



# Transcript

September 2004



Ron Poole  
Central Office

## Governor's Aerial Tour Focuses Attention on Truck Traffic Problems

LAST MONTH'S NORTHERN OHIO HELICOPTER tour gave Governor Bob Taft a dramatic look at the heavy congestion and safety hazards caused by trucks avoiding the Ohio Turnpike. To get trucks off of parallel routes and back on the Turnpike, the governor proposed increasing Turnpike truck speed limits, expanding law enforcement on the parallel routes and possibly reducing truck tolls.

"I was able to see first-hand how the increase of truck traffic and congestion are creating an increasingly unsafe environment on our northern Ohio highways," said Taft. "By moving trucks to the Turnpike, we will reduce the truck traffic on these smaller routes, improve safety and shrink congestion levels that often gridlock many of our northern Ohio communities."

One of the governor's strategies has already been implemented. The speed limit for trucks using the Turnpike was increased from 55 mph to 65 mph on September 9. This increased speed limit is expected to entice more truck drivers to the Turnpike and allow for some congestion relief on the parallel routes.

However, if the full safety and congestion benefits are to be realized the remaining elements must be developed. Gov. Taft has directed ODOT Director Proctor, Executive Director of the Ohio Turnpike Commission Gary Suhaldolnik and Ohio Highway Patrol Superintendent Paul McClellan to develop specifics regarding additional enforcement efforts and the possibility of toll reductions. These details are expected to be completed in early October.

Truck drivers often site expense as a factor in their avoidance of Turnpike in favor of parallel routes. Tolls have in-

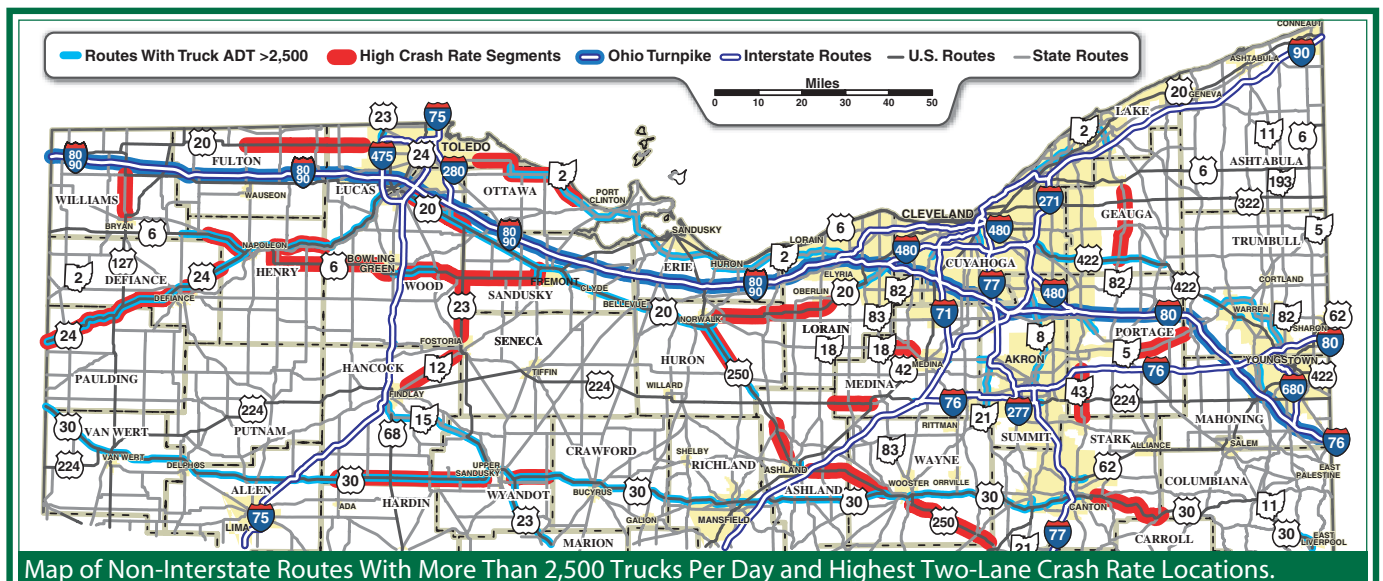
creased 82 percent over the past decade and a trip from border to border in Ohio can cost a truck driver \$42.45.

