

# Transcript

The Ohio Department of Transportation Employee Newsletter  
March 2003



*They're Off !!*  
**Construction 2003**

# Redefining County Priorities

**Joel Hunt**  
Central Office

With more than half of ODOT's work force assigned to county garages, increasing expectations from the traveling public and limited budgets, the need exists to continually evaluate and improve ODOT's processes and judiciously allocate its resources. Strategic Initiative 7 - Redefine County Priorities - establishes minimum acceptable levels for basic roadside conditions and mandates accountability for work toward preventive maintenance by way of the County Work Plan.

The 2003 County Work Plan represents the third year of the program. The County Work Plan includes three main components. The first - staffing consideration, includes the primary responsibility areas of snow and ice control and construction inspection. The second is basic roadside conditions which includes: pavement surface, pavement drop-off, guardrail, signing, striping, vegetation obstruction, litter appearance, ditch obstruction. The third is preventive maintenance which includes: pavements, bridges, raised pavement markers, electrical traffic control devices, highway lighting, mowing, surface cleaning, and underdrain outlet cleaning.

Each county has a budget for labor and contract work, and a set of needs. When developing SI-7, ODOT determined the first task was to build a history of cost information to enable the county managers and district highway management administrators (HMAs) to make informed decisions about their operations. The decision of what work to perform, what equipment to purchase, and staffing - in-house versus contracting - then become evident.

According to Mike McColeman P.E., Assistant Maintenance Administrator, this April begins the third and final year of the three year District Maintenance Organizational Performance Index (OPI) Goal, which began in April of 2001.

"This is crunch time for the district HMAs and the county managers to meet their Maintenance OPI goals which reflects Director Proctor's vision of normalizing the conditions of ODOT's highway network.

Upon the completion of the 2003 County Work Plan, the system conditions will again be evaluated to determine the future direction of the County Work Plan. In turn, this will establish ODOT's future maintenance performance levels.

McColeman said 100 percent of the state's deficiencies that correspond to the County Work Plan and Operational Performance Index goals have been logged. "A rolling, four-quarter update and tabulation gives annual reporting capability to measure trends. County deficiency maps are generated to give a visual representation of where the deficiencies are," he said.

Following Strategic Initiative 7, the District HMAs and Central Office Maintenance enhanced the 2003 County Work Plan by incorporating additional data. The data will be automatically populated on the County Work Plan through Graphical Query Language.

## Training for Strategic Initiative 13 Coming Soon

**Ron Poole**  
Central Office

A rollout meeting for Strategic Initiative 13 is scheduled for May 15 in Central Office. The meeting, sponsored by the Division of Finance and Forecasting, is for all managers within the business areas affected by this initiative, as well as all Transportation Management System (TMS) coordinators.

"We have been making progress toward our goal of improving our cost accounting information system to support better decision making," said Fiscal Officer Joe Gallucci. "This meeting will bring people up to speed on what we have accomplished and any future changes which will come and what will be expected from them."

The cost accounting information system has not had a major review since ODOT's department-wide reorganization in 1995. Assistant Director Tom McPherson and Deputy Directors Julie Ray, Rand Howard, Bill Lozier and Walid Gemayel are leading the initiative to make our activity-based cost accounting system a true reflection of our core business activities.

"We plan to emphasize consistency, bench-marking and data-driven decision-making at the meeting," said Fiscal Officer Jana Cassidy.

Issues to be discussed at the May 15 meeting will include the history and background of Strategic Initiative 13, specific changes to program activity codes in TMS, new business rules to be implemented and new reports.

"We have been working on this since late summer," says Gallucci. "It is really nice to see it come together like this."

Look for more information on the May 15 meeting to be released soon.



*Brané' Dietrich, daughter of District 8 bridge inspector Ted Dietrich, is one of the Navy's newest pilots.*

# ODOT ANNOUNCES 2003 CONSTRUCTION PROGRAM



## Reducing Work Zone Congestion Top Priority

**Michelle May**  
Central Office

ODOT kicks off its 2003 construction season this month with \$1.17 billion in resurfacing, reconstruction and major new projects, including 62 projects to improve Ohio's interstates.

But with the construction also comes a plan for reducing construction-related delays. ODOT will spend between \$20 and \$30 million statewide this year to make work zones more convenient for Ohio drivers.

"Over the past several years, ODOT has been systematically rebuilding Ohio's aging interstate highways to improve their smoothness and durability," said ODOT Director Gordon Proctor. "But while these repairs are absolutely necessary, we recognize extra steps must be taken to reduce the congestion and delays these repairs often cause."

Of the 62 interstate construction projects planned for this year, 58 include contract provisions that restrict work to off-peak travel times, speed the pace of construction or reward or penalize contractors for early completion or delays.

