

Ohio Department of Transportation Employee Newsletter



Transcript

December 2003



**2003
Accomplishments
Issue**

Recognition for Efficiency

District 1's award of a Level 2 from the Ohio Award for Excellence in 2003 is among the district's greatest accomplishments of the year.

The OAE feedback report for District 1 noted the district had developed several quality systems as enhancements to existing statewide ODOT systems. The district received praise for its effective use of the statewide Organizational Performance Index to improve highway conditions within the district. The district plans to apply for the next level of the OAE in late 2004 or early 2005.

"The feedback report issued by the examination team noted the district's ability to take existing statewide systems and enhance them to our benefit," said Norman R. Redick, District 1 deputy director.

Inventory Turnover Rate and MBE Purchasing Improves

Great strides were made in conjunction with the districts to improve Organizational Performance Index measures for inventory turnover and purchases from Minority Business Enterprises (MBE).

Improving the inventory turnover rate frees funding to be used in other areas; reduces time necessary for compiling inventory; and lowers the chance of ending up with excess and obsolete inventory which is later sold for pennies on the dollar. The goal for the Inventory Turnover measure is to achieve three turns of supply, maintenance, traffic, and garage inventory per year.

ODOT as a whole improved from 1.94 turns at the end of fiscal year 2002 to 2.53 turns at the end of fiscal year 2003. The department is projected to reach 3.5 turns at the end of FY 2004.

State law requires that ODOT acquires at least 15 percent of the goods and services purchased from MBE vendors.

The department ended up collectively at 13.88 percent at the end of fiscal year 2003 which is up from 10.21 percent at the end of fiscal year 2002.

District and Central Office leadership are reviewing anticipated purchases for the fiscal year and making a business decision on the items to be purchased by a MBE vendor. An MBE projection table was created to forecast and track inventory turnover progress throughout the year.



Aesthetic Enhancements Add Flare to Projects

Aesthetic enhancements have been incorporated into several projects in District 1 this year. One such project to receive this treatment was State Route 12 over Interstate 75 in Hancock County.

As part of a bridge replacement project, Flag City U.S.A., or the city of Findlay, now has an impressive gateway which features red, white and blue United States flag medallions on textured stone bridge abutments and the words "Flag City U.S.A." across the vandal fencing over I-75.

This project is the first of three bridges over I-75 which will feature themes relative to the Findlay area.

"We worked with the city to develop the themes for each of the locations within the city. All those involved in this first project are very happy with the results and many local citizens have expressed their approval as well," said Norman R. Redick, District 1 deputy director.

New Policy Helps Local Governments

A new departmental policy has struck a balance between local governments' ability to quickly complete highway projects and the need to ensure federal and state regulations are followed.

Through 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.

Ohio is one of a handful of states that allow local governments to contract for transportation projects. Local governments typically have the ability to speed up the transportation improvement process because of the limited number of projects they are required to administer. However, they often lack personnel with the expertise to ensure compliance with the requisite federal and state laws. ODOT aids the local entities when necessary by providing technical assistance.

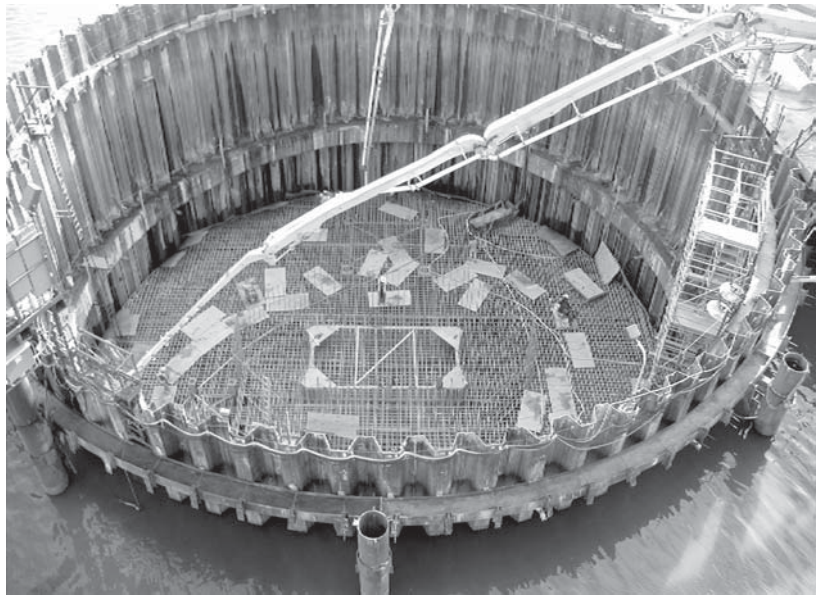
"There is now a Standard Operating Procedure with clearly defined roles and responsibilities that both ODOT and local public agencies must follow to overcome the issues that put this program in jeopardy of being discontinued," said Office of Local Projects Administrator Linda Bailiff.

Estimating Launches Training Program

This year, the Office of Estimating conducted six training classes for 96 district personnel in the area of cost estimation. This was the first step in its quest to provide the department with "better estimates sooner" in the districts.

The course, covering departmental estimating definitions, basic processes for performing various types of estimating, and the use of available estimating software, was developed by the Office of Estimating in conjunction with the Office of Employee Development and Informational Services.

The course will continue to be available to interested parties in the districts and Central Office. Future courses will include specific estimating scenarios and methods.



I-280 Maumee River Crossing

Work on the largest construction project in ODOT history, the \$300 million cable-stayed bridge spanning the Maumee River in Toledo, is 60 percent complete. The bridge's center pylon is one-third of its eventual final height of 135 feet, and the piers and adjoining road segments are 50 percent complete. Thus far more than 1.2 million work hours have been devoted to the completion of this project. Updates on the bridge construction can be seen at www.buckeyetraffic.org, or www.lookuptoledo.org.

Traffic Signal Update

District 2 continued to update its traffic signals in an effort to improve safety on area roads. This effort, which began in 2002, has made many improvements to signals around the district in just one year.

The district has started using brighter and more visible Light Emitting Diode (LED) bulbs which last seven to 10 years and use 85 percent less electricity than the incandescent signal bulbs.

The savings from switching to LED bulbs have been used to install uninterruptible power supplies at intersections with traffic signals. These power supplies are backed up by batteries, which provide power to a fully actuated intersection for up to eight hours during power outages.

Video detection cameras are also being installed at four intersections along State Route 2 as alternatives to loops cut into the pavement.

New District Deputy Director

In May, 2003, District 2 Deputy Director Richard Martinko, P.E. was promoted to Assistant Director at Central Office. Todd Audet, P.E., a 10-year ODOT veteran, was chosen to fill the district deputy director position. Audet previously served as the district engineer of Tests and was the acting district construction engineer. He is also an 18-year veteran of the Air National Guard, where he serves as the engineering officer for the 200th Red Horse Squadron. In 2002, Major Audet was deployed to the Middle East for four months in support of Operation Enduring Freedom.



Lane Miles Added to I-71 Corridor

Priority system routes, such as Interstate 71, make up 23 percent of District 3's 4,500 total lane miles. The district has taken four key steps this year in completing the major reconstruction of I-71, including full-depth repairs and widening to accommodate six lanes in northern Medina, Wayne, southern Ashland, and northern Richland counties. The total cost of these nearly 60 additional lane miles was more than \$143 million. In November, the district sold the next piece of I-71 (between State Routes 97 and 13) which is expected to be built by the end of calendar year 2005.

Construction Activities at Record Levels

Despite last year's inclement weather conditions (severe snowfall and heavy rain) the district had one of its best construction seasons in history, spending nearly \$90 million to improve mobility and safety throughout the region. In addition to progressing on major projects along the Interstate 71 and U.S. Route 30 corridors, the district rebuilt more than 65 bridges.

Construction Management and Roadside Inspection

During the past year pavement conditions significantly improved throughout the district. The Organizational Performance Index scores for priority system deficiencies improved from 3 to 5. Scores for drop offs improved on the general system from 0 to 5 and on the priority system from 0 to 3. Additionally, there was an 8 percent decrease in pavement deficiencies on the district's priority system and for the general system there was a 12 percent and a 12.8 percent decrease in the number of sign and pavement deficiencies, respectively.

Business and Human Resources Scores Big

The Business and Human Resources team worked aggressively this year to improve equipment costs per mile for the car and van fleet (13 percent) and dump trucks (11 percent), improve building condition assessments for county garages (100 percent for the last five months of the fiscal year) and outposts (from 88.3 percent in 2002 to 92.2 percent in 2003) and the district office (increasing from 90.0 percent to 98.31 percent in 2003), and increase the MBE goods and services purchases from 11.85 percent to 30.29 percent.