Truck volumes have grown dramatically over the past several years on routes that were originally designed for much less traffic. Truck volumes have doubled from 1,500 trucks daily to 3,000 trucks daily on State Route 2 since the late 1990s. Additionally, during the past 10 years, truck volumes on U.S. Route 422 in Troy Township have grown from 600 daily to 2,300 daily.

"From 3 p.m. to 6 p.m., it's almost unbearable," said Bellevue Mayor David Kile in a July interview with the Plain Dealer. "I just counted six trucks go by my window."

The increase of trucks using the smaller routes instead of the Turnpike has created safety concerns and gridlock con-

(see **TURNPIKE** on page 2)



# Community Support Plays Key Role in Major Project

Brian Stacy, District 3

**D**ISTRICT 3'S EXTENSIVE INVOLVEMENT with Medina County residents and business leaders has eased concerns and built strong community support for a State Route 18 project in the county.

"It is important to work closely with our customers to identify their individual maintenance of traffic needs throughout each phase of the project," said Thomas M. O'Leary, District 3 deputy director. "This public/private partnership laid the seeds for future cooperation and generated local support for the project."

To review all elements of the project, District 3 initiated a series of meetings with businesses, home owners associations, schools and elected officials in the area. They also met with others with a key interest in the project, including members of the freight industry, police and emergency management agency professionals.

"ODOT's proactive approach to working with the community has been refreshing and rewarding to all involved," said Todd P. Ruppelli, trustee of Medina Township. "I am extremely pleased with the results."

One of the most important customers throughout the corridor is the business community. In conjunction with the Medina Chamber, a merchants association was formed to develop marketing campaigns to keep customers coming into the region throughout the project. With the cooperation of the Medina Chamber, a business liaison has also been assigned to the project to help overcome the occasional inconveniences a construction project might impose on a business. When local proprietors were worried patrons would be unable to enter their businesses due to construction, ODOT responded by including "Business Entrance" signs along the project for each business.

"Business Entrance" signs along the project for each business.

"ODOT District 3 has clearly demonstrated their concern for the well-being of the businesses along the Route 18 corridor," said Debra Lynn-Schmitz, execu-

tive director of the Medina Area Chamber of Commerce. "They have worked closely with us to keep the businesses aware of each phase and the impacts of the construction work."

District 3 has developed a Web site – [www.ODOTMedina.org](http://www.ODOTMedina.org) – dedicated to all the projects within the county. Special features include phasing diagrams, maintenance of traffic updates, real-time Web camera views, contacts segmented by needs, a feedback survey, and links to area maps.

The 10-month, \$9.3 million project improves a one-mile stretch of SR18 under Interstate 71. The roadway is being widened up to nine lanes at the interchange to accommodate new entrance and exit ramps to and from SR 18. The project also includes new interchange lighting, and a closed-loop traffic signal update along the corridor. These improvements will increase mobility and reduce congestion for one of the busiest routes in the county.

State Route 18 is a major access route for the growing population of Medina and its surrounding townships. By taking the time to understand the needs of the community and tailoring their outreach efforts to fit those needs, District 3 has taken public involvement to the next level. ●

Photo by Joyce Dunford, District 3



Work on State Route 18 at Interstate 71 in Medina Co.

## TURNPIKE (from page 1)

ditions in many northern Ohio communities. A recent example is the deadly June crash on SR 2 in Ottawa County involving a semi-truck that killed a family of six. Another example of the negative impact the growing truck traffic presents to communities near the Turnpike can be seen in the city of Bellevue. Residents of this small town are consistently subjected to excessive noise, congestion, and fumes from the more than 5,000 trucks that travel through the town daily to avoid the turnpike.

"Ohio is the transportation crossroads of our nation, and truck traffic is vital to our economy," said Taft. "However, to

accommodate this traffic, we need to move the trucks traveling across northern Ohio to the Turnpike – one of the state's safest and most reliable roads.

The governor's Turnpike proposal continues his focus on providing Ohio with a safe and efficient transportation system. In 2003, the governor unveiled a 10-year, \$5 billion Jobs and Progress Plan to rebuild Ohio's transportation network. In 2000, Gov. Taft initiated the Railroad Grade Separation Program to build a series of railroad/highway overpasses to deal with growing train traffic. ●



photo by Chris Kasson, Office of the Governor

Ohio Turnpike Commission Executive Director Gary Suhadolnik, Gov. Bob Taft and ODOT Director Gordon Proctor discuss the impact of increased truck traffic on secondary routes in northern Ohio, while visiting Bellevue, Ohio.

