

MILEPOST

GEORGIA

Fall 2011

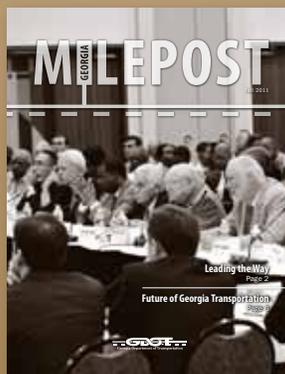


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On the cover: Members of the Atlanta Regional Roundtable and Executive Committee discuss transit funding at a recent meeting at the Atlanta Regional Commission downtown Atlanta office.

Commissioner's Column

Achieving Our Goals and Getting the Job Done



This is one of the most critical times in our state's transportation history. And during this period, our Department, as demonstrated by the more than 4,500 Georgia DOT employees, is focused on delivering a transportation network that meets the diverse needs of Georgians and the traveling public. With a set of established goals and priorities that serve as our guide, we are making significant progress.

We have fully implemented a project management system to ensure projects are delivered on time, and on budget; worked to reduce fatalities with the implementation of a Highway Safety Plan that incorporates innovative technologies; and placed greater emphasis on customer service by recognizing employees for going above and beyond in performing their duties. And while we can't share all of these stories in this issue of Milepost, we want you to know how we are serving you and the traveling public.

Throughout this magazine, you will see how we are moving forward on several fronts. We resurfaced sections of major interstate highways throughout metro Atlanta and in other parts of Georgia; maintained a robust schedule in working with the State Road and Tollway Authority to prepare our first High Occupancy Toll (HOT) lanes on Interstate 85; and announced the award of more than \$55 million in available Transportation Enhancement funds on behalf of our State Transportation Board.

Additionally, Georgia received good news recently, when the state was invited to submit an application for a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 75 and Interstate 575 Northwest Corridor managed lanes project in Cobb and Cherokee counties. This historic announcement came after considerable effort and hard work by the State Transportation Board, our congressional delegation, Governor Nathan Deal, Atlanta Mayor Kasim Reed, staff and others who partnered with us to seek this low-interest loan.

Equally important, we were recently recognized in a Pew-Rockefeller Report as a leader in using performance measures and data to guide decision-making—one of only 13 states successfully doing so. And finally we continue to ensure that our leadership is sound, with the promotion of several employees to top management positions, one being the Georgia DOT treasurer.

Milepost is one of the tools we use to share our stories and news about the important work our employees are doing. We hope you read it, share it, and help us spread the word about the ways we are improving transportation in Georgia.

Vance C. Smith, Jr.

MILEPOST



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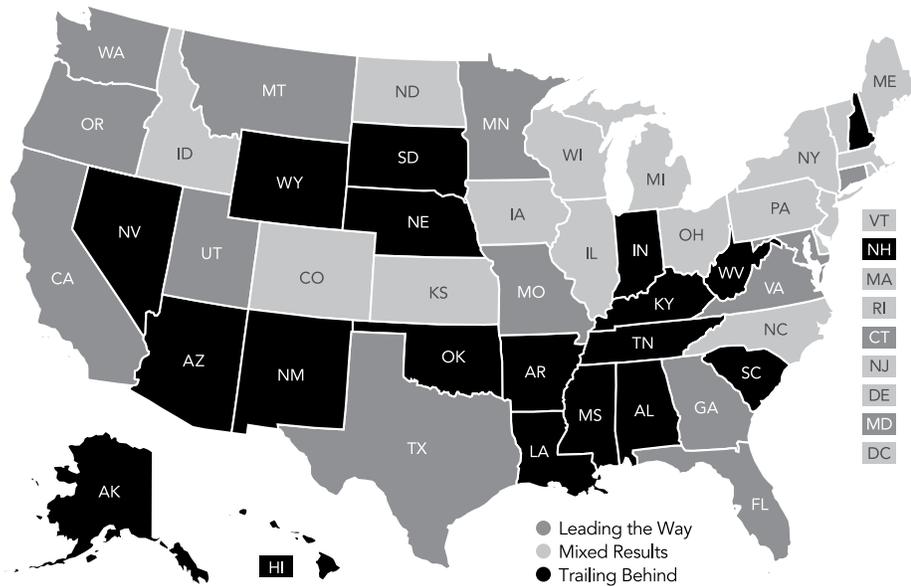
Craig Solomon, Districts Four and Five

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Pew-Rockefeller Report: Georgia “Leading the Way”

By **Lillian Jackson**



The 13 states leading the way have goals, performance measures and data that put their lawmakers in a better position to make cost-effective policy and spending choices.