U.S. Route 30 Bridge Project Outreach

Serving the public was taken to the "next level" when District 3 began its \$20 million U.S. Route 30 bridge project in the city of Mansfield. Beyond public meetings and press releases, the district team made extensive efforts to bring in key local representatives to discuss the project,

its impact on the traveling public and merchants and safety services coordination.

Input from the public meetings and local business and community leaders resulted in a detailed phasing map, a project-specific web site, web cams to view traffic moving through the project, and radio and television advertisements.

Implementation of New Transportation Process Begins

The implementation of a new project development process will increase the efficiency of project delivery by coordinating planning efforts and eliminating duplicative project development activities. An important goal of the new process, a product of 2002's Strategic Initiative 6, is streamlining planning and environmental activities.

During the past year the Office of Urban and Corridor Planning developed a new Planning Process Manual that will replace the Five-Step Planning Manual. The new manual covers planning activities for all projects. The sections for projects defined as Minimal and Minor are completed and the section for projects classified as Major will be drafted by the end of this year.

Staff from the Office of Urban and Corridor Planning worked with the Office of Environmental Services to provide guidance to the districts on incorporating this new process into their projects. The new process is being used for the Interstate 76 and Interstate 80 corridor study in northeast Ohio, the North Central Outerbelt study in Columbus, the Cleveland Innerbelt study and the Columbus Interstate 70 and Interstate 71 interchange study.

Traffic Engineering Releases Statewide "Play Book"

This year the Office of Traffic Engineering led an effort with the districts to create a standardized "play book" for police agencies, emergency responders and local agencies impacted by ODOT's detour routes.

District 3 created a pre-planned incident response "play book" in early 2001 that defined how it would manage traffic control any time there was a long-term closure on any section of its interstate system. This play book was identified as a best practice and it became a requirement for all districts statewide. The statewide play book will be complete and operational by December 31, 2003.



Permitted Lane Closure Map Goes Statewide

This year the Office of Traffic Engineering worked with the districts to standardize the Permitted Lane Closure Map (PLCM) calculation methodology and automate the process by using traffic count data from the Office of Technical Services. The map is used to ensure closures have the least impact to motorists during peak travel times. The results of this process will ensure the lane closure map is always up to date, uniform between districts, and is available to ODOT county garages, contractors, local agencies and the general public via the Internet.

The PLCM defines when a contractor or ODOT forces can close a lane on any segment of the interstate system for construction or maintenance work. It is the centerpiece of ODOT's American Association of State Highway Transportation Officials award-winning work zone policy.

The Ohio State Highway Patrol has expressed a desire to use ODOT's PLCM as a factor in deciding when it will close an interstate to salvage overturned tractor-trailer trucks.

Environmental Services Nationally Recognized

The ODOT Office of Environmental Services received national recognition in 2003 from the American Association of State Highway and Transportation Officials (AASHTO) for Ohio's unique approach to protecting the environment during highway construction.

"We have worked hard to improve our environmental activities," said ODOT Director Gordon Proctor. "This award is a tribute to our pioneering efforts to protect the environment without creating excessive delays to needed highway projects."

ODOT, the Federal Highway Administration and the Ohio State Historic Preservation Office worked together to streamline federally required environmental reviews for construction projects – eliminating unnecessary paperwork and redundant processes.

The "Do-All" Truck

An all-inclusive truck which combines the duties of four current snow and ice vehicles into one will be on District 4 roads this season. The basic tandem chassis with a drop axle truck, a first of its kind in Ohio, will save time and money and create a higher level of service to motorists.

The new truck can plow snow, pre-treat road surfaces with brine, apply salt to existing snow accumulation, spray salt with brine or calcium at the spinner, and spray the road with either brine or calcium at 100 gallons per lane mile.

Its versatility gives operators the option of picking the application best suited for any road condition they encounter on the road. The truck will be on display at the American Public Works Association Conference in the spring.

District 4 Gets New Digs

Saving tax dollars was key in the recent decision to relocate District 4 headquarters to an existing facility in Summit County rather than constructing a new building. Earlier this year, the district purchased a 107,000 square-foot office building situated on the Interstate 77 corridor in Coventry Township.

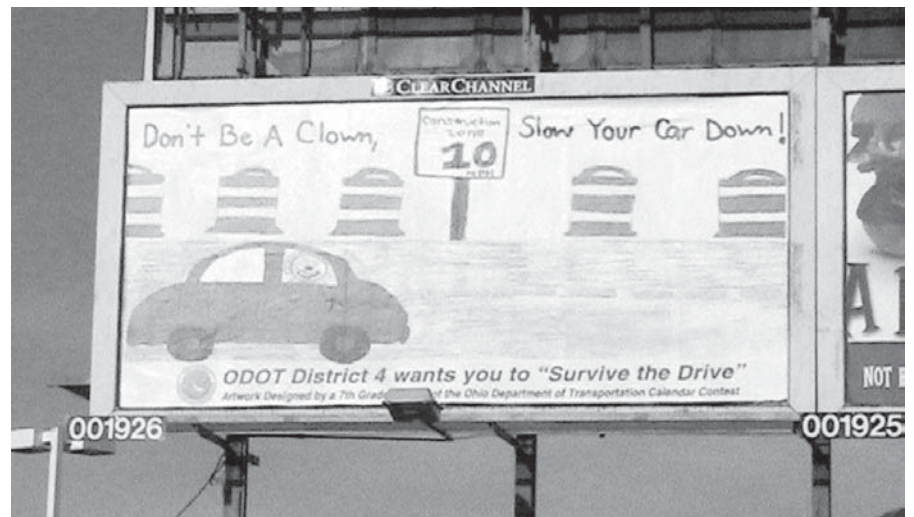
The nine-acre site will become the district's new home this spring. Plans were underway to build a new district headquarters when the Ravenna office flooded, forcing two departments to work from trailers in the parking lot. It was during the search for temporary office space for these departments that the new site was discovered.

Survive the Drive Campaign

Billboard advertising is used to publicize all types of items and in District 4, this method is now being used to promote safe driving. Through the statewide Safety and Congestion initiative, the district has implemented the "Survive the Drive" campaign to target key locations where education and awareness could aid in the prevention of accidents.

In addition to taking the safety message to the streets, the district has also completed 68 of 151, or 45 percent, of its low cost, short-term safety projects and is continuing to strive to complete the remaining items. The district has submitted 73 applications for safety funding, with many of the medium-term countermeasures included in those requests.

"By performing much of this work with our own crews, we were able to achieve a great deal of results quickly," District 4 Deputy Director Mo Darwish said. "Sometimes a small change can make a world of difference."



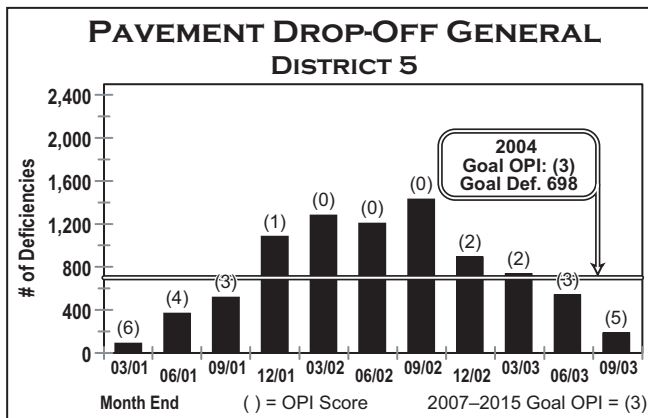
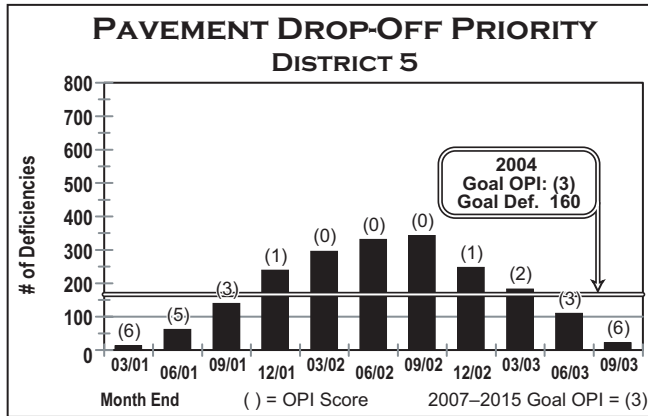
Pavement Drop-offs, Dropping Off

In 2003, the District 5 maintenance crews made a concerted effort to reduce the number of pavement drop-off deficiencies listed on its Organizational Performance Index (OPI). The district succeeded, reducing its drop-off deficiency by 88 percent in one year. This year the district had 209 drop-off deficiencies compared to last year's nearly 1,800 deficiencies.

This year, however, crews placed a special emphasis on re-prioritizing their work to fix the pavements in need.

