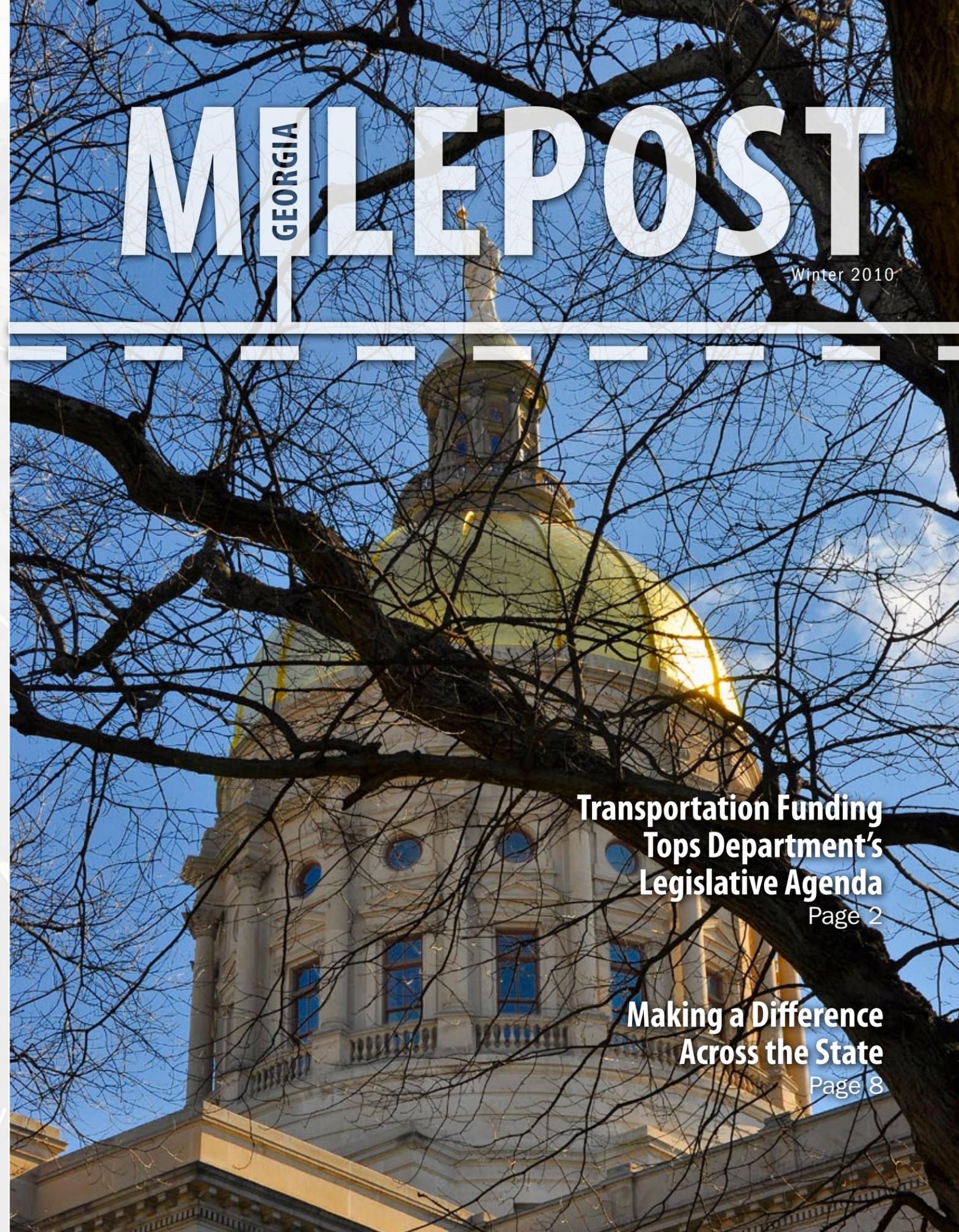




# MILEPOST

GEORGIA

Winter 2010



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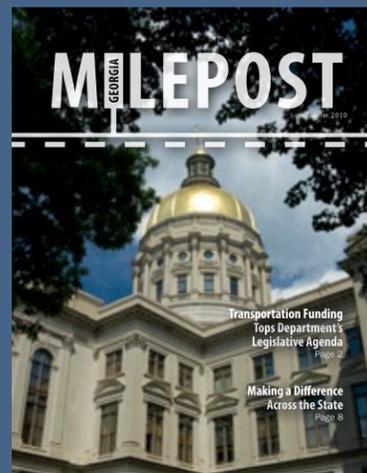
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## Commissioner's Column

Achieving Our Goals and Getting the Job Done



**W**hen I made the decision to accept the important job of leading the Georgia DOT, I did so clearly understanding the challenges we face and the opportunities that lie ahead for us to build on our legacy of good work throughout the state.

