



OHIO DEPARTMENT OF TRANSPORTATION



District 7 Business Plan *Fiscal Year 2014*

ODOT District 7 Business Plan Fiscal Year 2014 Table of Contents

- 1.0 Executive Summary
Mission, Vision, Guiding Principles, and Critical Success Factors
- 2.0 Staffing / Employee Safety
- 3.0 Customer Service / Communications
- 4.0 Highway Safety
- 5.0 Fiscal Year 2014 Operating Budget
- 6.0 Operations
- 7.0 Fiscal Year 2014 Capital Budget
- 8.0 System Conditions
- 9.0 District Contacts

Executive Summary

1.0 Executive Summary

The Ohio Department of Transportation: District 7 Business Plan was developed utilizing our Mission Statement, Vision, Guiding Principles and Critical Success Factors with a focus on serving our users and neighbors. They serve as our guide to direct us in our decision making processes in the areas of People, System Conditions, Operations and Safety as well as other targeted areas that are essential to provide a vital, well balanced transportation system. In addition we will focus on two objectives. The first will be to continuously monitor our performance with respect to our critical success factors. Our second objective will be to evaluate employee resources to assure we are properly equipped to perform in a safe manner along with being effective and efficient. It will be key that we work together as one team to remove obstacles and assure each individual has an opportunity to contribute.



Our Critical Success Factors have been updated and modified to continue to provide direction. For more information on the critical success factors check out our Quarterly Results Over Resources Program Report.

We will continue to provide opportunities for improvement through our Quality of Work Life Surveys, along with public involvement for specific projects. **Make sure you are heard.** Based on internal and external feedback, we will continue to develop various focus groups to help us improve our processes and transportation system as a whole.

This coming year we plan to keep the momentum going with respect to obtaining our critical success factor target numbers, along with our recent APWA Excellence in Snow and Ice Award, our Safety Hard Hat Award and our Conaway Partnering Acknowledgement.

Randy Chivalley



FY 2014 Business Plan

Mission

To provide easy movement of people and goods from place to place,
we will...

1. Take care of what we have;
2. Make our system work better;
3. Improve safety;
4. Enhance capacity.

Vision

A long-term, reliable, professional and highly productive organization.

Guiding Principles

- We will serve, innovate, and communicate with purpose.
 - We will be productive, lean, efficient and effective.
- We will utilize the public resources entrusted to us by satisfying the State's transportation needs.
- We will be the standard of excellence for winter maintenance.
 - We will create a working environment based on trust and mutual respect.
 - We will value the diversity of all ODOT people.
- We will work together...one team...the Ohio Department of Transportation.

FY 2014 Business Plan

Critical Success Factors/Results Over Resources

- People
 - ⇒ Work Life Index
 - ⇒ Progress Toward Optimal Structure
 - ⇒ Workforce Injuries
 - ⇒ Workforce Crashes
- System Conditions
 - ⇒ Bridges: General Appraisal
 - ⇒ Pavement: Priority, General and Urban Systems
 - ⇒ Maintenance Condition Ratings
- Operations
 - ⇒ Direct Labor Ratio
 - ⇒ Travel Time Reliability Index
 - ⇒ Snow and Ice Control (TTRI)
- Safety
 - ⇒ Fatalities
 - ⇒ Serious Injuries
 - ⇒ Total Crashes
- Capital Program
 - ⇒ Contract Program
 - ⇒ ODOT/Local Let Awarded on Time
 - ⇒ Contract Program(\$)/Production Costs(\$)
 - ⇒ Complete Construction Projects on Time
 - ⇒ Preventable Change Orders



Staffing

2.0 Staffing

Our Critical Success Factors, Mission Statement, Vision and Guiding Principles have determined that the Counties are key in helping ODOT “take care of what we have,” and, “be the standard of excellence for winter maintenance”. We continue to modernize and streamline many internal processes, and as retirements occur, we are consolidating work in order to maintain staffing in our Counties. We currently have 50 people eligible for retirement. We continue to evaluate opportunities to assure everyone is fully employed as we strive to reach our goal of 374 employees.