"The team made tremendous progress this year in terms of reducing the number of drop-off deficiencies," said Highway Management Administrator Julie Brogan. "In our last review, we were rated at a six, the highest score possible. The counties definitely worked hard and deserve credit for their efforts."

Last year the district received an OPI score of zero.



Faster, Smarter and Better

The 2003 Strategic Initiative 9 calls for building bridges, faster, smarter and better. District 5 did just that with its 14-day State Route 541 bridge reconstruction project in Guernsey County. Bridge rehabilitation typically takes between 45 and 90 days to complete. The SR 541 bridge project used pre-fabricated concrete approach slabs and deck panels. The road was not closed until the slabs and deck panels were hauled in.

Easing Driver Stress

This year, District 5 completed an inventory of locations on the U.S. and state routes that pose a potential safety problem for motorists, which are separate from those on the statewide congestion and safety program. Although some of the locations have low numbers in terms of accidents and traffic, these spots have been identified as potential accident contributors.

Realizing the \$65 million annually set aside for statewide safety projects is highly sought after, District 5 has been able to address some of these smaller projects with its own money.

Using the inventory information, district engineers can pinpoint where simple projects that will help improve safety can be completed ahead of scheduled resurfacing projects. In 2003, District 5 completed six projects on the list of nearly 200.

Security Guidelines Developed for General Aviation Airports

In the absence of national aviation security standards, ODOT developed and distributed guidelines for Ohio General Aviation (GA) airports to use in preparing Airport Security Plans.

The document provides recommended best practices for security at Ohio's GA Airports.

"The Transportation Security Administration (TSA) has confirmed TSA security directives are only applicable to Commercial Service Airports," said Rudy Rudolph, ODOT's aviation administrator. "There are no mandatory security requirements for GA airports and there are no plans to issue any mandatory requirements for them. We felt it was imperative to assist them in tailoring security plans unique to their individual airports."

In addition to airport physical security, public awareness and education, communication, and emergency preparedness and response are key elements of the recommended best practices.

Controlling Advertising

Representatives from the outdoor advertising industry, the attorney general's office and ODOT's Office of Advertising Device Control developed changes to improve administrative rules governing outdoor advertising. The changes closed loopholes, provided clarification, and incorporated changes requested by the billboard industry. The new rules were effective mid-November.

Reflective Signs Make Lighting Obsolete

The Office of Traffic Engineering completed research on the use of combinations of new highly reflective sign sheeting for sign legends and backgrounds. The research was the first of its kind in the country and proved the new materials are so effective, on-sign lighting could be eliminated. The elimination of sign lighting on one project alone this year saved Ohio nearly \$400,000 in maintenance and electricity costs.

Innovative Contracting Manual Gets Published

The Division of Construction Management published the Innovative Contracting Manual in September and proposal notes implementing the contracting procedures in July finalizing the 2002 Strategic Initiative 9, Develop Innovative Contracting Methods.

The manual identifies practices that will lead to the successful use of innovative contracts. The S.I. 9 Committee considered various innovative contracting methods weighing the advantages and disadvantages of each. In particular, the areas of quality, safety, maintenance of traffic/congestion, construction time, construction cost, construction administration and project development were evaluated.

The primary goal of innovative contracting is to provide timely delivery of a quality project with minimal impact to motorists and the environment. Several years have passed since innovative contracting surfaced in the highway construction industry, but it has only been in the last few years the effect of utilizing these contracting practices could be analyzed.

The Office of Construction Administration will be tracking the usage of innovative contracting notes, and the specific projects' time and costs changes.

New Manual Replaces Ten

The Office of Construction Administration published the 1,000-page Construction Inspection Manual of Procedures in July. The manual is a compilation of more than 10 previously published construction manuals making it easier for field personnel to access information.

Distribution of the manuals was done by the Office of Contracts as part of the Highway Technician assessment program.



U.S. Route 35

District 6 celebrated the completion of three projects finalizing the new four-lane U.S. Route 35 in Fayette County in 2003. The \$54 million in projects included the relocation and widening of U.S. 35 to a four-lane, modern highway from just west of the Greene/Fayette county line to the existing U.S. 35 bypass around Washington Court House.

The new U.S. 35 is a safer and more efficient route and it provides a valuable link between Dayton and southeast Ohio. It also continues ODOT's focus on completing the U.S. Route 35 macro-corridor linking Ohio to West Virginia and Indiana.

"Fast Track" Program Hits Full Stride

In August, ODOT District 6 opened a new bridge on U.S. Route 22 in Circleville that could eventually change the way bridges are built across Ohio.

The 45-year-old bridge was completed in 50 days under ODOT's new "Fast Track" bridge program. Using traditional methods, the bridge would have taken 12 to 18 months to complete.

The pilot program used pre-fabricated materials, faster concrete curing methods and contractor incentive/disincentives to speed the pace of construction. The U.S. 22 bridge was the second project in Ohio completed under the pilot program – 19 projects have been identified statewide.

"If the program proves successful, it could have enormous implications for the reconstruction of our interstate system," said District Deputy Director Jack Marchbanks. "If we can find ways to build these bridges faster, we could dramatically reduce disruption and delays for millions of motorists."

Marchbanks said many bridge components, such as the decks and piers on the U.S. 22 bridge, can be manufactured off site and "snapped" into place. In addition, steel forms can remain as part of the structure, eliminating the time needed to remove the traditional wooden frame.

Additionally, ODOT attached incentives and disincentives worth up to \$500,000 to ensure timely completion. The contractor will receive \$500,000 for early completion.

Final Interstate Link Completed

In September, Gov. Bob Taft joined state and local officials to celebrate the opening of Interstate 670 in downtown Columbus, completing the long-awaited Spring-Sandusky Interchange. Built through a partnership between ODOT and the city of Columbus, the \$57-million I-670 project was completed two weeks ahead of schedule.

"Thousands of people will benefit from this new highway," Taft said. "It will make commuting safer and easier, generate new jobs and help revitalize downtown Columbus."

As part of the 17-month I-670 project, contractors rebuilt or constructed 21 bridges, 10 ramps and almost two miles of highway through downtown Columbus. Wider and safer than its 1960s predecessor, the new highway completes the missing I-670 link between the west and east sides of Columbus. The project also completes the final segment of the 15-phase Spring-Sandusky interchange, the \$225 million project to rebuild the junction of I-670, State Route 315 and U.S. Route 33. The completion of the Spring-Sandusky interchange is the final link of Ohio's interstate highway system.

Great Aesthetics Take Flight

As work continues on the three-phase project to rebuild the Interstate 70 and Interstate 75 interchange, the aesthetic elements have started to take form. Together, community leaders and ODOT developed the theme "Where Great Ideas Take Flight."

When ODOT's design aesthetics initiative was introduced in 1999, District 7 kicked off the initiative on the I-70 and I-75 interchange reconstruction project. The design aesthetics initiative focuses on making the highway network more appealing and include local themes.

On-Time Project Delivery

The District 7 Production Office delivered 92.6 percent of its projects on time, almost three percentage points above the 90 percent threshold set statewide for plan delivery. In addition, the Production Office's plan quality score was 45.8 out of 50, demonstrating the quality of the plans was high in addition to being timely.

The numbers look even better for fiscal year 2004. To date, the office is achieving a 97.5 rating for on-time delivery and 48.7 plan quality score with more than 70 percent of the program already delivered. "The District 7 Production Office project managers and staff are exceeding the statewide averages by insuring all of the project milestones are met," said District 7 Production Administrator Ramona Mihalyo. "All of these factors combined allow the district to continue to be a leader in the plan delivery arena."

Storms Sweep Area

In July high winds and flooding ripped through District 7's Logan County leaving downed trees and scattered debris. ODOT's forces in Logan County played a major role in the clean up effort, hauling away more than 250 dump truck loads of debris. Logan County Manager Gail Foulk and Flood Relief Liaison Brian Hynds coordinated the clean-up effort with representatives from various local agencies, surrounding villages and townships.

Darke County Ranks #1

District Deputy Director Bill Harrison presented the county of the year award to the Darke County employees in October. The award recognizes all of the county employees for their outstanding achievements during the past year.

The winning county was selected by a district committee of employees and managers. The program criteria is driven by Organizational Performance Index measures along with a number of other district standards. Statistics are gathered and then ranked accordingly. All nine counties earned points and were judged in the following areas: productivity, safety related items, equipment skills, attendance, vehicle inspections, and reduced overhead costs. Darke county employees earned 83 points out of a possible 100 points with the next closest county being Shelby County with 77 points.

"This award has become a highly respected transportation honor in District 7," said Harrison. "These men and women have worked extremely hard this past year to make the right decisions about the transportation needs in Darke County. They are dedicated to their work and to the citizens they serve. We want to recognize them for their efforts."