# New Tarp System Helps Save Time and Money

Stephanie Filson and Tom McNabb, District 10

**T**HE NEW AUTOMATED TARP SYSTEM District 10 is using on its dump trucks will improve safety, save time and cut costs by more than \$250,000 annually.

“The new system is handy,” said District 10 Transportation Manager George Landsittel. “Operators no longer have to climb on the truck to secure or remove the tarp. It’s a real safety benefit. This has just about eliminated injuries related to the hot mix operation.”

The automatic tarp system cuts the time needed for an operator to install or remove the cover by nearly 75 percent. This time savings will significantly reduce the operational costs associated with covering the dump truck load. Additionally, because of the automation, employee injuries stemming from load operations are expected to decline drastically. On average, a single lost time injury costs \$3,000.

“We never like to see an employee get hurt,” said District 10 Fiscal Officer Ben Kunze. “Our goal is to provide the safest work environment that we can. Anything that helps to improve safety is an asset to the district.”

Highways in District 10 are subject to deterioration that goes beyond the normal wear and tear caused by area traffic because of the changing river and challenging terrain in southeast Ohio. As a result, the district is required to haul hot mix to perform a great deal of drag patching. To

**NEW AND IMPROVED** – District 10’s automated tarp system, pictured below, eliminates the need to manually cover hot mix loads. This translates to fewer work-related injuries and significant cost savings.

keep the material from flying out of the truck in transport, ODOT regulations require hot mix loads to be covered by a tarp.

Several methods of tarping have been used that comply with the regulations. The new automated system has proven to be the favorite because it is the most cost effective and is easy to install. The tarp is operated electronically and can be put in place or removed in a matter of seconds.

Once a truck pulls away from the mix plan, the operator holds a switch beneath the seat until the load is covered. The operator, however, must still get out of the cab to remove any loose material and ensure the load is properly secured to avoid spill off. This is still a great improvement over manually rolling a tarp onto and off a load, which could extend the time required for the task by as much as 15 minutes per trip.

“I think it is one of the best things the district has done,” said Hocking County Manager John Pallo. “It is effective for not only hot mix loads but all of the loads our operators haul. I

think this system offers us better protection and takes some of the liability off of us when dealing with the traveling public.”

The cloth-like material used to cover the load is porous which allows air movement enabling the drag patch material to “breathe.” The tarp material is also heat resistant, which prevents it from sticking to the load if the tarp and load happen to touch.

The automated tarp system was purchased from a Navistar dealer in Washington County. The tarp size can be customized to fit trucks with varying dimensions and can be installed in a day. The total system purchase and installation cost is approximately \$1,100 – nearly a third of the cost of some systems.

The district is using the system in all its counties and has installed 41 automatic systems. Due to the success of the system in cost savings and reduced injuries, it is a district policy all new trucks be fitted with the automated tarps before the trucks hit the road. ●



photos courtesy of Tom McNabb, District 10

**THE OLD WAY** – Before implementing the new automated tarp system, employees from District 10 like Mike Brooks, as pictured at left, were much more ‘hands-on’ when covering hot mix loads. Manually securing and removing the tarp took additional time and presented frequent opportunity for employee injury.

# U.S. 30 Project Compares Asphalt & Concrete

Brian Stacy, District 3

**S**PECULATION HAS BEEN CIRCULATING the Wayne County U.S. Route 30 project in District 3 is a winner take all competition to determine which product is best – asphalt or concrete. Unfortunately, those looking for a no-holds barred contest will be disappointed because the project will only provide valuable data on both products for future use and not a “champion” of the materials.

“This is not about testing to see which pavement will fail,” said District 3 Construction Engineer Perry Ricciardi. “Both industries have been asked to give us the very best and most lifecycle cost-efficient pavements available. The data we gather is to help us make decisions as we consider each project individually – this is not necessarily a race to the finish where only one material wins.”