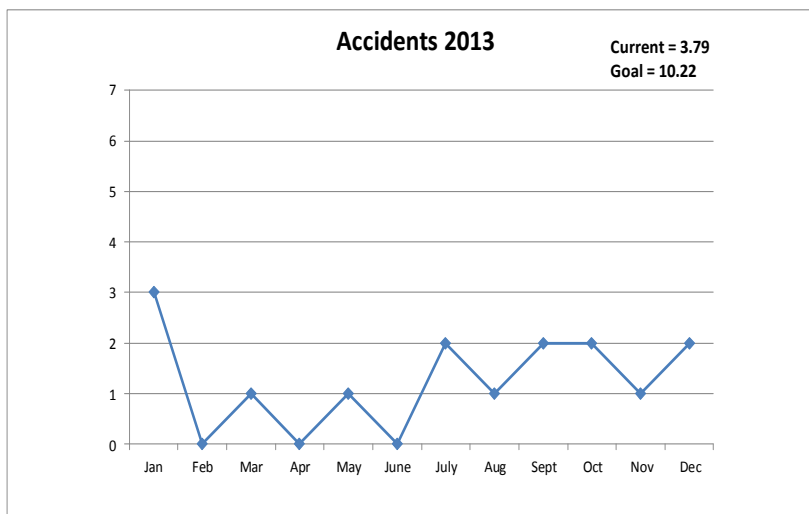
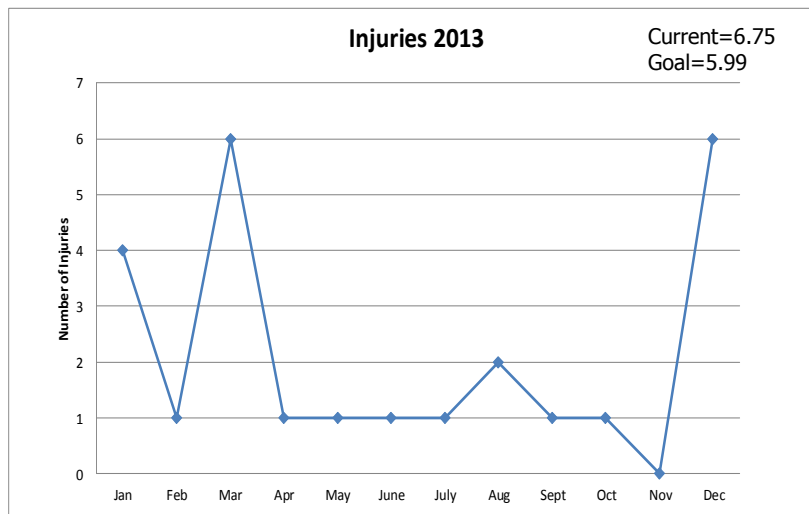
DEPARTMENTS	2010-2011	2011-2012	2012/2013	TARGET
Administration	7	7	4	4
Business/Human Resources	32	30	28	23
Planning and Engineering	55	52	47	39
Highway Management	32	29	36	36
Construction	54	54	43	37
Auglaize County	24	24	24	24
Champaign County	21	22	21	21
Clark County	29	29	28	28
Darke County	25	25	26	26
Logan County	27	27	28	28
Mercer County	24	25	24	24
Miami County	25	25	25	27
Montgomery County	37	39	36	37
Shelby County	19	19	20	20
Totals	411	407	390	374



Staffing

Safety

Safety is a top priority at ODOT, both for the motoring public and our employees. Our Internal Safety records for calendar year 2013 indicate that we have 6.75 injuries per 200,000 hours worked. Our goal is 5.99. Our contact accidents, which have an annual goal of 10.22, are currently at 3.79 per 200,000 hours worked. We have included safety goals in our managers' evaluations, and they pass those goals on to their employees. We are proactive in keeping safety gear in stock and available so that all required safety items can quickly be dispersed. A list of all accidents is sent out monthly to District employees for review. Managers also discuss specific job assignments and potential safety concerns during morning tail-gate talks, along with past seasonal accidents.



Customer Service

3.0 District 7 Customer Service/Communications

District 7 makes every effort to provide continuous communications with our customers quickly and accurately. Our departments make an effort to reach out regarding projects that will or could affect the travelling public or adjoining property owners and nearby businesses.

Our goal is to keep the following stakeholders informed:

- Motoring Public
- Elected Officials
- Property Owners
- Media
- Business/Trade Associations
- Neighborhood Organizations
- Non-profit Organizations
- Contractors/Consultants
- Attorneys

District 7 assists thousands of customers each year through e-mail, phone calls, social media, letters and in person. The goal is to provide a response to a customer within 24-hours or the next business day. If an inquiry is more detailed, we make it a priority to get that information to the customer as quickly and accurately as possible.