Darke county received a \$15,300 check to be used toward the purchase of new equipment. The award is funded through money encumbered from each of the district's nine county budgets.



Activity Report Provides Statewide Snapshot

The Division of Construction Management is currently developing and publishing a reporting system of its monthly activities. This publication compares active projects by district, and summarizes Organizational Performance Index scores and work force information, providing a concise report of the department's construction activities.

In the near future, the division is hoping to expand the information available for department-wide use, making information on the department's construction activities readily available for all levels of management. The division is also working on Web access of this report.

Customer's Identify Training Needs

Because of their belief in public outreach as the key to developing relevant training for its clients, Ohio's Local Technical Assistance Program (LTAP) in April conducted a first ever customer survey among local agencies.

Participant responses were used to create a top 10 list of training subjects to be given the highest priority in the development of the 2004 training curriculum. Courses on pavement preservation were high on this list, and have already been added to the schedule for this and next year. The survey responses will allow LTAP to tailor its training to fit customer needs.

DBE Program Expected To Grow

The Office of Contracts' Disadvantaged Business Enterprise Services Section developed a state-of-the-art database of all certified Ohio DBE firms. The new database far exceeds anything currently being used nationwide.

It will help the department increase its list of certified DBE firms from 229 to 1,000 by February 2004 by including DBE firms which were certified by other agencies that receive federal transportation funds.

The database is one component of the federally required Unified Certification Program (UCP), which provides one unified directory including all certified DBE firms. DBE firms are owned by minorities who have a personal net worth less than \$750,000.

The Office of Contracts has been working with the Division of Information Technology to develop an on-line tracking system accessible to all DBE firms as well as the certifying agencies.

Analysis Concludes Healthy Competition

This year the Office of Estimating raised its level of activities in the area of bid and market analysis for construction contracts. This activity is important for the award of projects, bid collusion detection, monitoring of contractor mergers and acquisitions, estimated quantity verifications, and comparison of bids to change orders, to name a few.

One of this year's major milestones was the office's support of Info Tech's analysis of the asphalt industry and more than 1,400 asphalt contracts sold from fiscal year 1998 through 2002. Info Tech is a nationally respected consultant in the area of market analysis and collusion detection.

Info Tech's final report recognized ODOT's Office of Estimating as one of the top five in the country in regard to expertise and activity in market analysis and collusion detection.

The report also determined there was healthy competition and competitive prices for asphalt in the state.

Partnering for Success

The partnership between District 8 and Mainline Road & Bridge Construction resulted in the new interchange at North Fairfield Rd. and U.S. Route 35 opening to traffic nearly a year ahead of schedule. The partnering helped to minimize many obstacles involving complex geometrics, wetland mitigation, major utility relocations, business and home relocations, traffic signal coordination and poor soil conditions allowing the early completion of the project. The \$16 million project replaced an at-grade intersection with a new interchange and included \$1 million for design aesthetics.

Interstate 275

Four projects totaling \$110 million are in the process of being completed along a 20-mile stretch of Interstate 275 from Hamilton County into Clermont County. The work includes resurfacing existing lanes of I-275 and adding a third lane from U.S. Route 50 south to the Hamilton County line.

In Clermont County, the berms were widened from four feet to 12 feet. Safety upgrades were accomplished by upgrading signing and lighting throughout the project. Sound walls were added from State Route 32 to the Hamilton County line. The project is expected to greatly improve traffic mobility on the eastern side of Cincinnati.

Cinema Ads Captivate Audiences

ODOT has made its way to the "Silver Screen" in southwest Ohio. While not the subject of a feature film, District 8's on-screen ads warn thousands of moviegoers of consequences that result from reckless driving.

"The movie ads give us a great opportunity to expand our approach in reaching a captive audience with important safety messages," said District Deputy Director Mike Flynn.

District 8 and Cinema Advertising, a company specializing in movie ads, developed color slides addressing transportation safety issues. The ODOT messages will be mixed in among the various advertisements and trivia facts that run prior to the start of a movie for 18 weeks.

Organizations across the country have found these advertisements to be beneficial. According to Cinema Advertising statistics, nearly 83 percent of the theatergoers recalled the movie ads a day after viewing them, compared to 23 percent remembering similar ads on television.

"Our primary focus was to demonstrate how reckless behavior while driving can be deadly," said ODOT Public Information Officer Brenda

Bradds. "We wanted to draw attention to these potentially hazardous situations to prevent them from happening."

One ad shows workers in a construction zone and includes the message "Slow Down!! For your safety and theirs. Pay attention in construction work zones!"

Another ad uses an image of a cell phone and the phrases, "One last call...caused two families to lose it all. Pay Attention in Construction Work Zones. Drive Safely!"

"The words and images chosen for the ODOT slides are dramatic," said Bradds. "The messages contain strong statements we want people to remember."



Keeping Lawrence County Moving

As one phase of the Chesapeake bypass was completed another began during the 2003 construction season. The Chesapeake bypass is the long-term, three-phase project to relocate the heavily congested State Route 7 and construct a bypass route around Chesapeake and Proctorville in southern Lawrence County. In May, construction for Phase 1A of the bypass was completed, opening a new, two-lane route from the west side of Proctorville to State Route 775 in the east. As a result, the new roadway has alleviated much of the traffic volume from the heavily-traveled SR 7 that runs through downtown Proctorville.

With the close of this phase, the next phase began, marking yet another milestone for the district's planning and production sections. Phase 1B, which is scheduled to be completed in September 2005, will extend the Phase 1A section from SR 775 to the existing SR 7, south of Athalia. The final two phases of the bypass construction are still in the planning process.

OPI Kudos

District 9 is on the Organizational Performance Index fast track to make significant advances in its continuous improvement process. The district's Office of Business and Human Resources has increased its Minority Business Enterprise (MBE) purchases 10-fold, doubling the amount required by the state for MBE purchases. In addition, the district's auditing operation had no vouchers returned for change or correction this year. The district's facilities and data systems offices have achieved consistently high marks for the services they provide, with the highest scores in OPI measurements. Additionally, the district Business and Human Resources Office received another perfect score for its on-time performance evaluations record.

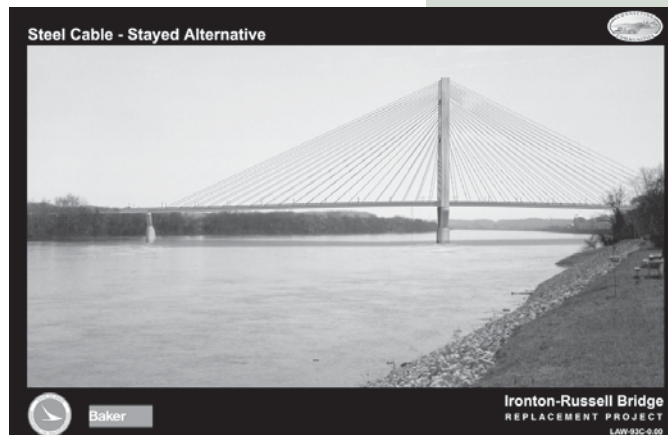
The district also had the only Office of Highway Management in ODOT to meet or exceeded all of its OPI maintenance operations goals for the past year. The department successfully achieved its goals for guardrail, pavement deficiencies, pavement markings, pavement drop off, sign deterioration, vegetation obstruction, drainage obstruction and litter.

Progressing With Design Phase

After several years of development, the district is moving closer to replacing the Ironton-Russell Bridge spanning the Ohio River. In March, the Federal Highway Administration issued its approval to build a new bridge from Ironton to Russell, Kentucky. In October, the public approved the steel-based, cable-stayed bridge design. The project will now move forward with right of way acquisition, additional environmental work and final design. Although there is no set timetable, construction could begin by late 2005 and be completed by 2008.

Netting Return For ODOT

Several tracts of excess land were sold at a public auction in October, returning money to the state and property to private hands. This was a first for the District 9 Office of Real Estate. These properties had been purchased as part of the Chesapeake bypass project in Lawrence County. ODOT recouped \$491,000 on the 15 properties that were sold – approximately 55 percent more than the minimum required auction price.



Job Candidate's Selection

The Office of Labor Relations worked with the Office of Personnel to develop a criteria manual and training program for the selection of qualified candidates for pay range positions 28 and above. "The job analysis/structured interview training manual was developed primarily as a resource and training tool to allow ODOT administrators, managers and supervisors to make better employment and management decisions when filling job vacancies," said Office of Human Resources Administrator Mike Bussa.

Training has been given to Central Office personnel and labor relations officers and is currently available upon request. Training for district personnel and labor staff members will be scheduled by next spring.

ODOT Library in National Pilot Project

The ODOT Library became part of the Midwest Transportation Knowledge Network, a pilot program sponsored by the National Transportation Library (NTL), to create a comprehensive database of transportation information.