As the 2010 legislative session gets under way, I am again reminded of the enormous opportunity we have to work toward building on that legacy and creating the 21st century

transportation network that Georgia deserves. With the new programs and strategies the Department has implemented over the past few months, I am confident we are moving toward that end.

We are moving forward with our Public Private Partnership (P3) Program, giving us an opportunity to leverage our limited transportation dollars by partnering with the private sector to build projects that would not be possible through existing funding. An update on the program is featured in this issue of Milepost.

Additionally, we continue to focus on keeping our roadways and interstates safe; and we are deploying strategies and programs around the state to prevent serious injury to motorists. Learn more about our installation of cable barriers and their impact on preventing cross-over accidents on our roadways.

As we work with our legislative partners during this session, we maintain our focus on what is arguably our most important priority – funding. Members of the State Transportation Board and I recognize clearly that with the reduction in motor fuel dollars and the increase in our debt service, funding is critical to our operations. We are making the case for additional funding to the legislature, while also demonstrating how we have successfully used our resources over the past few years to help relieve congestion and make our roadways safer.

And finally, I want to acknowledge the excellent work of the Georgia DOT staff, which has performed admirably under very difficult circumstances. They have worked to ensure that projects are delivered on time; reduced costs where appropriate; and learned to do more with less. This issue of Milepost highlights a few of those projects in districts across the state and the work they are doing.

As we move forward in the new year, we will continue to share news of how we are taking a comprehensive approach to resolving issues around transportation in Georgia. Our commitment is to a 21st century transportation network, one in which we can all be proud.

Vance C. Smith, Jr.

### ADMINISTRATION

**Vance C. Smith, Jr.**  
Commissioner

**Gerald Ross, P.E.**  
Deputy Commissioner/Chief Engineer

**Kate Pfirmen**  
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### CREATIVE & DESIGN SERVICES

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<b>Cissy McNure</b>	District Two
<b>Kimberly Larson</b>	District Three
<b>Craig Solomon</b>	District Four
<b>Mohamed Arafa</b>	District Six
<b>Mark McKinnon</b>	District Seven

# Transportation Funding Tops Department's Legislative Agenda

By **Melany Reynolds**

Right now, the Georgia Department of Transportation is facing serious challenges. However, with these challenges comes the enormous opportunity to resolve transportation issues for all of Georgia. To that end, the State Transportation Board announced the legislative agenda for the upcoming 2010 Legislative Session.

For the past two years, the Department's revenue from state motor fuel taxes has dramatically declined, while debt service, which must be paid prior to any other expenses, has steadily increased. These circumstances have

left the Department with reduced funds to maintain state roadways and make operational improvements.

To provide more flexibility in methods of delivering construction projects and to reduce the risk of leaving future federal funds on the table, the Department will endorse the following legislative agenda:

## Transportation Funding

- Creates additional funding for transportation infrastructure, recognizes statewide transportation needs, and includes the Department in the administration of funding.

## Alternative Delivery Methods

- Increases the limitation on contracting for design-build projects to no more than 30 percent of the total amount of construction projects awarded in the previous fiscal year.

## Multiyear Construction Agreements

- Allows Georgia DOT to enter into multiyear construction agreements without obligating present funds for the

full contract amount in order to reduce long-term construction costs paid by the state.

## Rural Transportation Coordination

- Creates a coordinating council to streamline and efficiently provide transportation service delivery in both the rural and urban areas of the state.

In a State Transportation Board Legislative Committee meeting in December, Committee Chairman Brandon Beach said, "The Department's ability to move transportation forward shaped the list for the upcoming legislative session. The future of transportation in our state is highly dependent on finding sustainable funding sources."

Georgia's state legislators have a tremendous task ahead during the 2010 session. The question of how to resolve the state's transportation funding crisis will be a priority not only at the Department, but at the Capitol as well.

# Carter Named Special Assistant for Policy and Projects

Former Troutman Sanders Manager Serves as Capitol Liaison

By **Carla Murphy**



Stephanie Carter

Former Troutman Sanders Strategies (TSS) Manager Stephanie Carter has been tapped to lead Georgia DOT's lobbying efforts at the state Capitol,

bringing with her five years of extensive public policy and advocacy experience.

As Special Assistant for Policy and Projects to Commissioner Vance C.

Smith, Jr., Carter works primarily with elected officials on the local, state and national level. During the legislative session, she serves as the Department's liaison at the Capitol promoting the State Transportation Board's legislative agenda and the passage of transportation funding legislation. She reports directly to Commissioner Smith.

Prior to joining Georgia DOT's executive management team, Carter spent four years as a manager with TSS, advocating corporate issues with government relations for the state of Georgia, the General Assembly and other agencies. Her client list included Verizon, Citigroup and General Electric.

Additionally, Carter worked as a committee aide to the House Ways and Means Committee before joining TSS, serving as a liaison between state officials and constituents, conducting research on major tax legislation and organizing committee hearings.