We also receive public records requests. These requests are acknowledged within three business days. A response with the information collected is processed within a reasonable amount of time based on the nature and size of the request.

Web Site: District 7 maintains a website www.dot.state.oh.us/districts/d07 that provides the public with information about construction/maintenance activities, impacts to traffic and unplanned incidents on our roadways. The web site also houses plans, graphics and renderings for future projects as well as materials shared at public meetings. A staff list is also available.

Customers can also utilize www.OHGO.com to find statewide information on ODOT construction projects and accidents. OHGO also provides the public with access to traffic cameras, roadway temperature sensors and speed sensors; all of which inform the motorist of roadway conditions before they travel.



Customer Service

Email Lists: District 7 maintains dozens of email lists that are separated by county, media and construction projects. Customers can sign up to receive traffic advisories or construction project updates through email.

Traffic Advisories: These advisories detail district maintenance and construction work that will impact traffic through lane restrictions or closures. Our Public Information Office sends out traffic advisories on a daily basis updating motorists of the latest traffic patterns.

Press Releases: The District 7 Public Information Office issues formal press releases to the Dayton/Springfield TV market and local newspapers as well as radio stations and daily/weekly papers throughout our nine county district. These releases focus on major project updates, groundbreakings, ribbon cuttings, new ODOT policies and any news worthy event.

Social Media: District 7 maintains Facebook and Twitter accounts to keep the public informed in real time. Social Media allows ODOT to communicate quickly with a younger generation and the media about maintenance operations, construction, and traffic incidents.

Current District 7 Twitter Followers: 3,282 as of 11/4/13

Current District 7 Facebook Followers: 278 as of 11/4/13

Video: District 7 uses videos to allow the public to see first hand what happens behind the scenes on projects and in day to day maintenance.

Media: Our Public Information Office responds to all media inquiries immediately. Interviews, information, graphics and maps are often provided to help the local media get a clear message to the motoring public. This is a partnership that ODOT values and continues to grow.

Public/Stakeholder Meetings: The Districts holds public meetings to solicit project comments, get feedback and meet environmental project requirements. These meetings are always advertised, open to the public, and held at a location that is easily accessible. Materials shared are always available electronically or via US mail.



Highway Safety

4.0 Highway Safety

ODOT relies on crash history data from the department of public safety, engineering, law enforcement/EMS, and the general public to identify locations with potential for safety improvement. Locations are studied using data resources and software analysis tools. Safety Funding, safety projects, and District forces are used to implement and maintain roadway improvements. We improve safety by utilizing resources such as the advanced statistical tools of Safety Analyst (SA), the High Risk Rural Roads program, and feedback from local agencies.

We also educate the public about highway safety through the Safe Routes to School program, distracted driving simulator, and local media. Buckeye Traffic and the ITS system improve safety by informing the public of traffic conditions, road conditions, and construction projects so road users can make better decisions. Our Freeway Service Patrols monitor Dayton area interstates to prevent small incidents from becoming more serious, and assist first responders. Our Quick Clear Initiative trains County maintenance personnel to assist first responders so that incident scenes are cleared as soon as possible, preventing secondary crashes.

Location Selection and Evaluation

Last year, District 7 completed eleven safety studies for Safety Analyst and twenty safety studies for the High Risk Rural Roads. For Fiscal Year 2014, eighteen locations have been selected for us to study using SA, and we will also select twenty locations for study for HRRR. Another resource for identifying locations is Resurfacing Accident Analyses (RAA). Since this process was revised in July 2013, it now requires that locations surpassing thresholds that apply Highway Safety Manual methodology be investigated and potentially studied by the District Safety Review Team.

Recent and Upcoming Safety Projects:

MOT-741-5.80, PID 90771

This project will improve safety for pedestrians by installing sidewalks on both sides of SR 741 between Orchard Run Road and Alex-Bell Road. Access



Highway Safety

management will also be improved by closing the north Speedway drive, making the north Meijer drive a right-in/right-out only, and improving the island in the Rally's drive to better restrict left turns. The project will also upgrade the traffic signal at SR 741 and Alex-Bell Road. It has been awarded \$733,500 in safety funding and is scheduled to begin construction in Fiscal Year 2014.

MOT-48-16.21, PID 88721

This project will upgrade the traffic signal system on SR 48 from Waverly/Wampler to Westbrook/Dog Leg Road. This section of roadway has a history of crashes, congestion, and visual clutter. Replacing the span wire with mast arms, improving the detection, pedestrian facilities, and other features will improve safety by making the traffic signal heads more visible. It was awarded \$1,347,000 in safety funding and is expected to sell in Fiscal Year 2014 and be complete in Fiscal Year 2015.