SOURCE: Pew Center on the States and the Rockefeller Foundation, 2011.

Georgia is one of 13 states that effectively uses strategic planning in transportation funding decisions, according to a report by the Pew Center on the States and the Rockefeller Foundation. In the joint report, “Measuring Transportation Investments: The Road to Results” published May 2011, Georgia is named as “Leading the Way” in at least five important goals for transportation policies and investments. These goals include safety, jobs and commerce, mobility, access and infrastructure preservation.

The “Leading the Way” designation is particularly significant in these times of reduced transportation funding. According to the report, in fiscal year 2010, states spent an estimated \$131 billion in taxpayer dollars on transportation, yet most cannot predict the results of this investment.

The report recognizes Georgia as one of a select group of states that has established performance goals, performance measures and data-driven analysis to determine sound

transportation decisions and investments. In addition, the report commends Georgia and Georgia DOT in the following ways:

- “Especially sharp focus” on jobs and commerce, access and mobility and a business-case approach for assessing potential transportation projects based on cost-benefit analysis.
- Performance-based strategic planning.
- Initiation of a project prioritization process.
- Adoption of a business-case approach to assess potential projects based on mobility and economic development criteria i.e., what projects advance access to employment centers by car or public transit within a 45-minute commute.

Georgia DOT Commissioner Vance C. Smith, Jr. stated, “This designation of Georgia as a state that is ‘Leading the Way’ is a tribute to our employees’ expertise and stewardship on behalf of the people of Georgia, as well as our great working relationships with the governor’s office, members of the Georgia General Assembly, other state agencies and local governments.”

“Like many other states, our transportation dollars are fewer than before, but we are committed to doing more with less and maximizing our funding with projects that best meet the state’s existing and future infrastructure needs,” Smith said.

According to the Pew-Rockefeller report, the 13 leading states are in a better position to ensure that their spending will generate the best short- and long-term economic results. The data-driven practices by the leading states are even more critical today, as states are entering their fourth year of ongoing budget crisis, with revenues below pre-recession levels and expenditures rising.

“At Georgia DOT, our strategic project selection process makes us well-equipped on a number of fronts,” Smith said. “We are able to assist our 12 regional commissions evaluate projects for a financially constrained statewide list as preparation for the Transportation Investment Act referendum vote in 2012; we anticipate that any new federal transportation funding will have strongly enhanced performance measures tied to the funding; with our decreased funding and increasing state and local needs, we are best able to prioritize which of many proposed projects should be done now or later; and we are able to demonstrate our good stewardship on behalf of Georgia taxpayers.”

RoadWorks 2011

No one said it would be easy.

By **Rick Parham**

Hot? YES!
Congested? YES!
Necessary? YES!
Successful? ABSOLUTELY!

Georgia DOT's massive resurfacing program that began this summer on major interstates throughout Georgia is paving the way for a smoother and safer ride for the traveling public. **RoadWorks 2011** underscores the Department's commitment to maintaining the state's transportation network and delivering projects on schedule and within budget.

The goal: to aggressively tackle Georgia's deteriorating highway and bridge infrastructure. RoadWorks included repaving, resurfacing, bridge rehabilitation, road widening and safety improvements, with most of the work occurring overnight and on weekends. It was an ambitious schedule that tested construction workers, traffic control specialists and motorists.

As the summer ended, so did promised projects including rehabilitation of two bridges on Interstate 20: at Lee Street and Westview Drive in Fulton County, and at Sweetwater Creek and Six Flags Drive in Cobb and Douglas counties.

Statewide there were 33 projects (18 in metro Atlanta and 15 in other Georgia regions), costing some \$400

million. Six, scheduled to start in late summer, included the Roswell Road (State Route 9) bridge over I-285; cable barrier installation on I-675 from the Henry County line to the DeKalb County line; and design-build connector ramps for Georgia 400 access at I-85.

"Work went very well," said Lee Upkins, District 7 (metro Atlanta) construction engineer, noting that resurfacing on I-75 from the Brookwood Interchange to I-285 was completed a full three months ahead of schedule. "We asked the public to plan ahead and we scheduled the work to minimize disruptions as much as possible."