Most recently, *James* magazine – a leading political and business publication – named Carter to its Top 10 List of "Powerchicks" as part of

its rankings of Georgia lobbyists and lobbying firms.

In announcing Carter's appointment, Commissioner Smith praised her extensive knowledge of public policy issues and her successful lobbying activities on behalf of clients at TSS.

"Stephanie's knowledge of the Capitol and her experience with private and public sector clients will be an asset in our efforts to move transportation forward in Georgia," says Smith. "We are pleased that she has joined our team; and we welcome the experience and wealth of talent she brings from Troutman Sanders."

Carter is a graduate of the Georgia Institute of Technology, where she earned a Bachelor of Science degree (magna cum laude) and the University of Georgia, where she received a master's in Public Administration.

## Motor Fuel Collections vs. Debt Service Payments



# Former Lumpkin County Commission Chairman Steve Gooch Elected to State Transportation Board

By **Crystal Paulk-Buchanan**

Steve Gooch, of Dahlonega, was elected recently to the State Transportation Board by a caucus of state representatives and senators from the 9th Congressional District. He joined the Board in November and will fill the remaining three years of the term vacated by Steve Farrow in August.

Gooch served eight years with the Lumpkin County Commission. From 2000 to 2004, he was sole Commissioner and was elected chairman of the newly-



Steve Gooch

created five-member board of commissioners in 2005. *Georgia Trend* magazine and The Carl Vinson Institute of Government awarded Gooch the State's first-ever County

Elected Official of the Year award in 2003.

"I look forward to moving into a new level in state government," Gooch said following his election in the Senate Chambers of the State Capitol. "Cities and counties are struggling right now to replace infrastructure. I hope to bring a new local perspective and fresh ideas to the Transportation Board."

## Georgia DOT Makes Strides on New Public Private Partnership Program

Georgia DOT officially unveiled the Department's plans for its new Public Private Partnership (P3) Program, offering updates on the status of the program and releasing details on a list of projects under consideration.

The P3 Program will allow the Department to partner with the private sector to fund and deliver much needed transportation projects that could not be constructed in today's environment.

Additionally, the Department hosted an industry workshop in December that brought together organizations with the potential to deliver real value to the citizens of Georgia.

"We are developing a P3 program that will be among the best, if not the very best, in the nation," Georgia DOT Commissioner Vance C. Smith, Jr., said. "We are moving forward aggressively, but at the same time being very deliberate to bring together all of the people, organizations and members of the private sector that must be part of the process to ensure the people of Georgia a premier P3 program."

Prior to unveiling plans for P3, the State Transportation Board opened a 30-day public comment period on the set of rules that will serve as the framework under which the state's new P3 program operates. The Department sought input on the rules from various stakeholders, including legislators and transportation partner agencies and organizations. Following revisions, the Department submitted the rules to Georgia's House and Senate Transportation committees for approval during the current legislative session. Both committees approved the rules on January 14. The State Transportation Board then gave final approval for the rules on January 21. The first P3 project is expected to go to solicitation by late February 2010.

*Georgia DOT hosted an industry workshop in December that brought together organizations with the potential to deliver real value to the citizens of Georgia*

### Proposed P3 Projects Under Consideration Include:

- The Northwest Corridor on Interstate highways 75 and 575 which contemplates a set of two reversible managed lanes along the length of the corridor. The Department is considering including a west-side section of Interstate 285 and 20 as part of the Northwest Corridor project.
- Interstate 285 top end corridor between Interstate highways 75 and 85 is also being advanced for consideration. This corridor is currently undergoing an environmental evaluation, and the type of solution to be implemented is still under review.
- The Gwinnett Connector, also known as the Sugarloaf Parkway Extension (Phase II), which would include new construction between State Route 316 and Peachtree Industrial Boulevard is also being considered.
- A 21-mile section of Georgia State Route 400 in north Fulton County and Forsyth County is being considered for managed lane implementation.

The list of projects has been put through a rigorous screening process. That process determines their viability as P3 projects by taking into account factors such as project maturity, financial feasibility and project scope. Based on the results of the screening process, an initial group of projects is being advanced for further consideration.

For more information on Georgia DOT's P3 program, visit [www.georgiaP3.org](http://www.georgiaP3.org).



## Georgia DOT and the Perimeter Community Improvement Districts Kick Off \$18 million Hammond Interchange Project

By *Susan Long*, Perimeter CID

The Georgia Department of Transportation and the Perimeter Community Improvement Districts recently kicked off a nearly \$18 million partnership project designed to relieve traffic congestion along Georgia 400 in the Perimeter area of north Atlanta.

Construction started during late fall to build entrance and exit ramps from Hammond Drive to GA 400 and to replace the four-lane Hammond overpass with a higher, nine-lane bridge to meet current and future traffic volumes.