MOT-48/201-VAR, PID 96675

This project will microsurface the approach through lanes of the following three intersections: SR 48 and SR 725/Alex Bell, SR 48 and Turner/Shoup Mill Road, SR 201 and Chambersburg Road. It was awarded \$71,000 in safety funding and is expected to sell and be constructed in Fiscal Year 2014.

SHE-47-13.45, PID 93543

This project will improve access management on SR 47 from Aldi's drive to Cazadores' drive and will install a traffic signal. It was awarded \$452,680 in safety funding and is expected to sell in Fiscal Year 2014 and be complete in Fiscal Year 2015.

CHP-68-3.45, PID 94564

This project will construct left turn lanes on US 68 at Hickory Grove Road. It was awarded \$451,630 in safety funding and is expected to sell in Fiscal Year 2014 and be complete in Fiscal Year 2015.

CLA-41/235-30.79/8.65, PID 94639

This project will construct a roundabout at the intersection of SR 41 and SR 235. It was awarded \$1,350,000 in safety funding and is expected to sell in Fiscal Year 2014 and be complete in Fiscal Year 2015.

Highway Safety

In addition to these projects, we are engaged in systematic safety efforts through the following:

- A study of a pedestrian corridor on Third Street in Dayton that begins at Perry Street and ends at Kenton Street.
- Guardrail end treatments being updated systematically.
- Reviewing locations where wet pavement crashes are more common.
- Installing an adaptive signal control system for the MOT 48 signal corridor.
- Reviewing 27 curve locations and upgrading signs as needed.

Evaluation of Completed Projects

District 7 will update Before and After studies of implemented countermeasures. This will be used to evaluate the effectiveness of countermeasures on individual locations.

District 7 also completes crash monitoring for previous study locations where safety countermeasures were completed.



Fiscal Year 2014 Budget

5.0 Fiscal Year Operating Budget

OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF FINANCE FY2014 DISTRICT OPERATING BUDGET	
PAYROLL	\$31,425,645
PERSONNEL SERVICES	\$242,981
SUPPLIES & MATERIALS	\$10,781,896
EQUIPMENT	\$1,680,798
MAINTENANCE CONTRACTS	\$91,500
LANDS & BUILDINGS	\$1,089,500
TOTAL	\$45,312,320



Operations

6.0 Operations

Snow and Ice Control

To become the Standard of Excellence for winter maintenance, District 7 will build upon decades of experience in snow and ice control by utilizing a number of tools and techniques:



- We have contracted with a private vendor to obtain parts for our snow and ice equipment allowing our mechanics to concentrate on performing repairs instead of purchasing parts.
- Centralized dump truck funding and purchasing. We will benefit from a reliable purchasing program that will permit us to replace dump trucks on a reasonable replacement cycle ranging from 10 to 12 years.
- Travel Time Reliability Index (TTRI). We will rely on new technologies to monitor traffic conditions. TTRI will be our primary tool to measure success in snow and ice control. Our success measurement will be “recovery time”, or the time it takes for traffic to return to “normal speeds” after a winter event. The measurement parameters are currently being adjusted to account for variable weather scenarios and to provide reliable indicators for realistic levels of service.
- GPS tracking equipment. ODOT has investigated the benefits of installing GPS tracking units in its snow and ice equipment. This technology will allow ODOT to effectively monitor truck routes and material application. The capabilities of the available systems are becoming understood and we will evaluate the available products and utilize them accordingly.
- Alternative materials. ODOT continues to research and implement anti-icing and de-icing materials as an alternative to salt. A university research study is underway to document the benefits and uses of these materials. District 7 began utilizing agricultural de-icing products during the winter of 2011-12 with success in Montgomery County and plans to expand its use in the upcoming winter. During the winter of 2012-13, we expanded the use of these alternative materials to each of our nine counties. Additionally, we are installing computerized brine making systems in Shelby and Montgomery counties which will result in the efficient and precise blending of liquid materials. The District is in the process of purchasing a semi-tanker/trailer for the mass application of liquid deicers.



Operations

- At the district level we continue to monitor overtime usage and direct our human resources to assure optimal snow and ice effectiveness. We have an overtime refusal policy in place to provide a reliable workforce that is consistently available for callouts. We will continue to monitor overtime usage and train our managers on the effective use of alternative shift strategies to best utilize our human resources.