The pilot project is the first of its kind sponsored by NTL, to encourage more and better use of transportation information. The project was created to expand research tools for transportation professionals.

ODOT Librarian Janet Bix worked with

NTL Reference Librarian Roger Garren to create an on-line instructional course on researching transportation items for NTL. The course is expected to become available in February and will be promoted at the annual

meeting of the Transportation Research Board in January.

Proactive Job Descriptions

The Office of Personnel made standardized position descriptions available electronically to other ODOT offices and districts, dramatically reducing the time spent reviewing the wording of job descriptions in Central Office. Now other offices can use the descriptions for submitting a vacant position electronically.

To make certain a qualified job candidate is hired, Central Office human resource personnel must review and approve job descriptions for vacant positions before they are posted. Previously, problems could arise with a number of job positions identical in nature, but with different descriptions because excessive time was necessary to review each description in detail, delaying ultimate approval. Working with the district offices, personnel from human resources prepared an on-line database of standard job descriptions. Since the language has been pre-approved, Central Office can process the position without having to screen the language detail by detail. The recurring review of job descriptions by human resources personnel has been eliminated allowing these individuals to focus on other more proactive tasks.

The process was implemented gradually through the year and is now available via an Internet-based system.

Securing ODOT's Electronic Environment

E-mail has become the communication preference of the 21st century. As a sign of this trend the Division of Information Technology processed nearly 1.5 million e-mails this year and stopped 80,000 virus infected e-mails and 162,000 "spam" e-mails from entering ODOT. Approximately 85,000 Internet requests were stopped between June and August by the department's firewall due to their suspicious nature. Another 148 attempts to break into ODOT systems were also blocked.

Bridge Project A Multiple Milestone

In May District 10 celebrated the groundbreaking for its first cable-stayed bridge – the Pomeroy-Mason Bridge. Scheduled for completion late in 2006, the project became the inaugural for Web-cam monitoring of traffic and construction in the area and unexpectedly set a new world record in load testing.

The project underwent a sophisticated deep foundation load test in order to verify the weight-bearing capacity of the shaft, rock and soil that will eventually support the new bridge. In this case, the project exceeded the design expectation and set a new world test equipment record when the results topped 35 million pounds. The previous record was set at 34 million pounds in Arizona in 2001.

The bridge project made possible the debut of Web-cams in the district. Members from the district's information technology section installed three Web-cams overlooking ongoing bridge construction. The installation facilitated a network connection between project field offices in Pomeroy and District 10 headquarters, resulting in advanced communications between the two offices. Images of the bridge can be accessed through the Website at: www.buckeyetraffic.org.



Partnership Speeds U.S. 33 Corridor Project

Through a collaboration between District 10 and Kokosing Construction, the anticipated opening of the last two phases of the U.S. Route 33 Ravenswood Connector has been moved up from summer 2004 to this December. The high-profile, three-phase, \$51.6 million project is one of the most substantial in District 10 history.

The project includes the construction of 15 miles of Super II highway built on four-lane right of way, connecting the existing four-lane at U.S. 33/State Route 7 and the Ravenswood Bridge/Interstate 77 in West Virginia. Incentives for early completion being attached to the project will save time and potential administrative costs. This project is one of two U.S. 33 corridor completion projects under construction in District 10. A third, the Nelsonville bypass, is currently under development.

Nelsonville Project Puts Travelers First

The extensive reconstruction and rehabilitation of a 3.6-mile stretch of U.S. Route 33 in the city of Nelsonville was accomplished thanks to a partnership between District 10 and the contractor.

The project replaced a large portion of the road and included new curbs and gutters, new sections of sidewalk, and some lane widening. The extensive repairs had to be well planned to minimize traffic impacts due to the project's location along an already bottlenecked portion of heavily-traveled U.S. 33 and the number of businesses in the area. Work to ready detour routes and well-timed public meetings helped to alleviate unnecessary disruptions. A contractor liaison was in place to help coordinate schedules with local businesses and residents, and weekly progress meetings were held between the district and the contractor, to help keep the project on track. As a direct result, U.S. 33 in Nelsonville was opened less than six months after the first detour was put in place.

\$35 Million Slope Stabilization Project Completed

The State Route 7 roadway relocation and slope stabilization project two miles north of Powhatan Point in Belmont County was completed by District 11 in October.

The reopening of the road significantly improves mobility through the area, as SR 7 provides the only link to southern Belmont County and northern Monroe County. The highway is a vital route for emergency medical vehicles and coal and metal industries.

The road, which runs along the Ohio River, was eroding after 1998 flooding. Shifting the roadway onto stable bedrock required approximately 6.5 million cubic yards of dirt be removed. The \$35 million project took more than two-years to complete.



Garage Reduces Inventory

The District 11 garage parts room staff reduced the total inventory on hand by \$100,000 during the past fiscal year. The reduction was the result of partnering between OCSEA and ODOT – to identify and resolve issues related to the department’s rolling stock, parts and inventory management.

District 11 was able to reduce its inventory by selling excess items back to vendors, sending obsolete items to the annual auction and purchasing items on an as needed basis. Additionally, the district had the state’s lowest garage parts inventory rate with an error rate of less than one percent in 2003.

New Communications Technology Reaches Employees

To help improve information distribution, in March District 11 unveiled informational kiosks at its county garages and other work locations. The kiosks provide information involving weather conditions, current events, district calendar, personal interest announcements and Organizational Performance Index summaries run in a continuous loop on TV monitors.

“Approximately 75 percent of our employees do not have access to personal computers on a daily basis,” said District 11 Employee Services Manager Dan Edwards. “Finding alternative means of communicating with them is vital to ensuring we have an open environment and a quality culture where information is freely shared.”

Labor Market Analysis

The Office of Personnel completed a labor market demographic analysis for each district and Central Office as a tool in the recruitment of a qualified and culturally-balanced work force. Members of the Office of Personnel used information from the 1990 U.S. Census to compare the cultural diversity of the department’s work force with that found in similar positions in each of Ohio’s 88 counties. The department has a long-standing commitment to achieving cultural diversity among its employees, but ODOT’s multiple offices and locations make it difficult for the department to assess itself and gauge its effectiveness against an accurate measure.

Bench-marking against the census model gives the department a more accurate view of areas where the department could improve its hiring of employees from diverse backgrounds. The information is being provided to all districts, and will be updated when the U.S. Census Bureau releases new and pertinent information.

Asset Management Training Given to Local Agencies

Ohio's Local Technical Assistance Program conducted four workshops on Asset Management training for top managers within local agencies in 2003. While many transportation agencies invest in projects which provide small economic benefits, they sometimes fail to consider investments that will provide greater, long-term returns on their investments. Transportation officials often lack the tools to consider the larger picture of their transportation infrastructure.

The philosophy of Asset Management training is for top managers to know their physical assets, know the value and condition of those assets, and evaluate the performance life. The managers then evaluate various options for repairing and maintaining those assets in a way that best benefits the system as a whole. The process combines engineering principles with accepted business practices and economic theory. The workshops will continue in 2004.

Transit Serves as National Model

The Office of Transit transportation coordination processes were featured in a national transportation research project. ODOT was cited for its successful history of providing grants and technical assistance to local human service agencies seeking to maximize their limited transportation resources. Ohio is one of only five states that provides grants for human services transportation and is one of the most effective at administering these grants. Additionally, the Office of Transit's coordination handbook has been used extensively by other states and transit systems in their human service transportation coordination efforts. Coordination improves transportation access by reducing duplication of local transportation services.

Public Involved in District 12

District 12 sponsored an extensive public involvement program this past year which included meetings for studies involving rebuilding Cleveland's Innerbelt and Lakefront and U.S. Route 422 in Parkman Township.

The \$8 million Innerbelt study will determine projects to rebuild Cleveland's downtown interstate network. Based on public comment and engineering analysis, the study should identify a final alternative from four possibilities by early 2004.

The Lakefront Study included a potential option of moving part of an area road called the Shoreway and reconstructing it as a lakefront boulevard or parkway. District 12 partnered with the city of Cleveland to determine how to connect the lakefront area to the rest of the community.

In October, Parkman Township residents living along U.S. 422 selected a design alternative for the reconstruction of the road. The district worked with local elected officials and residents to identify a preferred construction alternative.