"The Hammond Drive/GA 400 interchange project is a perfect example of the private and public sectors cooperating on a much needed transportation improvement," said Georgia DOT Commissioner Vance C. Smith, Jr., who attended the kickoff event. "This project would not have happened right now if not for the financial contribution of the PCIDs," Smith said. "We are excited about this interchange and look forward to a continued relationship."

Through self-imposed additional commercial property taxes, Perimeter commercial property owners are contributing \$5.5 million for a northbound entrance ramp onto GA 400 and a southbound exit ramp. The Georgia DOT is funding the \$12 million cost of the bridge. Sandy Springs also was a partner in the project by financing the PCIDs' contribution through the city's development authority, saving the PCIDs half a million dollars.

Gov. Sonny Perdue, who also was present for the kickoff, said "The Hammond Half-Diamond Project is the kind of

public-private partnership we want to see take root all around Georgia."

A Georgia DOT study released in April 2008 of the existing and projected volume of trips along the GA 400 corridor shows that additional capacity to enter and exit GA 400 is urgently needed. At present, the Abernathy Road interchange is the only access point on GA 400 for both local and regional traffic into and out of the Perimeter Center area, which leads to congestion at the interchange as well as the roadway network serving it, the study said.

"The Hammond Half-Diamond Project serves as a model that proves the success of sharing a common goal, creating bold and innovative strategies and bringing all available resources to the table," said PCIDs' President and CEO Yvonne Williams.

DeKalb County CEO Burrell Ellis called the Hammond project "innovative and forward thinking" and Sandy Springs Mayor Eva Galambos said it is "a great improvement to mobility."

More than 100,000 people work in the Perimeter market daily, making it one of Metro Atlanta's largest employment districts and an economic engine for Atlanta and the state. And, nearly 35,000 more jobs are expected to be added in the next 10 years, according to a recent analysis completed for the PCIDs by Robert Charles Lesser and Company real estate advisors.

United Parcel Service Corporate Real Estate Manager Chuck Altamari, who chairs the Fulton Perimeter CID, said his company and other commercial property owners located in Perimeter are willingly paying extra property taxes to make projects such as Hammond happen.

Williams noted that the Hammond Half-Diamond Interchange will provide a new gateway to the Perimeter market, lead to economic development and help existing companies attract and retain employees by easing traffic congestion.



*Georgia DOT Commissioner Vance C. Smith, Jr. and Gov. Sonny Perdue were among the local and state appointed and elected officials and Perimeter CIDs' Board members who kicked off the Hammond Half-Diamond Interchange designed to improve traffic congestion along GA 400.*

## SUPER SPEEDER LAW to Bring Higher Fines for Motorists

Georgia DOT participates on multi-agency committee to launch state-wide public education campaign

By **Erica Fatima**

**F**eel the need for speed? Driving over 85 mph in Georgia will cost you a lot more than an adrenaline rush; it will cost you more like \$200 over the currently prescribed fines and possibly a revocation of your driver's license should you "forget" to pay the fine. The increase in fines comes with a new law that became effective January 1.

House Bill 160, or the "super speeder bill," was introduced by Representative Jim Cole (R-Forsyth) in the 2009 session of the Georgia General Assembly and was designed to help reduce traumatic automobile crashes by getting tough on high-risk drivers who endanger other motorists and ignore warnings to slow down.

The legislation is expected to generate approximately \$23 million in Fiscal Year 2010 in Georgia. It has been recommended these funds be spent to improve the state's trauma care network via the Georgia Trauma Care Network Commission. Senator Bill Heath

(R-Bremen) presented HB 160 in the Senate.

Each year, traffic crashes on Georgia's roadways cause more than 1,600 fatalities, about a quarter of them caused by excessive speeds. The Super Speeders legislation discourages trauma-causing behavior by increasing fines for dangerous drivers. The legislation adds a \$200 fee for driving over 85 mph anywhere in the state and for



driving 75 mph or more on a two lane road. The law also will increase driver's license reinstatement fees for drivers committing a second and third offense for violations that result in a suspended license and for other negligent behaviors. The new reinstatement fees went into effect on July 1, 2009 and the \$200 administrative fee became effective on January 1, 2010.

GOHS Director Bob Dallas, charged with informing the motoring public of the Super Speeders legislation, appointed

a statewide, multi-agency committee to develop the public information and education campaign. Georgia DOT team members on the committee are:

- Patrick Allen, Traffic Design Supervisor—Traffic Operations
- Erica Fatima, Deputy Press Secretary—Office of Communications
- Cedric Mohr, Creative & Design Project Manager—Office of Communications
- Kathy Zahul, Assistant State Traffic Engineer—Traffic Operations

The campaign includes a new logo designed by Georgia DOT Communications Project Manager Cedric Mohr and a slogan created by Deputy Press Secretary Erica Fatima. Assistant State Traffic Engineer Kathy Zahul and Traffic Design Supervisor Patrick Allen from Traffic Operations will manage the public education campaign and permanent highway signage program.