In addition, Ohio may be the only state

in the nation that requires contractors to maintain at least two lanes in each direction during daytime hours on heavily traveled interstates. Exceptions are granted only under rare circumstances.

This year's Construction "Hot Spots" include:

- **I-280 (Maumee River Crossing) in Lucas County. Primarily night time closures.**
- **Reconstruction and widening of I-71 in Richland, Ashland, Wayne and Medina counties. Two lanes of traffic will be maintained in each direction using temporary pavement.**
- **Nighttime resurfacing on I-480 in Cuyahoga County from Idlewood Road to Tuxedo Avenue.**
- **I-77 in Stark County. Two lanes will be maintained during peak hours through the majority of the project using temporary pavement.**
- **Nighttime resurfacing on I-70 in downtown Columbus between Broad Street and the I-71 "split."**
- **I-70/I-75 Interchange in Dayton. Lane restrictions limited to nighttime hours.**
- **I-75 in Hamilton/Butler counties between I-275 and Tylersville Road. Nighttime lane closures.**
- **US 33 in Athens County through Nelsonville.**

As part of the kick off, ODOT is also distributing its 2003 Interstate Construction Brochure, which is available through local district offices. The brochure is a good tool to help motorists plan ahead for local or statewide interstate travel. Motorists can also get up-to-date construction information via [www.buckeyetraffic.org](http://www.buckeyetraffic.org).

# ODOT Unveils Bicentennial Map



The Ohio Department of Transportation has unveiled its new Ohio highway map, commemorating Ohio's bicentennial celebration.

The map boasts short stories related to transportation in Ohio. They include: Birthplace of Aviation Pioneers, the National Road, Railroads, the Ohio River, Lake Erie, and the Underground Railroad. In addition, the map features Ohio presidents, Ohio facts and 2003 bicentennial signature events commemorating our state's 200th birthday.

Places of interest such as state and national parks, wildlife areas, airports, and ports of call, and emergency phone numbers and hospitals appear on the map. Families can use the map to pick popular vacation destinations around the state.

For families wanting some thrills and chills, Ohio has several theme parks: Cedar Point in Sandusky, Kings Island in Cincinnati, Six Flags in Aurora, and Wyandot Lake in Columbus.

Those wanting a more relaxed vacation can choose from one of Ohio's 72 state parks. Visitors can bike, boat, camp, fish, hike, swim and learn about nature and the outdoors.

Don't worry if it rains on your vacation; Ohio has plenty of indoor attractions - all clearly marked on the new map. Some indoor attractions include the Rock n' Roll Hall of Fame in Cleveland; Pro Football Hall of Fame in Canton; art museums in Cincinnati, Cleveland, Columbus and Toledo; Centers of Science and Industry in Columbus and Toledo; Ohio Historical Society in Columbus; U.S. Air Force Museum in Dayton; and hundreds of other museums spread across Ohio.

The first official Ohio highway map was printed in 1912. The first multi-color map was printed in 1914 and the first two-sided map came off the press in 1928. Art was used for the first time on an Ohio map in 1935, and the first full-color map appeared in 1942.

The full-color map is available at ODOT buildings and rest areas, and will be featured at the Ohio State Fair in August. The department prints new maps every two years.

# Snowplow Driver Rick Artiaga

## Rescues Three from Burning House

**Kay Bliss Ryan**

*District 2*

The definition of a hero is someone who puts himself in danger to help another person. Rick Artiaga showed heroic actions while plowing snow on Sunday, January 26, 2003, at about 4 a.m.

Rick Artiaga, Highway Maintenance Worker 2, Ottawa County, was plowing snow on State Route 53 in Ottawa County when suddenly it seemed very different on this dark Sunday morning.

Artiaga saw a heavy cloud of smoke covering the highway, and as he drove through it he caught a whiff of a strong pungent odor.

Artiaga knew something was very wrong. "I turned around at the intersection, parked my truck in front of the house, made sure all my flashers were on, and walked to the property," Artiaga said. "When I got behind the house, I noticed a flame coming from the house, so I knew I had to do something quick."

Artiaga ran back to his truck and called 911 on his cell phone. Then, with the phone in his hand, he ran back to the house and began pounding on the front door and yelling.

After what seemed like hours, but were actually only moments, a young boy, half asleep, answered the door.

"I asked him if there were any more people in the house. He said yes. I said we have to get them out and get everyone to safety," Artiaga recalled. "With that I proceeded into the house and got Ann Oliver, her son, and a friend outside and into the cab of my truck to wait for the fire truck and EMS."

Once the occupants of the house were safe, Artiaga took the fire extinguisher out of his truck and attacked the flames that were now shooting out of the structure.