By mid-summer the Department had awarded 24 additional contracts totaling \$69 million, including \$27.4 million for resurfacing a 20-mile stretch of I-20 east of Covington; construction of turn lanes and installation of new traffic signals in Chatham County; resurfacing 15 miles of SR 91 in Baker County; and extension of a sound barrier wall along I-20 westbound in Richmond County.

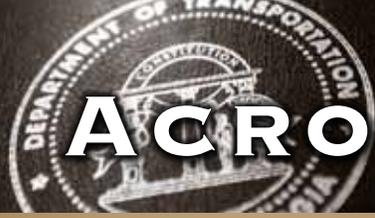
To fully inform the traveling public about affected routes and lane closures, the Department launched a comprehensive campaign to advise motorists of work schedules. Georgia DOT stressed that advance planning and awareness would help avoid traffic congestion and delays.

Georgia DOT's ambitious program to maintain the state's extensive network of interstate highways represents a major commitment to safety and maintenance. In fact, the Federal Highway Administration (FHWA) highlights the need for states to maintain roads and bridges to enhance safety, promote economic development and to ensure a useable system for the future. RoadWorks 2011 is Georgia DOT's effort to efficiently use the Department's resources to preserve and maintain one of the state's best investments: its transportation system.

For more information about RoadWorks 2011, visit www.dot.ga.gov. For real-time statewide, route-specific information on accidents, road work, traffic and weather conditions **call 511** or visit www.511ga.org.

The road to success is always under construction.

— Lily Tomlin



ACROSS THE BOARD



Rudy Bowen

Johnny Floyd

Board Leaders Re-elected

Rudy Bowen of Gwinnett County and **Johnny Floyd** of Cordele were unanimously re-elected to a second term as Chairman and Vice-Chairman (respectively) of the State Transportation Board for Fiscal Year 2012 (July 1, 2011-June 30, 2012). “I think we’ve made real progress on transportation in Georgia in the past year,” Bowen said. “I look forward to even more accomplishments in the coming year and beyond.” Floyd agreed. “There’s so much we still have to do for transportation throughout Georgia that we sometimes forget we already have one of the best—if not the very best—system in the entire country. But we can still make it better and we will,” Floyd said.

Georgia Invited To Apply for Federal TIFIA Loan

Georgia has been invited to apply for a federal **Transportation Infrastructure Finance and Innovation Act (TIFIA)** loan for the Northwest Corridor managed lanes project on Interstate Highways 75 and 575 in Cobb and Cherokee counties. TIFIA is a U.S. Department of Transportation-sponsored loan program that would reserve up to a \$270 million loan allocation for the project.

A total of 34 states submitted letters of interest to TIFIA. Georgia, along with seven other candidates, is now eligible to submit an application for the loan. Georgia DOT is seeking the low interest loan to help minimize costs for the Northwest Corridor—a \$968 million project with a projected \$1.5 billion in positive economic impact. The project is expected to create over 9,700 jobs statewide and provide immense benefits to metro Atlanta, the state of Georgia and the southeastern United States.

The Northwest Corridor is the cornerstone of Georgia DOT’s plan to construct a \$16.2 billion managed lane network in the Atlanta region. If awarded, the loan would pave the way for implementation of this plan.

Brandon Beach, State Transportation Board member and chairman of the P3 board committee that oversees the West by Northwest Project, which includes the Northwest Corridor, was pleased. “Because of the focused efforts of board members, elected officials and Georgia DOT staff, Georgia is now one step closer to bringing much needed jobs and transportation improvements to Georgia,” he noted.

“We are excited about the project’s selection and look forward to working with our partners and the USDOT on this application,” said Georgia DOT Commissioner Vance C. Smith, Jr. “This TIFIA loan would help to materialize a major infrastructure investment leading to jobs being created much sooner than would be otherwise possible.”

TIFIA provides extremely favorable borrowing terms, conditions and low interest rates, allowing the loan to be repaid with project toll revenues.



CNBC: Georgia #2 in Infrastructure & Transportation, #4 Overall

By **Lillian Jackson**

Georgia was ranked as the fourth-best state in the U.S. for business by CNBC in their **2011 “America’s Top States for Business”** report. The annual CNBC listing scores states in 10 categories and then ranks each based on their overall score. Georgia’s #4 overall ranking is

a six-place jump from the state’s 2010 10th-place ranking and is the first time Georgia has broken into the top five in four years. Georgia’s enhanced overall ranking is attributed to its second-place position in infrastructure and transportation...including the world’s busiest airport, bustling ports and high-quality roads, as score boosters.