The committee launched its public awareness campaign during a news conference in December. To learn more about this new law, visit the Web site:

[www.superspeedergeorgia.org](http://www.superspeedergeorgia.org).

## Cable Barriers Prove Their Worth in Monroe County

Department's use of cable barriers underscores commitment to safety on interstates

By **Kimberly Larson**

**I**n October, a small 4-door sedan and its lone driver found himself in an unusual predicament. The driver was changing lanes, lost control of the car, headed for the median and ultimately oncoming traffic from the southbound side. Thankfully, the driver walked away with minor injuries. What stopped the car – cable barriers. The barriers did exactly what they were designed to do and deflected the motorist away from oncoming traffic.

"Cable barriers are a useful tool to control damage done by and to vehicles and drivers involved in accidents on Interstate 75," said Allison Selman-Willis, public information officer for the Monroe County Sheriff's Office. "We hope to see a reduction in injuries and fatalities as a result of interstate accidents with the installation of these barriers."

Since the summer of 2005, Georgia DOT has installed approximately 120 miles of cable barriers at a cost of approximately \$35 million. They have proven to be safe, effective, cost-efficient, and easily replaceable or repairable. The barrier, which utilizes woven, tensioned cables attached to steel posts, is less expensive to both install and maintain than traditional guardrail. The initial installation costs for cable barrier



Cable barriers shown after deflecting the motorist away from on-coming traffic

in Georgia are comparable to what the state pays for guardrail. The benefits are realized in the cost savings and ease of maintenance. The average maintenance cost of guardrail this fiscal year is approximately \$17 per linear foot for Georgia DOT. Cable barrier maintenance costs are approximately \$6 per linear foot.

Several studies have indicated that cable barriers are very effective in preventing cross-over accidents, especially on interstates. To the Georgia DOT, the cable barriers are an excellent safety improvement. While they do not stop every crossover crash (if a vehicle gets airborne it will go above the barrier), they do separate traffic and improve the safety of Georgia's interstate highways.

Georgia DOT maintenance crews have been and continue to be trained on how to repair cable barriers. Training is conducted by the company that created the system. Repairs to the barrier can occur within 30 minutes to three hours, depending on the extent of the damage. Georgia DOT's goal is to address maintenance concerns as soon as possible following a strike.

Traffic Operations is committed to delivering approximately 50 miles of cable barrier per year as part of the Governor's Strategic Highway Safety Plan. Project identification is under way for the next 3-5 years of cable barrier installation projects.

Roads continue to be evaluated to determine if cable barriers would increase safety. Initial cable installation efforts were focused on Limited Access State Route segments with 40 feet or narrower, unprotected medians and/or medians with identified crossover crashes. These projects were further prioritized from analysis of current crash data for median crossover type crashes and identified locations from the field districts and local enforcement agencies.

**The chart below represents a summary of the number of crashes, injuries and fatalities that have occurred on Georgia's interstates over the last nine years. \*The 2008 data is incomplete; so those numbers will change as data is updated.**

Year	Event Description	# Crashes	# Injuries	# Fatalities
2000	Interstate Crossovers	531	365	13
2001	Interstate Crossovers	508	424	21
2002	Interstate Crossovers	551	360	17
2003	Interstate Crossovers	578	404	28
2004	Interstate Crossovers	617	386	33
2005	Interstate Crossovers	667	467	27
2006	Interstate Crossovers	612	408	26
2007	Interstate Crossovers	610	371	15
2008	Interstate Crossovers	340	203	5

# Making a Difference Across the State

By Crystal Paulk-Buchanan

**F**rom the coastal plains through the Piedmont to the mountains, the Georgia Department of Transportation is delivering projects that

improve mobility, decrease congestion and provide opportunities for economic development. Although a funding shortfall forced the Georgia DOT to reduce its construction program from previous years, the Department is expected to complete 93 projects totaling \$1.6 billion in 2009.

Some projects were resurfacings, lasting a few weeks or months. However, the projects replaced crumbling asphalt, restored signs and gave motorists a smoother ride, resulting in fewer repairs to their vehicles. Other projects repaired or replaced aging bridges, making it safer for commuters to travel home from work and students to arrive safely from school. The Department also delivered several multi-million-dollar and multi-year projects during 2009. All made a difference in the lives of the people who rely on Georgia's transportation network every day.

“From an economic development standpoint, an effective and efficient transportation infrastructure is a must. The completion of this project will no doubt have a positive impact on our current business community as well as our business recruitment efforts.”

## District 1 I-985 at SR 53, Hall County

The project rebuilds the interchange on I-985 at State Route 53, adding new access to the interstate at SR 13/Atlanta Highway and creating a gateway into Gainesville State College and Lanier Technical College from SR 13. The work also included widening SR 53 and SR 13.