The next day Ann Oliver wanted to meet Artiaga: and Fox News, Channel 36, introduced them. Oliver stated during the interview, "I never would have made it out of the house without him, and he is a hero! You saved our lives and I really appreciate it!"

District 2 Deputy Director Richard Martinko thanked Artiaga with the words: "Thank you for your brave and heroic actions. Your deeds and commitment to duty were remarkable."

No one was injured in the fire, but at least one cat died from smoke inhalation.



*District 2 snowplow driver Rick Artiaga rescued three people from this burning house in January.*

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**"I'm just a regular person who was in the right place at the time. I am a public servant and that is my primary duty...I care about people and will always want to help when ever I can."**

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# Bridge Inspector's Daughter Gets Her Wings



*Brane' Dietrich, daughter of District 8 bridge inspector Ted Dietrich, is one of the Navy's newest pilots.*

**Brenda Bradds**  
*District 8*

March 7, 2003, will always be an important date for Ted Dietrich, ODOT bridge inspector in District 8, and his daughter Brandé. It marks an important milestone in her life, and is the culmination of a longtime dream for both of them. It is the date that the United

States Naval Air Station in Kingsville, Texas chose for the special ceremony that honors those cadets who have completed their training and qualify for their wings.

drawal. I get cranky and look at the sky a lot. Thankfully, I'm able to fly almost every day, sometimes twice a day and often on weekends."

"We take the jets on cross-country trips to develop our navigational and instrument skills, and one of the highlights of my time here in Kingsville was being able to stop in Cincinnati and have lunch with my dad and family. My dad was in the air traffic control tower and got to watch me fly over at 400 knots and land. He's always been so supportive and interested in what I'm doing, and gone out of his way for me, that it was great to be able to bring the jet home and share it with him," she said.

As one of the U.S. Navy's newest jet pilots, Brandé will be placed in a group squadron, and receive additional training. She says, "I don't know where I'll be stationed yet, but wherever I end up I'll probably be flying an F/A-18 Hornet, one of the newest and most abundant jets in the fleet."

Brandé Dietrich, a member of the United States Naval Squadron VT 22 of the Golden Eagles who fly T45 Alpha training jets, was one of 20 who received their official wings and became the newest jet pilots assigned to the United States Navy.

Brandé decided to pursue a career in the U.S. Navy when she was a senior in high school. She joined a Reserve Officer Training Corps (ROTC) program and was soon on her way. "She was always very focused and determined in school. She set goals and followed through," said her dad Ted Dietrich. She attended the Illinois Mathematical and Science Academy and George Washington University where she majored in civil engineering and graduated with the top grade point average honors in her civil engineering class.

During her college summers she was afforded several opportunities to learn more about Naval career options. She opted to spend time at helicopter school, did a stint on the admiral's ship in Italy, and went to San Diego to fly jets. That's when she chose her career path.

"It wasn't quite that simple since the Navy has a scale for new recruits joining the aviation program and aptitude determines placement in the program," Mr. Dietrich said. "The right to fly a jet has to be earned in the Navy, but Brandé quickly set her goals, and moved up the scale."

After joining the Navy, Brandé changed her legal name to Alex Ann Dietrich. She thought the name change would afford her better opportunities during her naval career, Mr. Dietrich said. "We still call her Brandé everyone in the family calls her that."

Alex Ann (Brandé) is physically fit, enjoys running five to 10 miles each day, and acts as assistant coach to the college track team in Kingsville, Texas where she is currently stationed. She said with all the flying, "running is about the only thing I have time for after hours."

"As far as my commitment to the military goes, I think it's about seven years, but I'd have to go look up the paperwork, but I'm so far from wanting to do anything else that I'm not going to," Brandé said. "In fact, I can't remember a flight when I wasn't excited. If I go too many days without flying I go through with-



*Ted Dietrich and his girlfriend Wanda (right) traveled to Texas in March for his daughter's graduation.*

# New AASHTO Guidelines Tailor Standards to Low-Volume Roads

**John Hackley**  
*Central Office*

Realizing typical highway design standards are less cost effective when applied to local roads with light traffic, the American Association of State Highway and Transportation Officials (AASHTO) Task Force on Geometric Design began developing a new set of guidelines for these roads in 1996.

The national task force, which included ODOT Deputy Director of Roadway Services Larry Sutherland, recently completed these guidelines, and transportation officials predict the new standards will help maximize safety on higher volume roads across the country.

"It's just a way to prevent building more than what is necessary," said Sutherland. "All the revenue used to build roads comes from tax dollars so we were looking at ways to avoid spending more than needed on one road which leaves us some extra money to work on some others."