As in all Districts, the Highway Management Administrator has primary responsibility for snow and ice effectiveness. The Highway Management Administrators meet on a monthly basis and freely share best practices for snow and ice control.

Pavements Maintenance Strategies

All pavements are inventoried and inspected yearly and given a pavement condition rating (PCR). These ratings along with additional field reviews determine what action will be taken to extend pavement service life either by Force Account or Contract. Our Pavement Program Coordinator works closely with County Managers on making these decisions. Various types of treatment consist of the following:

- Crack and Joint Sealing
- Concrete Joint and Slab Repairs
- Dura Patching
- Micro-surfacing
- Asphalt Patching and Resurfacing
- Partial or full width strip sealing
- Berming

In addition to the rating evaluation our roads are inspected every two weeks and logged for deficiencies and corrected immediately if required or placed on a work plan to be addressed in the near future.

Bridge Maintenance Strategies

The District bridge program is anchored by a complete annual bridge inspection program. A trained inspection team rates all bridges and prioritizes maintenance and replacement needs.

Bridges are replaced and modernized as needed through a planning and engineering process that assures all bridges are designed with current standards.

Operations

Maintenance crews perform the following:

- Cleaning, sweeping, debris removal and vegetation control
- Channel and stream cleaning
- Maintenance and cleaning of all moving bridge components
- Erosion protection
- Concrete patching
- Painting and upkeep of the structures
- Deck repair
- Bridge joint repair and replacement
- Bridge rail maintenance and rehabilitation

Traffic

Safety/Traffic maintenance is completed by utilizing our internal work force as well as external contracts. In order to ensure safe operations, we will continue to perform our annual sign and signal inspections. We will also perform systematic safety improvements such as signal backer-plate installations, LED bulb replacements, battery back-up installations, and signal maintenance and upgrades will continue to be a focus of the District. In addition, selected guardrail safety improvements and routine repairs will be performed as needed as well as our systematic annual highway lighting maintenance.

Sight distance at intersections will be maintained by mowing and tree trimming trimming/removal. To assist in this effort, we will move toward a program to limit vegetation growth through use of plant growth regulators (PGRs) in addition to our regular spraying program.

The DSRT (District Safety Review Team) will program and subsequently implement the appropriate remedies targeting high accident locations and slick pavement areas in coordination with the Office of Safety. District 7 also systematically identifies rural intersections for signing improvements and guardrail locations for end-terminal improvements.

Drainage/Culverts

Positive roadway drainage is essential to ensure a safe, reliable highway system. Culvert Inspections coupled with Asset Management tools will allow work to be prioritized and tracked; additional emphasis will be added to culvert replacements ahead of paving operations. Routine ditching and systematic cleaning roadways and roadside ditches, storm sewers, catch basins and underdrain outlets will ensure a reliable drainage system. All proposed drainage and culvert work will be evaluated for force account or contract performance. Work will be coordinated with ODOT's District Environmental Coordinators to ensure compliance with state and federal law.



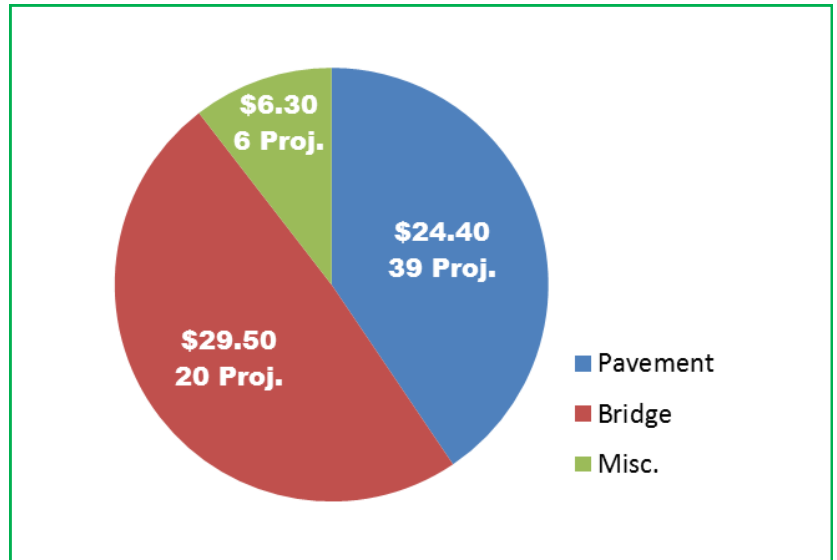
Capital Programming

7.0 Capital Program/Planning and Engineering

The capital program includes multiple areas of funding. The main areas include System Preservation, Major New, Major Bridge, Highway Safety, Safe Routes to School, and Local projects.