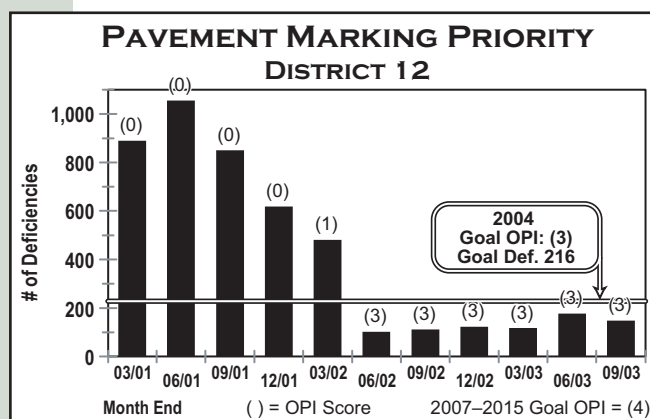
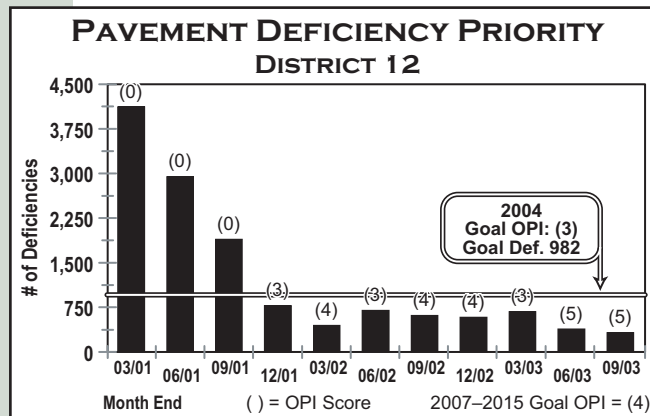
Collaborating on OPI Success

Through collaboration between District 12's seven maintenance garages, the district met 15 of the 16 Organizational Performance Index goals. Cuyahoga County, which is measured only on the priority system, met or exceeded all eight of its OPI goals.

The cooperation between the district's roadway services, construction and production personnel reduced the time required to contract for maintenance work conducted by external forces. Additionally county teams pooled resources to more efficiently complete in-house maintenance activities. For example, Cuyahoga and Lake counties shared teams of maintenance workers with Geauga County in order to assist it in meeting its OPI maintenance goals.

Customer Satisfaction On the Rise

A 2003 survey of area motorists and government officials showed an increase in customer satisfaction with District 12's performance. The district earned a rating of 87 percent this year – an increase from its score of 84 percent during the previous survey in 2000. The survey gauged customer approval based on participant response to questions concerning specific functions, such as how well the district performed snow and ice removal duties, and how well traffic delays during construction projects were handled.



Executive Leadership Performance Evaluation Revamped

The Office of Personnel significantly improved the process of job evaluations for personnel reporting directly to assistant directors, deputy directors or Director Proctor. Evaluations now use the Organizational Performance Index (OPI) to create efficient summaries of a subject's job performance, cutting down paperwork and providing more reliable data for performance comparisons for offices from year to year.

Prior to the new system, the subjects of these evaluations were uncertain of the materials they were to provide their evaluators regarding annual goals achievement. An evaluator could be presented with an extensive file of disorganized reports which had to be reviewed to find key information. Members from the Office of Personnel worked with the evaluators to create clear guidelines and introduce standardized summary reports using OPI scores. This new process allows evaluators to base their ratings on the results subjects have achieved in the OPI areas of their responsibility.

Real Estate Develops Award-Winning Contracting Process

The development of a unique contracting process led to a significant accomplishment for the Office of Real Estate in 2003. The office was awarded the Federal Highway Administration (FHWA) Excellence in Right of Way Award for Local Public Agency Stewardship for bridging a gap in services between different levels of government regarding property acquisitions.

"From the feedback I've received, I believe we are the only state that has created a contract for local public agencies to use for labor on their right of way acquisition projects," said Office of Real Estate Administrator Jim Viau.

Personnel from ODOT partnered with the County Engineers Association of Ohio and FHWA to develop and award four regional contracts to firms to perform land acquisition work for county engineers. The contracts proved useful because many county governments are not equipped to perform all of the tasks involved in acquiring property for their highway projects.

Quality and Organizational Development Divides Into New Offices

The Office of Quality and Organizational Development reorganized into two separate offices to better focus on quality efforts and improve new training program development.

The Office of Organizational Development, headed by Steve Wall, will support and coordinate efforts to improve customer service. This includes the training and preparation of the department as a whole for assessment under the Ohio Award for Excellence criteria.

The Office of Employee Development and Informational Services, led by Kathy Barber, will focus on developing and conducting all training courses and programs, including the curriculum for the new ODOT Training Academy. The office will also oversee ODOT Library activities.

Pilot Program Clears Way for Commuters

Gov. Bob Taft, ODOT, the Ohio Department of Public Safety, and the Ohio State Highway Patrol launched a six-month pilot program to make the rush-hour commute safer and easier for drivers in Central Ohio.

The program, known as Ohio Safe Commute, stations law enforcement officers and tow trucks along the busiest highways during peak hours. When crashes occur, officers and a tow truck will respond quickly to clear the crash scene. Minor accidents will be directed off the highway to complete crash reports. In addition, officers will patrol these corridors to enforce the speed limit. The program, which may eventually be expanded statewide, is funded through Gov. Taft's Jobs and Progress Plan. The plan, unveiled this summer, will devote \$5 billion over the next 10 years to improve Ohio's highway network.

"Rush-hour can be extremely dangerous - hundreds of crashes happen in Ohio each day as people are driving to and from work and many of these crashes are preventable," Taft said. "Ohio Safe Commute is a great reminder about the importance of safe driving and I encourage all Ohioans to join in this commitment to prevent tragedies on our roads."

Surveys Provide Direction for Planning

Two major studies, coordinated by the Office of Urban and Corridor Planning, that were completed in 2003 will be instrumental in providing direction for the department's long-range transportation goals. The 2003 Ohio Poll, conducted by the University of Cincinnati's Institute for Policy Research, provided an idea of how the public views the department. A majority of about 60 percent of those polled rated the department from good to excellent while the remaining 40 percent rated the department as fair or poor.

Four focus groups conducted by the same organization further analyzed public views about safety, congestion, construction and work zone safety on Ohio's highways. The drivers who participated in the focus groups suggested that ODOT make improvements in sign lighting and road markings to improve safety and traffic flow on the state's roads.



New Office Established to Prevent Crashes

The Office of Roadway Safety and Mobility was created to increase safety and reduce congestion on Ohio's freeways. Studies predict by focusing highway improvements on Ohio's most congested freeway sections, crashes could be reduced statewide by nearly half. Beginning in 2003, ODOT has increased funding to improve these locations from \$35 million to \$65 million annually.

The new program represents a change in strategy. Historically, the Highway Safety Program favored non-freeway locations by placing more emphasis on crash rate and severity, instead of number of crashes. As a result, heavily traveled freeways often ranked low when prioritizing projects for funding, even though more accidents occur on freeways.

The office has highlighted locations based on the amount of crashes and established a safety threshold of 100 accidents per mile annually for freeways and 50 per mile on non-freeway locations. Each year, districts will be required to study and address these locations through an annual work plan.

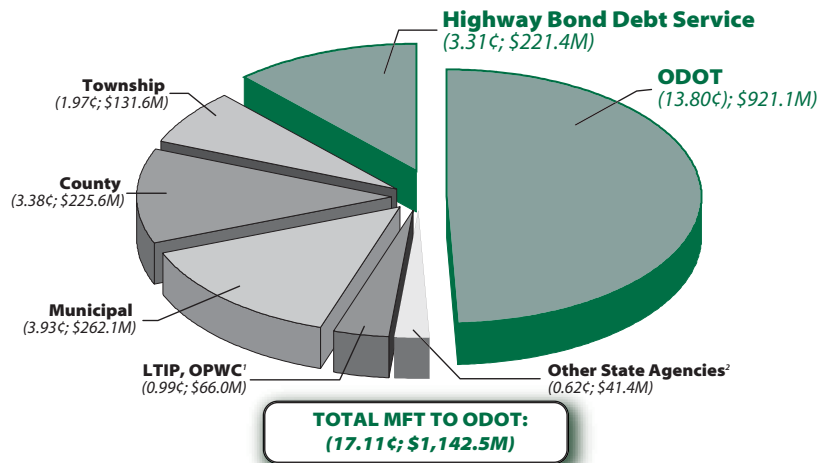
Combating Poor Pavements

The development of the Major Two-Lane Program will provide an avenue for districts to address poor performing and poor condition general system pavements that have been continually problematic. As part of the creation of this new program by the Office of Pavement Engineering a list of poor two-lane pavements was compiled based on historical pavement condition information. These pavements have not responded to the treatments that are commonly successful on two-lane highways.

These routes continue to have a higher than normal deterioration rate and are in exceptionally bad condition. A workshop was held in Central Office for the districts to discuss potential solutions. An additional \$100,000 per project will be allocated to improve these poor performing pavements.