The new standards apply to roads that serve 400 or fewer vehicles a day and exist primarily to provide access to residences, farms, businesses or other properties. Because nearly 80 percent of the roads in the United States fall into this category, the guidelines have the potential to generate significant savings in public infrastructure investments nationwide.

The potential savings for Ohio, while substantial, are not likely to be as great because fewer of these roads exist in Ohio than many other states. There are 878 miles of state maintained roads in Ohio that meet the criteria and an expanse of local roads that is considerably longer.

Specifically, the guidelines govern geometric design which consists of the horizontal and vertical curves and width of a road. The specific shape of the curves is planned

to safely accommodate the intended speed of traffic. Typically, the curves of a road are set to provide a comfortable drive at 5 miles per hour above the speed limit.

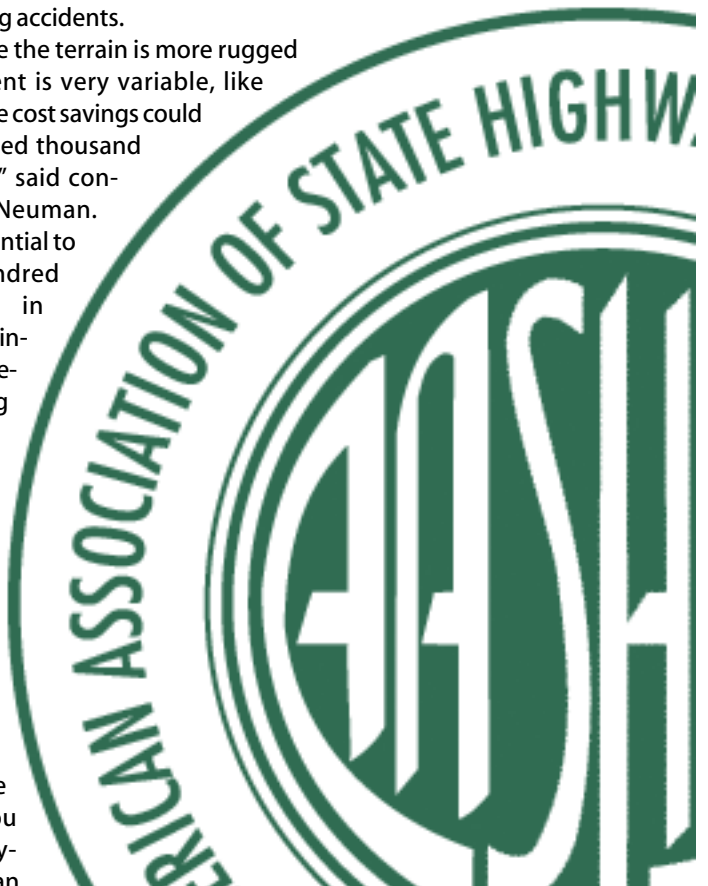
According to Sutherland, there are about 50 different variables involved in the design of a road, and the national standards for all of them are documented in the AASHTO Green Book - the accepted source for highway design. Of these, 15 can be altered with the approval of the Federal Highway Administration.

Only five aspects of geometric design have been modified for the low volume roads by the new guidelines. These design elements include: cross section (road width), bridge width, horizontal alignment, stopping sight distance, and intersection sight distance.

Research conducted by CH2M Hill and funded through the National Cooperative Highway Research Program determined the modifications to these five design elements would provide the greatest cost saving without increasing accidents.

"In areas where the terrain is more rugged and the alignment is very variable, like southern Ohio, the cost savings could be several hundred thousand dollars per mile," said consultant Tim Neuman. "There is the potential to save 50 to a hundred million dollars in terms of the total investment cost of reconstructing Ohio's local road system."

This savings can be used to make improvements to higher volume roads where safety problems have been identified. "The whole thrust was to spend the money where you will see the pay-back," said Neuman.



# FM

To commemorate Ohio's Bicentennial celebration and to kick-off the final year of ODOT's Tree Legacy program, ODOT has partnered with a Columbus radio station's "Green Team" to plant 3,000 trees along Interstate 670 in east Columbus.

According to Karac Ruleau at CD 101 FM, the Green Team is a group of volunteers who regularly pick up litter, plant trees and flowers, and perform other community enhancement projects.

Area businesses have agreed to donate parking and refreshments for the 50 volunteers CD 101 is expecting.

"The event will serve as a beautification project for Columbus and the airport and will give families and friends a chance to enjoy spring weather while serving their community," said ODOT Director Gordon Proctor.

ODOT launched its Tree Legacy program in 1999. Tree-planting day is scheduled for April 5<sup>th</sup> at 9:30 a.m.

For more information on the Tree Legacy program contact Scott Lucas in the Division of Highway Operations, Maintenance Administration at (614) 644-6603.

## ODOT Partners With "Green Team" to Plant Trees



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