The current funding for system preservation projects in Fiscal Year 2014 is \$60.2 Million and is allocated as follows:

\$24.4 Million for Pavement
\$29.5 Million for Bridge
\$ 6.3 Million for Misc.



The System Preservation funds are used on pavement resurfacing projects, bridge replacement and rehab projects, and pavement marking projects. The District will utilize these funds to deliver and award 65 projects to improve or maintain the current infrastructure. The District also plans to deliver and award an additional 21 projects utilizing other fund sources. Below is a breakdown of these funds.

Major New	\$73.1 Million
Major Bridge	\$11.6 Million
Highway Safety	\$ 4.2 Million
Safe Routes to School	\$ 0.5 Million
Metro Parks	\$ 0.4 Million
Noise Walls	\$ 0.4 Million

The District has one of the largest local let programs in the state including two MPO's. A major role of the District is to manage and oversee the use of federal funds on these types of projects. The following is a detail of this program.

Local Let (32 Projects)	\$45.0 Million
Local ODOT Let (9 Projects)	\$ 8.9 Million

Jobs and Commerce

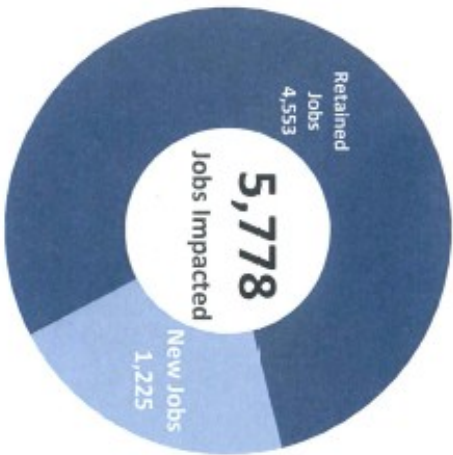
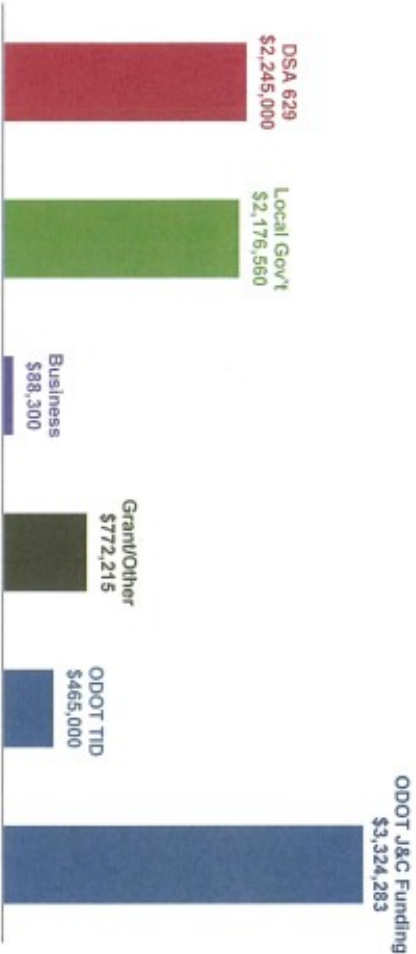


Office of Jobs and Commerce
 District 7 - Regional Manager: Fred Vogel
 Critical Success Factors as of July 1 - December 5, 2013
 "Aligning transportation investments and strategies with the needs of Ohio's businesses and workers"

GOAL 1: Economic Development Projects Approved	FY 2012	FY 2013	FY 2014
Projects Approved - Actual	8	8	5
Goal Achieved - Percentage	100%	75%	40%
Goal 1a: Identify ED Infrastructure Projects (IP)	5	3	2
Prospect/Qualifying	6	1	9
Declined/Postponed/Cancelled	3	4	0
Goal 1b: Award and Manage TID Projects (TID)	2	2	0
Goal 1c: Completed ED Service Projects (SP)	3	1	0

13,909
 Businesses in District
 with 5+Employees

GOAL 2: ED Infrastructure Projects Completed on-time	90%	90%	90%
Percent of goal completed	N/A	100%	100%
Construction Completed		3	5
Construction Active		2	1
Construction Pending		0	3



12/5/2013



System Conditions

8.0 System Conditions

District 7 has a \$60 million dollar annual budget for system preservation, which is focused on our Mission Statement - "Take care of what we have." Prioritization of projects is based on our critical success factor goals for system conditions related to pavements and bridges. Various pavement and bridge treatments using force account and contract methods will be used to complete both spot and more extensive repairs. The District will continue to program, design and sell projects to try and stay ahead of the projected rates of deterioration.