The \$53.6 million project to relocate an eight-mile stretch of U.S. Route 30 on a new alignment between the cities of Wooster and Orrville began this past spring. The four-lane, divided highway will be used for a side-by-side comparison of asphalt and concrete. The westbound lanes will be built with asphalt called “Perpetual Pavement,” designed with a stronger base to last longer than conventional asphalt. All the eastbound

lanes will be built with concrete. ODOT is analyzing the two different pavements to document their respective costs and performances on this corridor. Some of the data to be obtained includes initial construction costs, pavement rehabilitation costs, noise levels, routine pavement maintenance, safety, weather data, pavement condition ratings and pavement smoothness.

“We are using both materials to build different directions on the roadway, then keeping track of how they do,” said Ricciardi. “It is a great opportunity for the asphalt and concrete industries to help ODOT obtain objective data to be used in planning future projects.”

Because such a comparison is so unique, this project has already garnered state and national attention. Since June, the project has been the subject of articles in *The Cleveland Plain Dealer*, the *Columbus Dispatch*, *Business First Magazine* and the *Engineer-News Record*.

The department plans to monitor the performance of these materials over the next 20 to 30 years. ●

# Innovative Br

Holly Prou



photos courtesy of Amy Toohey

This Croton Road bridge in Knox County was one of the first “Just Build” projects.

**W**HEN RANDY COMISFORD AND Amy Toohey of District 5 go to lunch they not only enjoy their meals and conversation, they think of ways to save the state money.

A recent concept they came up with is known as “Just Build,” an innovative bid-build process to help expedite the replacement of locally deficient bridges using federal funding. In September 2002, Comisford and Toohey presented the concept to ODOT Central Office and Federal Highway staff members as well as the County Engineers Association of Ohio for comment. From there, the search for potential pilot projects in District 5 began. This search consisted of targeting bridges that had low ratings or bridge scores.

The Just Build concept improved the previous process by eliminating engineering costs and plan reviews, and replacing the plans with a scope of services document. The scope of service material includes all of the details of the projects as a whole in a streamlined, all-inclusive document. Since its implementation in fall 2003 four bridge projects in Knox County have been completed and one bridge is currently under construction in Licking County. Five additional bridges have been programmed for replacement in Perry and Mercer counties. The average savings per bridge is \$70,000. In total, Knox County has saved \$300,000

Photo by Joyce Dunford, District 3



Breaking ground on the new U.S. 30 in Wayne County are (l to r) Wayne County Engineer Roger Terrell, Wayne County Commissioner Cheryl Noah, District 3 Deputy Director Tom O’Leary, Director Gordon Proctor, Congressman Ralph Regula, Senator George Voinovich, Beaver Excavating President Mark Sterling, and Wooster Township Trustee Dana Brooks.

# idge Building

ty, District 5

with Just Build.

“This process will make it more economically feasible for county engineers to replace smaller span bridges with federal money,” said Toohey, District 5 environmental coordinator. “Removing the preliminary engineering costs enables the county engineers to do other projects and stretch their funds further.”

To qualify for Just Build, bridges must be constructed in the existing right of way and on the existing line and grade, they cannot be historic, and they must also avoid historic properties, park land and temporary stream crossings. Bridges must also have a general appraisal rating of 4 or less, meaning the bridge is considered deficient and needs to be replaced, and be between 20 and 50 feet in length. Out of the 42,000 bridges in Ohio, there are currently about 1,500 county bridges that would meet all of the requirements.

“The Just Build process makes it more attractive for counties to use federal dollars on bridges where they would typically use local funding,” said Comisford. “By simplifying the process, counties can still meet all federal and state requirements.”

There are many benefits of Just Build that include: significant reduction to bridge replacement and rehabilitation costs, avoiding over-design of bridges on low average daily traffic roadways, replacement or rehabilitation of a larger number of smaller span bridges with federal money, and a rapid decrease in the amount of deficient bridges in Ohio. ●



This bridge on Knox County's Sparta Road was another early project to use the "Just Build" process.

# Spirit of Benjamin Franklin, Alive in District 12

Michelle Proctor, District 12

**J**OE HEJDUK, A LAKE COUNTY MECHANIC, has harnessed the inventive spirit to create or improve upon machines that have made guardrail maintenance and replacement easier and more cost-efficient for District 12. His efforts will save the district \$1.2 million annually, and increase his co-workers safety on the road. His inventions were displayed at Team Up ODOT this past spring.