**Contract Amount: \$74.6 million**

**Start Date: June 27, 2006**

**Completed: November 2009**

Gainesville State College sits on the I-985 reconstruction project at exits 16 and 17. Students, faculty and staff are feeling relief as the project finishes and they are enjoying the improved access and reduced congestion.

Dr. Martha Nesbitt, President of Gainesville State College said, “Safety in the area has greatly improved, both on campus and in the community. On campus, tractor trailers are no longer cutting through our area to get around congestion. With 6,600 GSC student pedestrians on campus this change is welcomed.

Before the road improvements, there were daily back-ups on the interstate. Weekdays over 10,000 students, faculty and staff come onto our campus and the adjacent Lanier Technical College campus. Now that congestion is gone on the interstate. This project also improved more than the interstate. The widening of SR 13 and SR 53 allowed us to move more freely around the community. We appreciate the cooperation of Georgia DOT in helping us with getting students off campus at busy times and in being good people to work with. I was truly amazed that this project could be completed with so little effect on getting to and from campus.”

## District 2 I-20 at I-520, Columbia and Richmond counties

The I-20/I-520 Interchange Reconstruction includes 6.25 miles of widening of additional lanes and interchange reconstruction on I-20/SR 402 beginning at Belair Road extending east of Wheeler Road, and on I-520/SR 415/Bobby Jones Expressway beginning west of Scott Nixon Memorial Parkway and extending east of Wheeler Road. The project also includes construction of five bridges and approaches, including two flyover bridges.

**Contract Amount: \$191 million**

**Start Date: June 2007**

**Completed: October 2009**

The completed interchange will improve traffic flow in metro Augusta, allowing for easier access to major thoroughfares, according to Augusta Mayor Deke Copenhaver.

“From an economic development standpoint, an effective and efficient transportation infrastructure is a must. The completion of this project will no doubt have a positive impact on our current business community as well as our business recruitment efforts.”

**District 3**  
**I-75/ I-475 Interchange Reconstruction, Bibb County**

The interchange reconstruction project at the I-75/ I-475 Interchange widens a 1.7 mile section of I-75 from three to five travel lanes in both directions beginning just south of Hartley Bridge Road to the interchange. The reconstruction includes construction of four bridges, ramp reconstruction and a new Collector-Distributor system between Hartley Bridge and the I-475/I-75 Interchange.

**Contract Amount: \$83.5 million**

**Start Date: August 2006**

**Completed: December 2009**

Steve Byar, who drives for Middle Georgia Freight liner of Macon headquartered near Hartley Bridge said the new interchange has made his route much safer. "Prior to construction, I would never, never go south I-75 to the Hartley Bridge exit. It was very congested and difficult to maneuver. It was well worth the investment and I love the improvements. I feel much safer than before."

**District 4**  
**US 27/SR 1 Widening, Early County**

This is a 7-mile, four-lane widening and reconstruction project of US 27/SR 1 from CR 279/Damascus-Hilton Road to the Blakely Bypass. It also includes construction of two bridges over Blue Creek. Eventually this Governor's Road Improvement Program (GRIP) Corridor will extend from I-10 in Florida to Columbus.

**Contract Amount: \$31 million**

**Start Date: May 2007**

**Completed: September 2009**

Lisa S. Collins, Early County Director of Economic Development, said the recently completed road is a much-needed asset to the community. "With the completion of the US 27 project, Early County will have an opportunity as never before to capitalize on traffic that will move from Florida to Tennessee along a scenic 4-lane highway. The proposed Gateway Project, coupled with Early County's other renovation projects, will encourage travelers to 'come into' the city of Blakely, and experience her wonderful amenities, and thereby bring much need revenue to Early County."

**District 5**  
**I-95 Widening, Glynn County**

This project begins south of US 17/SR 25 and continues 4.8 miles to just north of SR 303. The project includes widening eight new bridges and approaches.