Pavement

District 7 is responsible for maintaining approximately 4,679 lane miles of pavement within a nine county area. The general system is 3,084 lane miles (66% of the total); the priority system is 985 lane miles (21% of the total); and the urban system is 609 lane miles (13% of the total).

Current Conditions & Trends

Overall, the pavement in District 7 is in good condition. District 7's pavement conditions are forecasted to be nearly 100% for all systems between 2014 through 2017. This is in relation to acceptable Pavement Condition Rating (PCR) goals set for the priority, general and urban systems.

The district will continue to employ both maintenance and capital construction related strategies to address deficient pavements in order to meet system goals. This preventative maintenance program includes force account crack sealing, strip sealing and chip seals along with contract preventative maintenance treatments of crack sealing, micro-surfacing and thin overlays with asphalt concrete. There will also be major rehabilitation pavement treatments along several interstates between 2014 and 2017.

The projected deficiencies for the priority system are less than 1 % through 2017; while general system deficiencies are nearly 1% and urban system deficiencies are at 0%.



System Conditions

Strategy for Maintaining & Improving

District 7 will continue its utilization of preventative maintenance treatments to extend the service life of the overall system. This will feed into maintaining an overall steady state system condition district wide. Efforts by our maintenance forces are vital to meeting our long term goals by extending the service life of our pavements.

As previously stated, the projected conditions of the District's pavements between 2014 and 2017 will exceed the set goals for the Priority, General and Urban Systems.

Bridges

District 7 is responsible for the maintenance of 1,353 bridges with total deck area of 8.21M ft². The longest of these bridges is 2,377 ft., while 224 bridges are on the Interstate System. Additionally, District 7 has 16 major bridges, with a total deck area of 1 .28M ft².

General Appraisal - The District currently meets the bridge critical success factor for deficient General Appraisal which is 98% acceptable. The District plans to maintain or further decrease the General Appraisal deficiency by addressing approximately 146,757 ft² of deck area that is deficient in General Appraisal through projects planned between 2014 and 2017.

Bridge maintenance remains an area of emphasis for the District. The combined efforts of County and District crews completing priority repairs identified from our bridge inspections will be a high priority. Bridge maintenance efforts continue to be broadened to be preventative in nature so as to increase the service life and investment of our structures. This is consistent with our "fix it first" philosophy.

The District has had to commit resources to repairs of damages from bridge hits on its US and Interstate Routes. The number of serious accidents has dropped and assistance from OSE has helped resolve repair design concerns, but legal/insurance issues from past incidents still demand District resources. The District 7 Pavement Program Manager and Bridge Inspection/Assessment Engineer meet on an annual basis with our County Managers and staff to go over the upcoming transportation program. This is to establish and coordinate a list of maintenance items that

System Conditions

will be completed with our own forces or a project that will be contracted out.

Bridge Summary

Bridges*		Number
Number of Bridges		1,353
Total Bridge Deck Square Footage		8,210,000
Longest Bridge Ft.		959
Number of Bridges Carrying Interstate		224
Major Bridges		Number
Number of Major Bridges		14
Total Bridge Deck Square Footage		1,153,999
Longest Bridge Ft.		2,377
Number of Bridges Carrying Interstate		9
Rating Category*	FY2013 Goal	Current Status
% General Appraisal Acceptable	98%	97.56%
% Floor Condition Acceptable	97%	99.31%
% Wearing Surface Acceptable	97%	99.68%
% Paint Condition Acceptable	90%	94.11%
Rating Category	Sq. Ft. Deficient	% of Deck Area with a Project
General Appraisal	201,556	93.8%
Floor Condition	56,855	92.03%
Wearing Surface	26,264	100%
Paint Condition	486,028	72.57%
Major Bridge Projects - FY 2013 - FY 2016		
Location	Length (ft.)	
MOT-75-11.74	1,154	
MOT-75-11.80	1,068	
MOT-35-15.16 N	1,200	
MOT-35-15.78	1,430	