“Joe’s inventiveness has given the district an advantage in replacing guardrail more expediently,” said Dave Ray, District 12 highway management administrator. “His motivation to make the work safer and easier for his fellow employees is rewarding for all the maintenance facilities.”

While working with the Guardrail Problem Solving Process (PSP) team, a group examining ways to improve guardrail replacement, Hejduk came up with some ideas to make those operations more affordable. He modified a guardrail pounder – a hydraulic device used to drive wooden posts into the ground. This particular machine had gone unused because it did not correctly fit the posts. Hejduk fabricated adapters so the pounder could hold the post in place while the new hydraulic shaft hammered it into the ground.

Once the machine was complete and operational, Hejduk began work on a companion machine to pull damaged posts out of the ground. The standard removal practice required work crews to attach chains to posts after first digging up the earth around them. The chains were then attached to a front-end loader to yank the posts out. This method of pulling posts meant closing a lane of traffic and possible injuries to crews if the chains slip. Hejduk fabricated a post-puller to simplify the process. About the same size as the post-pounder, the puller can be

set up directly over the post and uses chains to pull the damaged object straight up from the earth. The chains are less likely to slip this way. The puller can be hauled to the job site by a skid-loader attached to a dump truck, eliminating the need for an extra front-end loader or lane closures during the removal process.

“As a highway worker, I knew from experience that guardrail replacement was a chore because of all the specialized equipment involved,” said Hejduk “Some of the existing equipment was not acceptable . . . I worked (with) the equipment we had to see if we could get it going.”

After the success of his first two innovations, Hejduk created a third piece of equipment called a double-headed herbicide sprayer. Splitting the shaft of a normal sprayer about two-thirds of the way down, he created a device which delivers a chemical spray in a fork effect. Workers treating weeds growing along guardrails can now spray both sides at the same time and complete the work faster. He and a co-worker are also working on a fourth device to improve the pavement drop-off repair process.

Several districts expressed great interest in the equipment. Hejduk has the schematics for all of his equipment and is making them available to any interested parties. ●



D-12 Lake County workers Joe Hejduk (on left) and brother Sam, standing by the adapted guardrail pounder and custom made post-puller created by Joe which were on display at the 2004 Team Up ODOT event.

photo by Michelle Proctor, District 12

# Ohio Award for Excellence Tier Status as of September 17, 2004

Ron Poole, *Central Office*

**L**AST YEAR, A RECORD NUMBER OF EIGHT districts submitted Ohio Award for Excellence (OAE) applications. These districts are now implementing many of the suggestions for improvement that were provided in the OAE feedback reports. This year ODOT is submitting six applications to OAE. After this year, all districts will have completed at least one cycle of the OAE process for perfor-

mance excellence. And, for the first time, ODOT will be applying as an entire organization. The table shows the current level achieved by each district and the targets for ODOT in the next two years.

The shaded list contains the names of ODOT volunteers who will serve as OAE examiners this year. They will review applications from other businesses that have applied for an assessment. Their efforts will include on site visits to these

organizations. They will also apply what they learn as examiners to helping ODOT continuously improve. The on-site examinations will begin in February 2005. ☺

## Ohio Award for Excellence Application Status

District	When They Last Applied	Tier Last Applied For	Tier Last Received	Next Application
1	Sept. 2002	Tier 2	Tier 2	Tier 3/4 in 2005
2	NA	NA	NA	Tier 1 in 2004
3	Sept. 2003	Tier 2	Tier 2	Tier 3/4 in 2005
4	Sept. 2003	Tier 2	Tier 2	Tier 3/4 in 2005
5	Sept. 2003	Tier 1	Tier 1	Tier 2 in 2004
6	Sept. 2003	Tier 1	Tier 1	Tier 3/4 in 2005
7	Sept. 2003	Tier 2	Tier 2	Tier 3/4 in 2005
8	Sept. 2003	Tier 2	Tier 1	Tier 2 in 2006
9	Sept. 2003	Tier 1	Tier 1	Tier 2 in 2005
10	Sept. 2001	Tier 3/4	Tier 1	Tier 3/4 in 2004
11	Sept. 2002	Tier 2	Tier 1	Tier 3/4 in 2004
12	Sept. 2003	Tier 3/4	Tier 3	Tier 3/4 in 2004
ODOT as a whole	NA	NA	NA	Tier 2 in 2004
Central Office	NA	NA	NA	Tier 1 in 2005

