

RUSTY LUCAS
P.O. Box 422
SANDUSKY, OHIO 44871

July 30, 2004

ODOT
1980 W. Broad Street
Columbus, Ohio 43223
ATTN: Fundraising and/or Consumer Questions Department(s)

Dear Ohio Department of Transportation:

I have two questions for you. Actually one is a request and the other is a question. I'll start with the question.

Is there a formula or calculation or some other uniform guidelines for marking the guidelines on a two lane highway? I am talking about the double solid line versus the single dotted line versus the solid/dotted double line.

I know what they mean and everything (double line = no passing at all; dotted line = passing from either side; combination line = passing from the dotted side but not from the solid side). My question is what determines if the line originally gets dotted on a particular stretch of highway? Is there a certain minimum distance of visibility needed? Does the speed limit factor in? What other considerations factor in and is there actually a mathematical formula to it all?

I was recently travelling on U.S. Route 250 through this fine state of ours and this question came up when a few crazy drivers were being kind of reckless with their passing decisions. A large semi truck was passing a few cars at once and a small car was following along right behind him blindly in that other lane. I was frightened and it got me to thinking. There has to be guidelines for the guidelines. Can you explain those to me?

My request question is this. Would it be possible for me to set up a collection basket/booth for a charitable organization at Ohio highway construction sites? I am thinking that this is a vastly untapped resource for Jerry's Kids or for the starving people of Ethiopia or for the endangered animal species here in our own state of Ohio.

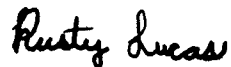
I propose that we set up signs right where you note that a construction area is ahead -- you know, a mile or two in advance of the actual work area. You can add another sign to the post that says "Optional Charitable Donations Accepted" and even list the charity represented that day. Then the organizations can sign up for certain work sites on certain days. You could limit the number of consecutive days at one site and things like that to make it more fair.

Drivers could leave a donation at their option, or politely decline by driving on through. But this would certainly get them to slow down at the work sites because they would not want to be known as the driver who hit the guy collecting for charity.

I am not crazy enough to think that I can do this all by myself, but I want to be involved hands on. I would be willing to get up early in the morning and set up the table and empty coffee cans with slits cut in the plastic lids. Could I get an orange vest and hard hat?

On the charity donations thing, I would like to sign up for the weekend of September 4th in your three busiest sites. My organization is called the Rusty Foundation which is a promotional based group for stainless steel usage in various formats. I am trying to complete all the paper work and will need at least that much time to get it all done correctly. Can you send me any of the forms I would need to fill out to reserve that weekend at the three busy construction sites? I have a Smith Corona typewriter in case it need to be typed on triplicate carbon paper forms instead of printed off of a computer.

Sincerely,

A handwritten signature in cursive script that reads "Rusty Lucas".

Rusty Lucas

p.s. Do your ODOT workers wear baseball caps under their hard hats? I was wondering if they do sort of like baseball players do when they are up to bat. Often times you will see Barry Bonds wear his cloth ball cap to the plate and just put his hard batters helmet on overtop of that. The reason why I ask is that I would like to have an official ODOT baseball cap and I wondered if you could send me one as my free gift for posting my safety concerns and enterprising ideas.