* Bridges with a Maintenance Responsibility of ODOT or Combination - Excluding Major Bridges - Excluding Bridges without an inspection

Contact Information

Administration:

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District Deputy Director

Public Information Office:

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Public Information Officer

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Business & Human
Resources Administrator

Planning:

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Planning & Engineering
Administrator

Highway Management:

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Highway Management
Administrator

Construction:

Dave Ley (937) 497-6848 dave.ley@dot.state.oh.us
District Construction
Administrator

ODOT District 7 Main Phone: (937) 492-1141

Toll-Free: 1-888-200-9919

1001 St. Marys Avenue

Sidney, Ohio 45365

www.dot.state.oh.us/districts/d07



OHIO DEPARTMENT OF TRANSPORTATION

Snapshot of District 7

MISSION

To provide movement of people and goods from place to place we will:

- Take care of what we have
- Make our systems work better
- Improve safety
- Enhance capacity

VISION

“A long term, reliable, professional and highly productive organization”

FAST FACTS

Nine counties:
Auglaize, Champaign, Clark, Darke, Logan, Mercer, Miami, Montgomery, and Shelby

Employees - 384

Lane Miles- 4,687

Garages/Outposts - 24

Bridges - 1,395

2013 Construction season

- ◆ 83 Projects
- ◆ \$108.5 Million Investment

2012 permits

- ◆ 276 Right of Way Permits



Randy Chevalley, P.E., P.S. District Deputy Director

- Chief regional manager for all transportation planning, design, construction, maintenance and support operations for all interstate and state routes throughout the nine counties
- Four key administrative areas: Business & Human Resources, Highway Management, Planning & Engineering, Construction

Donna Slagle Business & Human Resources

- Finance (payroll, budget, accident claims)
- Personnel (hiring, benefits, evaluations)
- Training (internal/external, scheduling)
- Safety (job site/vehicle inspections, state/OSHA standards)
- Facilities (maintenance/repair of District and County buildings)
- Information Technology (network/phone/computing support)

Scott Kasler, P.E. Highway Management Administration

- Highway Management
- Ice and snow removal on ODOT roadways
- Maintenance of pavements, bridges, signs, lighting/traffic signals

David Ley, P.E. District Construction Administration

- Administers district-wide construction program
- Administers work-zone safety, project inspections, and maintenance of traffic during construction

Matt Parrill, P.E. Planning & Engineering

- District's Capital Improvements Program
- Bridge & Pavement inspection/assessment
- Evaluates & recommends safety improvements
- Design & review detailed construction plans
- Environmental regulation compliance
- Survey/ Real Estate acquisition/Utility Coordination
- Reviews & processes roadway permit applications
- LPA Project Management/Coordination

Mandi Dillon Public Information

- Keeps media/public informed of road conditions, projects and detours
- Conducts public outreach through various medias
- Answers questions from the public concerning ODOT related issues
- Educates motorists on safety, construction, and ODOT practices

Our Customers

Motoring public, state taxpayers, federal, state and local elected officials, municipalities, businesses, neighborhood groups, property owners, pedestrians, bicyclists and freight carriers

Our Partners

- Governor
- Ohio's congressional delegation
- State Legislators
- Mayors & Township Trustees
- County Engineers
- Contractors/Sub-contractors
- Consultants
- Local Governments
- Ohio Attorney General
- Ohio Contractors Association
- Civic Groups
- Developers
- Non-Profit organizations/ Charity organizations
- Media
- MVRPC (Miami Valley Regional Planning Commission)
- Springfield TCC (Transportation Coordinating Committee)
- Greater Dayton RTA (Regional Transit Authority)
- Freight railways
- Dayton International Airport

Our Communication

District 7 communicates clear, accurate and timely information through:

- ◆ Regular meetings with County Engineers, neighborhood associations and stakeholders impacted by upcoming projects
- ◆ Our Intelligent Transportation System including traffic cameras, dynamic message signs and Highway Advisory Radio
- ◆ Letters, emails, phone calls & online social networking sites such as Facebook, Twitter and YouTube
- ◆ Public record requests
- ◆ Public meetings and door-to-door distribution of ODOT project information
- ◆ We post planned and unplanned road activity on www.ohgo.com

District 7

1001 Saint Marys Avenue, Sidney, Ohio 45365 * (937) 492-1141

www.transportation.ohio.gov/dist7