## 2004-2005 OAE Examiners from ODOT

District 1 –	None
District 2 –	None
District 3 –	Doug Hickey Beth Wilson Brian Stacy Jacqui Visintine
District 4 –	Tom Wagner Cheryl Hoff Bobbi McNeil Paul Makosky
District 5 –	None
District 6 –	Thomas Lyden
District 7 –	Rachael Livengood Joyce Renner
District 8 –	Sue Collins
District 9 –	None
District 10 –	Jim Spain
District 11 –	None
District 12 –	Kathey Germany Joe Soond Steve Henry Billie Jo Baughman Bill Tallberg Tony Urankar Michelle Proctor George Fowler Howard Huebner Moira McAdams
Central Office –	Steve Wall



Ryan Larzelere  
Central Office

## News From the Road

### County Managers Have Served ODOT Well

**M**IKE LANG AND TOM KLUG, county managers for Franklin and Hamilton counties respectively, are retiring on the same day, October 31. Each man leaves behind a distinguished record as a leader of one of the most visible and active transportation counties of the state.

Lang will retire from ODOT after 23 years of service. He accepted the position of Franklin County manager three years ago. Prior to his current position, Lang held various roles within District 6 in the offices of construction, facilities management and traffic. He also served as the first Union County manager before moving to Franklin County.

"I will truly miss my ODOT family," said Lang. "I am, however, looking forward to what retirement will bring."

"Mike's leadership allowed us to accomplish goals that seemed impossible," said John Dersoon, District 6 transportation manager. "It has been a pleasure working with Mike and I wish him the best."

Klug has been with ODOT in District 8 for 38 years, in both construction and maintenance. Most recently, he has been serving as Hamilton County manager.

"In all of my time with ODOT, I have no regrets," Klug said. "I achieved all of the goals I set along the way and got the chance to meet some great people. I come away from all of this with a lot of great memories."

Lang will retire to Jasper, Texas where he will be busy with his hobbies. An avid bass fisherman, Lang will also pass time by building and flying radio controlled planes and helicopters, woodworking and playing bluegrass music.

A ski fanatic and instructor, Klug hopes to spend more time skiing this winter rather than removing snow from roadways. He and his wife also plan to do some traveling and camping.



Retiring Hamilton County Manager Tom Klug (above) plans to enjoy his winters skiing from now on rather than working to clear roads. Fellow retiree Mike Lang (below), Franklin County manager, will be heading south to Jasper, Texas to pursue his hobbies.



### Computer Upgrade Moving Efficiently

**T**HE TERM, "PC DEPLOYMENT," CAN bring visions of thousands of computers raining from the skies and landing on the desks of waiting ODOT employees.

On the contrary, the statewide PC Deployment being conducted by ODOT's Division of Information Technology (DoIT) is a calculated and analytical process. It took time to develop this plan to ensure minimal distraction to ODOT employees while allowing them to continue day to day operations.

The intent of the PC Deployment was not a massive overhaul of hardware, but rather an effort to upgrade PCs with the Windows XP operating system. Some machines were retained and upgraded, while others were replaced completely.

"This new deployment makes our system much more secure, less vulnerable to viruses, and much easier to administer for

future upgrades," said Shobna Varma, DoIT deputy director. "When the new machines and software are fully implemented, we will have a modern, safe and more efficient environment."

After careful consideration, it was decided the district offices would be first to receive the upgrades in order for the Central Office to be able to provide quick response to any potential problems. Central Office computer upgrades came after the districts were up and running, and some remaining satellite areas will be upgraded in the next several weeks. To date, more than 4,000 machines have been upgraded, along with nearly 1,400 upgraded monitors. The result of the deployment equals faster, higher processing machines that are less prone to "crashing."

The new operating systems come with some minor changes for users. Users are now being asked to leave their computers on and running when they leave work (though in a reduced power mode).

Improvements to software programs can now be made more easily by DoIT after hours. Downloads to the machines can be performed in a seamless, transparent process during the night. This upgrade process also ensures departmental license compliance issues are being followed.

Many of the issues that came up during and after deployment were addressed in a timely manner by the DoIT staff. Division staffers also shared knowledge with each other to better handle situations. All technical team members were informed about issues and their fixes in order to better address them. This has led to a low rate of difficulties occurring during the upgrade. On average, only one issue has had to be resolved for every 20 machines deployed.

