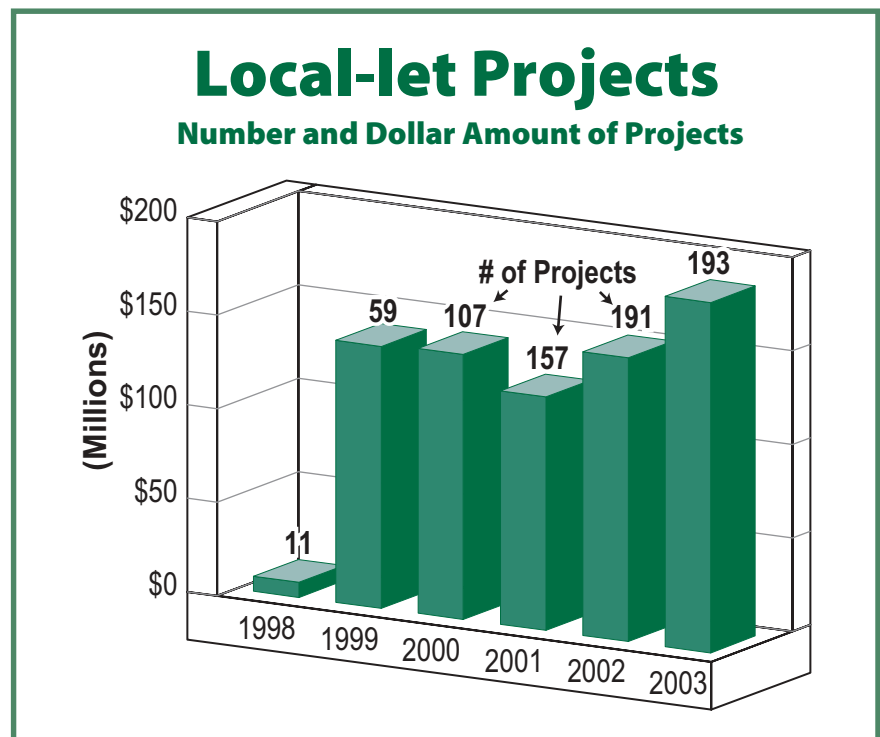
A department policy rolled out this month will strike a balance between the ability of local governments to quickly complete highway projects and the need to ensure those governments follow federal and state regulations in the process.

About five years ago, Ohio became one of a handful of states that allow local governments to contract for transportation projects. "We initiated this – with the approval of the Federal Highway Administration – to allow local public agencies to have primary duties and responsibilities for implementing transportation improvement projects for the roads they own, maintain or both," said Office of Local Projects Administrator Linda Bailiff. "The thought was they could deliver these projects for less money and more quickly than ODOT."

The concept proved to be a popular one. From 1999 to 2003 the program grew from 59 projects to 193. "I think the two primary advantages that draw the local governments to this program are processing time and design standards," said Bailiff.

The time period for ODOT to award projects can be as long as four months compared to the local process which is about nine weeks. In some cases, this can be enough time to push a project back from one construction season to the next. Additionally, the local governments can save time and money by using their own design standards and drawing plans according to their own specifications.

Ohio's highway system has benefitted from this ability to increase the number of



completed projects each year. Despite this success, however, concerns have developed since the inception of the program.

While local governments typically have the ability to speed up the transportation improvement process because of the limited number of improvements they are responsible for, they often lack personnel with the expertise to ensure compliance with the requisite federal and state laws. These laws work to prevent such problems as conflicts of interest, poor construction quality, discrimination, and cost overruns.

"There is now a Standard Operating Procedure with clearly defined roles and responsibilities that both ODOT and local public agencies must follow to overcome the issues that put the program in jeopardy," said Bailiff.

Under the new policy, each district uses a standard set of qualifications to ensure a specific local agency is qualified to take control of a highway project under its purview. Considerations to determine the qualifications of the agency include experience, organizational structure, project development, public business, and fiscal accountability. Ultimately, each district deputy director is responsible for making the final determination.

With these recently developed safeguards, ODOT hopes to continue a process that has proven effective at improving Ohio's highway network.

FYI

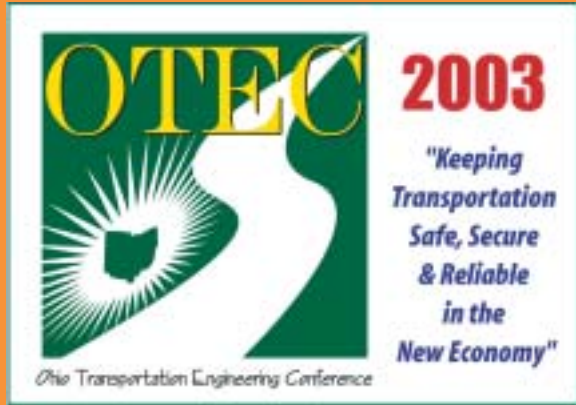
Registration has begun for the 2003 Ohio Transportation Engineering Conference. OTEC is an annual two-day event drawing 2,000 engineers, government officials, regional planners, contractors, professors and students.

OTEC is co-sponsored by ODOT and The Ohio State University, and is organized to provide something for everyone interested in Ohio's transportation industry. The conference is open to anyone interested in transportation issues.

The theme of this year's conference is "Keeping Transportation Safe, Secure, and Reliable in the New Economy." If Ohio's economy is to rebound and reach new heights in Ohio's third century, there must be a modern system of roads which are capable of moving people and goods safely and efficiently. Technical sessions include Structures, Pavements and Materials, Traffic, Administration and Management, Safety, Multi-Modal Planning and Environmental Issues, Construction, and Infrastructure Assurance.

All deputy directors will receive registration information in September.

If you are interested in attending, contact your deputy director or Terri Barnhart, OTEC Administrator, at 614-387-3102 or Terri.Barnhart@dot.state.oh.us.



Transcript

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Our mission is to provide a world-class transportation system that links Ohio to a global economy while preserving the state's unique character and enhancing its quality of life.