Ohio Motor Fuel Tax - 28 Cents Distribution as of FY 2008

(Amount of 28¢; \$ Total in Millions)



¹LTIP, OPWC - Local Transportation Improvement Program fund, Ohio Public Works Commission

²Other State Agencies - Waterway Safety, ODNR, PUCO, ODOT, Taxation, Turnpike

New Funds for Construction

The new funding generated by this year's state transportation budget will provide ODOT an additional \$250 million annually in transportation funding when fully implemented in 2006. Additionally, cities will receive \$122 million, counties \$105 million and townships \$65 million annually.

"The funding generated by this budget will help to improve mobility and safety on all levels of Ohio's transportation network," said Office of Legislative Services Deputy Director Michelle Holdgreve. "This funding will be re-invested into addressing high crash locations and key traffic choke points – motorists will directly benefit from the new revenue."

Because of the new funding, projects such as the reconstruction of Cleveland's downtown interstate network, Columbus's downtown Interstate 70 and Interstate 71 "split," Malfunction Junction along Interstate 75 in Dayton, Interstate 75 and Interstate 475 in Toledo and many other projects will continue to progress. Without the additional revenue, by 2005 there would have been no funding available for these types of capacity adding projects.

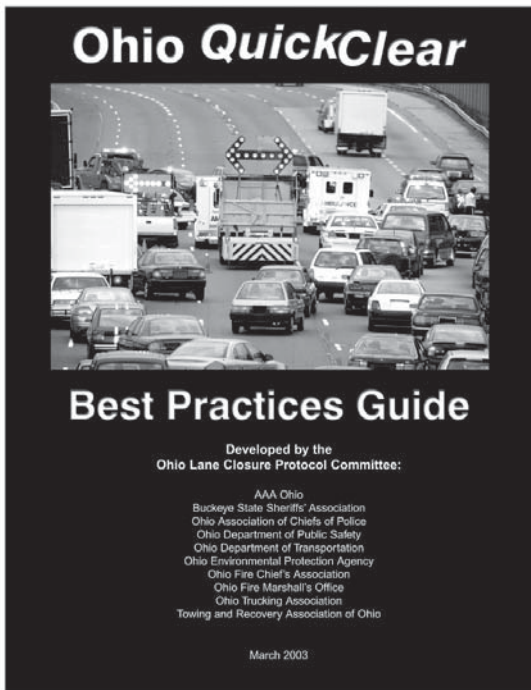
ODOT's budget for the next two years is \$4.65 billion – \$2.33 billion for 2004 and \$2.32 billion for 2005.

Internet Broadcasting

The Division of Information Technology's (DoIT) use of webcasts to broadcast the Pavement Selection Process Advisory Council (PSAC) meetings this year provided a glimpse of how this technology could improve ODOT's operations. The webcasts allowed the public to view the PSAC meetings live and communicate directly with council members over the Internet.

Future plans are to use webcasting in the districts and Central Office. DoIT is currently evaluating costs, available technologies and other elements necessary to incorporate the webcasting technology throughout ODOT.

"Taking advantage of this technology will greatly increase productivity and efficiency within the department," said DoIT Deputy Director Shobna Varma. "Districts will be able to conduct meetings with individuals from across the state without leaving their district headquarters, saving time and money."



Ohio Quick Clear Protects Lives, Clears Roads

ODOT, the Ohio Department of Public Safety and other state agencies and advocacy groups in March unveiled the Ohio Quick Clear program for swiftly removing accidents from the road. By quickly removing car crashes and other incidents from the road, secondary crashes or unnecessary congestion can be reduced.

Ohio Quick Clear practices have been reproduced as a checklist for incident responders, a best practices guide for general and classroom distribution, and a computer-based PowerPoint presentation for easy instruction. Highway Patrol troopers

in Dayton have utilized the Ohio Quick Clear methods on Interstate 75 and reported positive results. Additionally, several of Ohio's local governments are also using Quick Clear practices.

Improvements to Ellis

In March the district multi-year work plans and Pavement Condition Ratings (PCR) were added to Ellis. These enhancements automated the calculations of PCR for new and rehabilitated pavements and forecasts future conditions for all pavements. Ellis now captures snapshots of the 150 attributes of road and bridge data before and after projects are awarded. This new feature provides historic information for comparison before and after project work is completed.

"We are very excited about these new additions," said Office of Information Technology Deputy Director Shobna Varma. "It is our main goal to ensure all applications are beneficial and efficient to all of our users."

New Highway Technician Series Ratified

ODOT and Ohio Civil Service Employees Association have agreed to combine the activities of project inspectors, route markers, material controllers, and highway and bridge workers into a new Highway Technician employment series.

"The new Highway Technician series provides a career ladder, salary increases and job security for ODOT employees, while providing ODOT with a flexible, experienced, technically skilled and certified work force" said Assistant Director Rich Martinko.

The new Highway Technician Series, developed as part of ODOT's 2003 Strategic Initiative 10 – Improving Construction Administration, is expected to be fully implemented over the next eight years. A comprehensive training schedule has been created to increase employee consistency and efficiency in conducting ODOT's core business activities. It will establish a work force capable of performing both highway maintenance and contract administration duties, while providing a career ladder based upon aptitude, ability and experience. This new series will also minimize the need for privatization by creating a more qualified and knowledgeable work force.

I-270 Safety Fixes

The results of the Office of Roadway Engineering Services study of three northern Columbus interchanges on Interstate 270 should improve some of the state's worst accident locations. The office undertook the three-month study as part of the department's added emphasis on public safety and the need to implement remedial solutions quickly.

The findings of the three-month study recommend the redesign of I-270 connections with State Route 315, U.S. Route 23, and Interstate 71. The study also recommended redesigning I-270 in this area to eliminate weaving, and improving the nearby High Street intersections of Wilson Bridge Road, Crossroads Boulevard and Flint Road. A decision on when this construction will begin is expected in early 2004.

Keeping Traffic Moving

New guidelines developed by the Office of Roadway Engineering Services regarding the building of temporary or permanent lanes during interstate projects will help to minimize the construction impact to motorists.

"The intent of the guidelines is to help the districts determine the most economical means of making decisions based on the long-term capacity needs of the road," said Project Coordinator Tim Bell, who assisted in developing the guidelines.

Interstate projects can require the creation of additional temporary or permanent lanes, but there was no consistent policy for determining which type to install. The new guidelines require the districts to request a traffic design report and capacity analysis to determine if additional lanes will be needed in the next 20 years. If necessary, permanent lanes will be built.

However, if the permanent lanes are not warranted, temporary lanes can be used to keep traffic moving during the construction and later removed after the project is completed. These new guidelines will be added to the appendix of the Location and Design Manual in early 2004.

Resurfacing Design Process Improved

The Office of Roadway Engineering revamped the design exception process for resurfacing projects, resulting in a simpler and less time-consuming method for the districts to use their project development process.

Previously, it was difficult to compare the various design elements to any standard, due to the lack of survey data on some roads. The new process was developed jointly with the Federal Highway Administration and is safety based: If a location has a higher rate of crashes than normal, the department can provide warning signs or other mitigating changes to help motorists.

The new process will be evaluated at the end of two years and will be adjusted to maximize its effectiveness if necessary.

Weather Stations Aid ODOT, Public

This year the Division of Highway Operations added 86 Road and Weather Information System (RWIS) sites to the 72 already in place.

The expansion brought the total number of sites to 158, covering all of Ohio's 88 counties. The \$3.69 million expansion included wireless, removable pavement sensors, solar-powered weather stations, cellular communications on the highway and radio frequency communications at non-interstate locations, across ODOT's network.

The divisions of Highway Operations and Information Technology partnered to make the system more robust and simple to use. The system underwent several upgrades to address issues such as difficulty in updating data, system downtime, and accessibility. Procedural issues, such as technical assistance and trouble resolution, have also been addressed.

The new RWIS station senses traffic speeds, counts and vehicle types, in addition to recording pavement temperature, conditions and current weather. RWIS was first used by ODOT in 1992 as part of a federal research project.

Quality Product

The Office of Materials Management's Aggregate Section and the district aggregate coordinators implemented ODOT's new Aggregate Certification Program this year. The program ensures the department receives acceptable quality aggregate through a supplier-provided quality control processes. ODOT will continue to random-sample aggregate.

While the program continues to mature, the initial results show that product quality is equal or has improved in consistency over previous years of direct ODOT quality control. Through continued partnering between the ODOT team and the Ohio Aggregates and Industrial Minerals Association, improvements will be made.

New Tool Manages Productivity

In May, the Division of Finance and Forecasting held an orientation on the department's new activity-based cost accounting system.

The new system is used to accurately compile employee activities and the time necessary to complete these tasks. Its use will help to ensure the \$500 million the department spends annually on labor and operating costs are effectively and efficiently managed. When fully implemented this information will allow ODOT managers to better assign financial, human and equipment resources and enhance the department's ability to identify best practices in these areas.