Basic training classes have been established for users to help them with the transition to the new system. Training is broken into two tiers — Tier I training is a basic overview of the software relevant to ODOT, as well as the minor changes users will experience using the new system. Tier II training provides more of a hands-on experience, with users getting practical advice and help from a DoIT expert. This is a mandatory training so employees have a basic understanding of the new operating system. ●

photos courtesy of Tom Klug and Mike Lang

# FYI

## 2004 Combined Charitable Campaign – Concludes Oct. 15th

### PARTNERS FOR PEOPLE



STATE OF OHIO  
COMBINED CHARITABLE  
CAMPAIGN

**D**irector Gordon Proctor is co-chairing this year's Combined Charitable Campaign – "Partners for People". ODOT's goal is \$438,983. There are numerous worthy causes providing valuable services that employees can choose from to support.

For additional information on the CCC, contact a division/district coordinator or Emily Miller at (614) 466-8991.

## 2004 Ohio Transportation Engineering Conference (OTEC) – Oct. 26 & 27

**T**he Ohio Transportation Engineering Conference (OTEC) is a two-day event that will be held October 26 and 27 at the Hyatt Regency Hotel in Columbus. OTEC is expected to be attended by more than 2,000 people from across the state. OTEC 2004 marks the 58<sup>th</sup> annual meeting of this statewide conference. Co-sponsored by ODOT and The Ohio State University, the conference is organized to provide something for everyone interested in Ohio's transportation industry.

The theme of this year's conference is "Managing Mega Projects." As Ohio enters into an era where it is reconfiguring the state's old freeways from the 1950s and preparing them for the traffic demands of 2050, the talents and expertise of Ohio's public and private transportation engineers, government officials, policy makers, and university students and faculty will be needed to deliver these "mega projects" on time and on budget.



Ohio Transportation Engineering Conference

### 2004

*"Managing  
Mega  
Projects"*

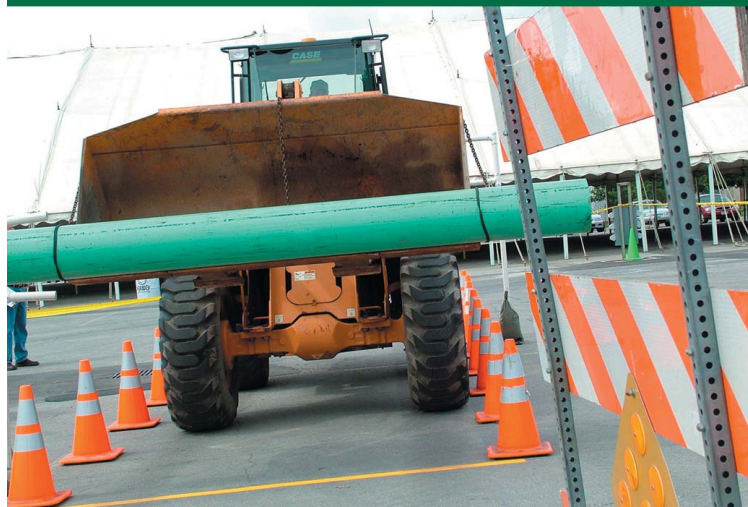
**F**eatured speakers at OTEC 2004 include Mary Peters, Federal Highway Administration administrator and Archie Griffin, two-time Heisman Trophy

winner and current president and CEO of The Ohio State University Alumni Association. Ms. Peters will present, from a national perspective, the transportation innovations and advancements that will help Ohio better manage its transportation system and projects. Mr. Griffin will discuss how to apply desire, dedication and determination to your life to help you become more successful.

Nearly 175 commercial exhibitors are expected to participate, and Ohio universities are invited to display their most recent transportation research. Do not miss out on all the excitement OTEC 2004 has to offer. For general information visit [www.otecohio.org](http://www.otecohio.org) or contact Terri Barnhart, OTEC Administrator, at 614-387-3102 or [terri.barnhart@dot.state.oh.us](mailto:terri.barnhart@dot.state.oh.us).

## Feature Photo

photo by Leslie Dellowade, Central Office



Loader running the course at the 2004 Director's Cup Invitational Rodeo competition at the Ohio State Fairgrounds on Sept. 16<sup>th</sup>.

Ohio Department of Transportation Employee Newsletter



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