CNBC Infrastructure and Transportation category definition:
Access to transportation in all its modes is key to getting your products to market and your people on the move. We measured the vitality of each state’s transportation system by the value of goods shipped by air, land and water. We looked at the availability of air travel in each state, and the quality of the roads.

CATEGORY	SCORE	2011 RANK	2010 RANK
Cost of Doing Business	208	18	20
Workforce	259	4	2
Quality of Life	140	38	35
Infrastructure & Transportation	273	2	2
Economy	107	35	37
Education	118	22	28
Technology & Innovation	156	17	17
Business Friendliness	134	16	17
Access to Capital	76	13	13
Cost of Living	42	9	9
OVERALL	1513	4	10

Source: www.cnbc.com/id/43266581





Transportation Investment Act (TIA) of 2010

Investing in the Future of Georgia Transportation

By **Jill Goldberg**



Georgia's vast system of roads and interstates provides options and economic development opportunities for its nearly 10 million citizens. For many years, Georgia ranked at the top of surveys rating roadway quality, but in recent years, Georgia's ratings have diminished due to decreased funding for transportation. Georgia now faces a declining transportation infrastructure and constantly increasing demands for new capacity.

A Brief History

To address some of the state's mounting transportation needs, the Georgia Legislature passed House Bill 277—now called the **Transportation Investment Act (TIA) of 2010**—which includes the creation of 12 regional districts whose voters will decide whether to approve a 10-year one-cent sales tax for transportation projects within their boundaries.

"After a number of tries, we came together to lay the groundwork for the people of Georgia to decide what they wanted to do about transportation in their community," said House Transportation Chair Jay Roberts. "And, we made sure that whether you were in a rural or an urban area, had high or low population counts, paved or unpaved roads – all counties and cities would be guaranteed to get some funds dedicated directly to their projects through passage of the tax."

A provision of the TIA calls for the Georgia DOT director of planning to work with each region to develop guidelines for projects that may be funded through generated tax revenue. Each region is autonomous, and headed by a Regional Roundtable composed of two representatives from each county in the region—a county commissioner and one mayor representing all of the cities in the county. The roundtable members then elected members to serve on their Executive Committee.

OTHER KEY FACTS:

- Georgia's state economist estimates that over \$1.5 billion could be generated annually if the transportation tax passes statewide.
- It is possible to have the transportation tax pass in some regions of Georgia, but not in others.
- TIA also creates a discretionary transportation fund for distribution to local governments within a region. The region receives 25 percent (15 percent in the ARC) of the collected funds. The amount allocated to each local government is based on population and road mileage. The funds can be used on any type of transportation project.



Panelists discuss transportation funding at the Atlanta Regional Roundtable meeting at the ARC.

From the over 4,000 statewide project submissions received, the Georgia DOT planning staff evaluated each to ensure it met the established criteria. Then the fiscally unconstrained regional lists of eligible projects were presented to the Executive Committee of each of the respective roundtables. The committees reviewed the proposed projects and culled them into a constrained list of recommended projects for their region—projects with appeal to voters and whose costs do not exceed anticipated tax collection revenue.

What's Happening Now

The recommended Executive Committee lists were forwarded to the respective Regional Roundtables, which will vote to approve their entire list by October 15. Upon approval by the roundtable, the final list will be placed on the ballot in 2012 for consideration by the region's voters.

Much is at stake for transportation efforts across Georgia. While full implementation of the law is still months away, Georgia's transportation leaders are working diligently to present the best possible information, statistics and facts to voters. Between now and the 2012 vote, many groups are actively organizing campaigns and outreach efforts. Some, like the Georgia Chamber of Commerce, are focusing on a statewide approach to encouraging citizens to head to the polls and support the referendum, while others are taking a targeted regional tactic.

Georgia DOT Director of Planning Todd Long thinks both strategies are a good means to reach voters. "Overall, a statewide effort to promote passage of the tax is vital in building awareness, but specific regional efforts highlighting the benefits to the local voter are invaluable to building support and passage of the transportation tax."