The system was developed as part of Strategic Initiative 13, Improve ODOT's accounting information system for more effective decision-making.

Transit Provides Guidance Around the State

The Office of Transit provided 12 different training sessions for rural and small urban transit staff including security/emergency preparedness; drug and alcohol testing programs; financial management; passenger assistance; and training for transit board members.

More than 500 individuals participated in these training programs. Members of the Office of Transit also facilitated roundtable discussions involving marketing, contracting, fully allocating costs, grant writing, and safety for staff from Ohio Coordination Programs. In addition, the Annual Public Transit conference, co-sponsored by ODOT and the Ohio Public Transit Association was attended by more than 250 individuals from across Ohio. The conference is the only statewide opportunity to provide specific training opportunities, networking and information on new technology for public transit.

"We address compliance issues necessary for maintaining state and federal funding for local public transit systems as well as provide training to enhance the effectiveness of their operations," said Office of Transit Administrator Marianne Freed.

Important Transit Programs Funded Through ODOT

The Office of Transit provided state and federal funding for capital projects to build transit centers, park and ride lots, and other facilities for the following:

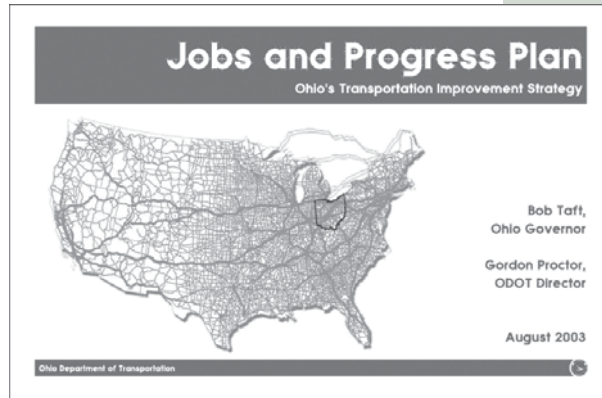
- Cornerstone Transit Center in Canton (SARTA)
- Administrative Facility in Portage County (PARTA)
- Transit Center in Steubenville (SVRTA)
- Easton Transit Center in Columbus (COTA)
- Lima Transit Administrative Facility (ACRTA)
- Barberton Park and Ride in Akron (METRO)
- Park and Ride/Transfer Center in Maple Heights (GCRTA)
- Second Street Transit Center in Cincinnati (SORTA)

Governor Unveils Transportation Plan

Governor Bob Taft unveiled his Jobs and Progress Plan, Ohio's largest transportation initiative since the original creation of the interstate highway system. The plan devotes \$5 billion over the next 10 years toward Ohio's highway network generating more than 4,000 highway construction jobs, easing freeway congestion, improving road safety and connecting rural regions.

"We must rebuild our stressed and outdated highway network to ensure Ohio remains the transportation hub of the nation," said Taft. "This aggressive, but realistic plan will improve our transportation system, create thousands of jobs across Ohio, and enhance our quality of life."

While the majority of funds to implement the plan are already in place, key to fully implementing this strategy is Congressional action regarding the re-authorization 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.



ODOT Uses Technology To Battle Snow

The Office of Equipment Management contracted with a private vendor to install a roadway friction-sensing wheel on a prototype snow and ice dump truck. This type of system was originally designed to be used in determining tire grip in the racing industry. ODOT will use the system in plow trucks to give operators a graphical display of road friction allowing the drivers to adjust the level of salt being spread on the pavement.

Representatives from the Office of Equipment Management tested the system on a prototype truck at the National Aeronautic and Space Administration Wallops Flight Facility in Virginia. The tests at the NASA facility provided friction readings on various runway treatments, simulating ice and other surfaces.

Similar tests will be performed this year at the Transportation Research Center in East Liberty, Ohio.

LTAP Joins ODOT, Expands Training

Since January, the Local Technical Assistance Program (LTAP) has been an official part of the department's Central Office, and has used department resources to expand its special training to local agencies. This year, LTAP provided 7,067 technical, heavy equipment, and circuit rider sessions to more than 1,800 participants. In 2002 the program conducted only 19 sessions training 788 students. Additionally, more than 75 percent of this year's training sessions were conducted outside of Columbus compared to 25 percent in 2002.

Using ODOT training specialists and resources, LTAP, for the first time, provided equipment training to local jurisdictions throughout Ohio. All LTAP training is now offered at ODOT facilities statewide, making it more accessible to local governments.

The program was first created by the Federal Highway Administration in 1982 to help local transportation agencies provide better transportation systems. LTAP technical workshops include instruction on safety issues such as work zone setup and snow and ice removal. The program also offers on-site classes, instructional videos, and reference publications on various topics.





Sign Shop Has Banner Year

ODOT is now in the third year of an eight-year systematic program to replace all the state's highway signs. This program will increase motorist safety by ensuring all of the signs are constructed to the latest specifications, improving visibility at night. ODOT's Sign Shop produced a record number of signs this past year in support of the districts' systematic sign replacement efforts. In total the sign shop produced nearly 500,000 square feet of signs, the equivalent of 3,500 typical overhead freeway signs.

Rest Areas Get Facelift

This year the Office of Facilities reconstructed interstate rest areas on Interstate 75 in Butler County, Interstate 71 in Wayne County, and Interstate 271 in Summit County. The buildings are prototype designs and, according to Mark Spagnuolo, administrator of the Office of Facilities, "are working out beautifully for our customers."

The buildings have all-glass fronts for security, are expandable, and are easy to maintain. Three designs were presented to ODOT districts and the public before the final design was chosen.

The Butler County facility includes improved parking for trucks and a Travel Information Center. The Wayne County facility replaced two Ashland County facilities which were permanently closed. The Butler, Wayne, and Summit county facilities were all at least 25 years old.

"We have received a great deal of positive comments from people who have used the new facilities," said Skip Grey, deputy director for the Division of Facilities and Equipment Management.

ODOT Retirements

District 1

William Dunn
James Kleman
Terry Wagner

District 2

Roger Cordes

District 3

Jesse Boyd
Glenn Pollock
Philip Roberts
Nickey Wallace
Terry Walter

District 4

Jeffery McGill
John Picuri

District 5

Sara Bowers
Terry Conrad
Pamela Lehman
Kenneth Mills
Stanley Timmons

District 6

Jerry Brubaker
Wilbur Cantrell
Shirley Harmon
William Neely

District 8

Donald Feix
Barbar Hensley
Gene McElwee

District 10

Kenneth Buckley
Kenneth Dollison

District 11

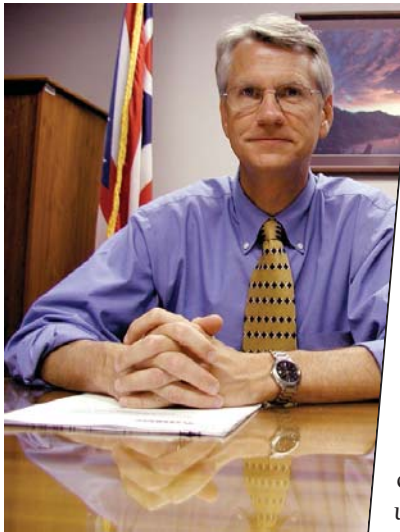
David Berry
Donald Bardall
Richard Piskorik
Marc Simpson

District 12

Michael Farrington
Thomas Filla
Richard Whiskin

Central Office

Judith Antle
Jimmy Artis
Jeffrey Butz
Dixie Hecht
John Unger



THE OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223

December, 2003

Dear Colleagues,

This edition of the Transcript highlights many of the accomplishments we achieved in 2003. I want to commend all of you for your efforts this year to meet the challenges of keeping Ohio's transportation network safe and efficient.

The ODOT team worked hard in 2003, and it shows. The Ohio Legislature passed a six-cent gas tax at a time when gas prices and unemployment were on the rise. Gov. Bob Taft unveiled his 10-year, \$5 billion Jobs and Progress Plan to rebuild our aging and congested highway system. We made significant progress on completing the state's rural macro-corridors and upgrading Ohio's urban infrastructure. And this year marked the completion of the last segment of our interstate highway system - Interstate 670 through downtown Columbus.

But, much work still needs to be done. We must continue to improve our pavement and bridge conditions, remain focused on addressing Organization Performance Index measures and be persistent in upgrading high-crash and heavily congested locations.

Next year will present new opportunities, different challenges and unanticipated difficulties. But I am confident we will address these future responsibilities with the same spirit and fortitude that we did this past year.

Thank you for your hard work and dedication to improve Ohio's transportation network.

Respectfully,

Gordon Proctor,
Director

AN EQUAL OPPORTUNITY EMPLOYER

Ohio Department of Transportation Employee Newsletter

Transcript

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