**Contract Amount: \$50 million**

**Start Date: May 2005**

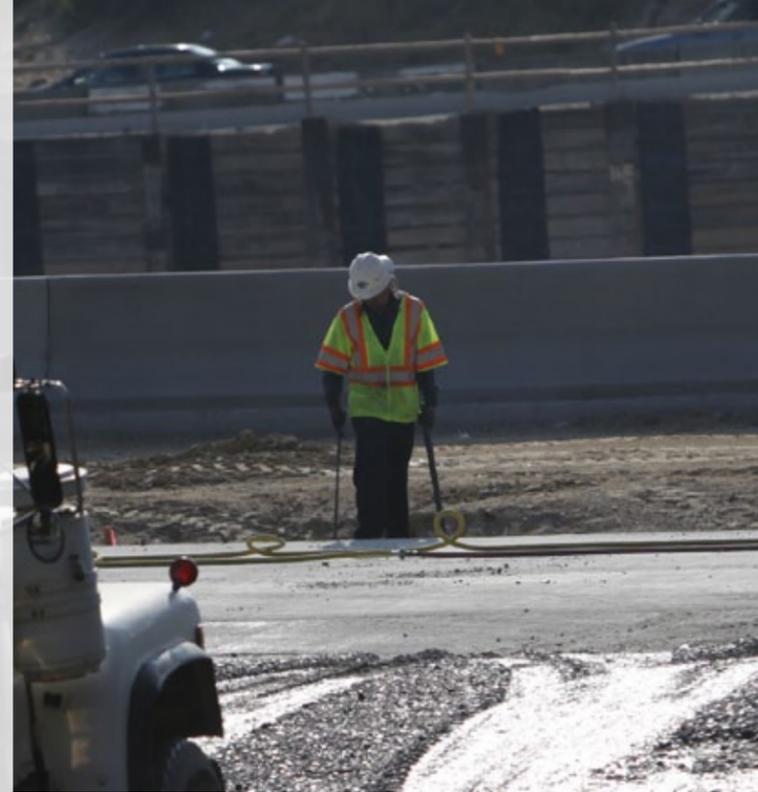
**Completed: February 2009**

The ongoing 27-mile widening project along I-95 in Glynn and McIntosh counties will be fully completed by winter 2010. However, each completed six-lane section is a welcome improvement for travelers and businesses in the corridor. Karen Bass, a Glynn County resident, drives I-95 daily to the newly completed section at Exit 29, where she manages the Comfort Suites. "I've watched and driven this project from the beginning, and I've learned to take the long view. Better travel conditions mean more travelers.

"The economic impact of widening I-95 is going to be very important to the hospitality business. I've already seen the difference since the construction cleared out earlier this year. I'm looking forward to seeing the entire project finished."

**“With the completion of the US 27 project, Early County will have an opportunity as never before to capitalize on traffic that will move from Florida to Tennessee along a scenic 4-lane highway.”**

*US 27/SR 1 Widening, Early County*



**District 6**  
**I-575 Resurfacing, Cherokee and Cobb counties**

This is a 20-mile project of milling, inlay and plant mix resurfacing on I-575, beginning at I-75 in Cobb County and extending to the Etowah River in Cherokee County.

**Contract Amount: \$18.6 million**

**Start Date: July 2009**

**Completed: September 2009, 9 months ahead of schedule**

Resurfacing I-575 improved safety for motorists and aesthetically enhanced the roadway for north Cobb and Cherokee counties.

*I-575 Resurfacing, Cherokee and Cobb counties*



Geoff Morton, Cherokee County engineer who oversees the county's transportation network, is a daily commuter on I-575. He eagerly followed the daily progress of the project as he traveled to work from Woodstock to Canton. "Georgia DOT's construction plan really managed to minimize the impact of this construction project on the heavy traffic the interstate carries during the day."

He added that with the project's early completion, his commute is a little smoother and a bit easier. "The existing pavement on I-575 was in poor condition. I believe that it was still the original pavement and it was deteriorating. I-575 really needed to be resurfaced when construction on this project began. With the completion of this project, my commute feels safer now with the new riding surface and the improved visibility, especially at night, afforded by the new pavement markings and rpm's [raised pavement markers]."

**District 7**  
**I-285 at SR 10/Memorial Drive, DeKalb County**

Interchange reconstruction on I-285 at SR 10 (Memorial Drive). The project includes two new bridges and approaches, widening of ramps and relocation of George Luther Drive.

**Contract Amount: \$54 million**

**Start date: September 2006**

**Completed: November 2009**

This interchange reconstruction project took nearly three years to complete in a heavily congested region of metro Atlanta. DeKalb County, local business and neighborhoods partnered with the Department to develop the design and minimize the impact from construction.

Deputy Director of Roads and Drainage for DeKalb County John Gurbal said the project will improve traffic flow and safety along the corridor.

"This is one of the most congested interchanges in the state, and therefore it generates a large number of accidents. I believe this project will greatly reduce the number of accidents because it essentially opens up the interchange providing better sight distance, more room for vehicle movements and better pedestrian facilities. I believe we will see the same benefits in this project that we have seen with the Wesley Chapel/I-20 interchange project. We have been very pleased with the results of that project (Wesley Chapel)."

"There has been a lot of public and business involvement in this project. The business community was for the project in the beginning and now they have suffered a little through construction and are looking forward to completion. There is a group called PRISM (Pride Rings In Stone Mountain), which is a coalition of neighborhoods and businesses that has been very supportive of the project and is excited about it being completed. The community wanted this project from the start and I think they will be pleased with the final product."



## Georgia DOT Employees Brave Frigid Temperatures to Make Roadways Safer for Travel

By **Carla Murphy**

Georgia DOT maintenance and construction employees spread nearly 8,000 tons of gravel and salt on Georgia's interstates and roadways during the early January storm, paving the way for safer travel for motorists.

Statewide, the Department deployed 860 workers as ice blanketed roads in several counties, causing treacherous driving conditions for the traveling public. Additionally, the Department used its Web site and NaviGator system to provide updates on conditions and road closures.

"Our employees performed admirably under some very tough conditions," said Commissioner Vance C. Smith, Jr., noting that employees worked a combined 14,300 hours over a period of days. "They braved the very cold weather and icy road conditions to make our interstates and state routes safer for the traveling public."

Georgia DOT employs a roadway snow strategy to keep the most used roadways open and safe for use during snow and ice storms. The Department's first priority is the interstate system, as it is Georgia's national evacuation route and must be kept open to traffic. The second priority is four and five lane state routes; and third is two lane routes.

**In preparation for the January snow and ice storm, the Department made arrangements for the following:**

### Statewide

- Approximately 2,300 employees on call
- Approximately 21,200 tons of gravel
- Approximately 24,500 tons of rock salt.
- Approximately 780 pieces of snow removal equipment

### In District 1, Northeast Georgia

- over 300 employees on call
- 110 snow plows
- 94 Spreaders
- 4,983 tons of salt
- 2,619 tons of gravel
- 43,221 pounds of calcium chloride

### In District 2, East Central Georgia

- 364 employees on call
- 7 Detachable Hopper Spreaders
- 30 Snow Plows
- 34 Tailgate Spreaders
- 9 motor graders
- 3,040 tons of salt
- 2,430 tons of gravel

### In District 3, West Central Georgia

- 399 employees on call
- 4,600 tons of salt
- 4,000 tons of stone
- 45 snow plows
- 7 hopper spreaders
- 42 tailgate spreaders
- 17 motor graders

### In District 4, Southwest Georgia

- Over 300 employees on call
- 245 tons of salt
- 182 tons of 89 stone
- 6 tandem dump trucks with snow plows and hopper spreader attachments
- 15 additional tandem dump trucks
- 17 motor graders

### In District 5, Southeast Georgia

- Over 350 Employees on call
- 250 tons of salt
- 4000 tons of gravel
- 25 tandem dump trucks
- 6 detachable hopper spreaders
- 6 snow plows
- 77 dump trucks
- 17 motor graders
- 17 or more aggregate spreaders provided by vendors (if needed)

### In District 6, Northwest Georgia

- Over 290 employees on call
- 60 snow plows
- 60 Hopper Spreaders
- 3,900 tons of salt
- 4,000 tons of gravel

### In District 7, Metro Atlanta

- Over 300 employees on call
- 50 dump trucks with spreaders and plows
- 15 front end loaders
- 11 tandem dump trucks with spreaders and plows
- 6 motor graders
- 91,896 pounds of calcium chloride
- 7,501 tons of salt
- 3,624 gals of Liquid De-Icer
- 5 hopper spreaders on 450 crew cab trucks

## District Two Anti-littering Campaign Receives First Place Award

By **Rick Parham**

The Georgia Department of Transportation played a key role in the development of an award-winning joint literacy and anti-littering campaign developed for schoolchildren in Baldwin County.

Known as the "Litter-acy project," the Department partnered with Milledgeville-Baldwin County's Junior Miss program and Keep Milledgeville/Baldwin Beautiful (KMBB) to provide materials for Junior Miss participants to read to all first graders during National Recycle Week in November. The materials included an anti-littering story – The Wartville Wizard

– and coloring books, book marks and maps. Walmart donated a reusable bag for each child.

Directing the project for the Department was Bryan Haines, assistant area engineer for maintenance with Georgia DOT District Two in Milledgeville, who noted that "We hope that each child will be moved by our efforts to demonstrate the importance of literacy and environmental responsibility."

The "Litter-acy" effort won first place in the Community Improvement category of the Keep Georgia Beautiful 2009 Awards Program. Mr. Haines was among the attendees honored at the Keep Georgia Beautiful awards luncheon in Atlanta recently. The Keep Georgia Beautiful citation notes that the award "recognizes efforts to preserve and improve the beauty of a community." The award was presented in the "School/Youth Group" category.

"This has been a great partnership between Georgia DOT and the local

governments and it is off to a great start, which will have a positive impact on accomplishing anti-littering goals for our Department," Haines said.

The partnership with the Junior Miss program in Baldwin County allows its participants to read "a fascinating story" to elementary school children regarding roadside and community trash. Mr. Haines said his goal is to expand the reading program to every third through fifth grade student in the county.

"We hope to create awareness by each student about the financial impact of roadside litter and trash and the safety impact it has on everyone," Mr. Haines said.

"If we can change the mindset of this age group we may come closer to making a difference with our roadside litter problem in our communities," he said.