What Lies Ahead

Just getting to this point is a success story. State legislators have managed to accomplish what many others have yet to achieve—an option to fund transportation that citizens may vote to see as a reality in 2012. Many are watching the progress in Georgia, and utilizing the examples being set as they search for means to secure transportation funding in their respective arenas. Georgia's citizens are challenged with taking action; challenged with being proactive in determining their future; and challenged with making the right choice for their individual transportation wishes.

The future of Georgia's transportation will be decided by voters...a vote that will have more impact on moving the transportation needle than Georgia has ever seen.

For up-to-date information about the proposed TIA projects, including links for your specific region, visit www.it3.ga.gov.



Smith Appointed AASHTO Committee Chair

By **Shelly-Ann Simpson**



Georgia DOT Commissioner **Vance C. Smith, Jr.** was appointed chairman of the Standing Committee on Public Transportation of the **American Association of State Highway and Transportation Officials (AASHTO)**.

The Committee is responsible for developing AASHTO standards and policies for public transportation programs that include urban and rural mass transit, commuter rail, intercity bus, ridesharing, para-transit, and specialized facilities for the handicapped.

Commissioner Smith will serve as chairman for the next two years. "I'm honored," he commented. "This is an important committee that deals with

many of the same national-level issues we have in Georgia. In addition to sharing Georgia's experiences with my counterparts from around the nation, I hope to bring home effective strategies and lessons learned from their previous difficulties and their many successes."

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system representing all five transportation modes: air, highway, public transportation, rail and water.

Georgia DOT Receives National FHWA Awards

Georgia DOT was recognized by the **Federal Highway Administration (FHWA)** for excellence in program leadership and innovation. The **Office of Utilities** received the Program Leadership Award for developing a utility coordination program to accelerate completion

of multi-year construction projects. The **Office of Utilities** and **Office of Information Technology** both received the Innovation Award for designing the Georgia Utility Permitting System (GUPS), a web-based system that reduces time and costs associated with permitting

facilities on public rights-of-way. The national biennial awards are part of FHWA's 2011 Excellence in Utility Relocation and Accommodation Awards Program.



State Utilities Engineer Jeff Baker; Assistant State Utilities Engineer Terry Brigman; and Commissioner Vance C. Smith, Jr.



State Utilities Liaison Engineer Steve Gafford; Assistant State Utilities Engineer Mike Bolden; IT Director Jeff Hill; Business Analysis Consultant Naagin Sriperumbudur; and Project Manager Bob Magowan.

By **Shelly-Ann Simpson**

Whitworth Appointed Georgia DOT Treasurer



Angela Whitworth has been appointed treasurer of Georgia DOT, where she is responsible for administration and management of the Department's \$1.9 billion annual budget. Whitworth has been with the Department for nine years, most recently as assistant treasurer. She has held a wide range of Georgia DOT budget and financial management positions, from budget officer to finance director. Prior to her tenure at Georgia DOT, Whitworth was accounting administrator for the State Board of

Pardons and Paroles and on the staff of the Georgia General Assembly's Budget Office. She has a bachelor of business administration in accounting. Whitworth is a member of the American Association of State Highway and Transportation Officials (AASHTO) Subcommittee on Fiscal Management and Accounting. "Angela is an expert in transportation finance," Commissioner Vance C. Smith, Jr. said. "We are fortunate to have her in this top financial position."

McMurry Tapped For Engineering Director Post



Russell McMurry has been selected to head the Georgia DOT Engineering Division. In his new role, McMurry will oversee much of the statewide preconstruction work for bridge and roadway projects. McMurry, a 20-year veteran of the Department, most recently

served as assistant engineering director. He previously served in several capacities beginning as a civil engineer trainee and advancing to construction project manager, area engineer and district construction engineer.

Collins Selected as Field Services Director



Anthony (Tony) Collins was appointed Georgia DOT division director for field services, where he will manage the operation and maintenance of the transportation system in each of the Department's seven districts. He replaces Mike Thomas who has retired. Most recently Collins was

district engineer for southeast Georgia. He began his 28-year career with the Department as a co-op student in the Waycross Area Office. After receiving a degree in civil engineering technology, he worked in various capacities including road design in Atlanta and district engineer in Tennille.

Scenic Byways: Uniquely Georgia

By **Michael Darbouze**

With a past that historians believe dates back to the Ice Age, there is more to Georgia than peanuts, peaches and red soil. Georgia DOT has championed a program that tells the Georgia story, displays its beauty and allows people to experience its unique traits.

“The **Georgia Scenic Byways Program** provides local governments, civic organizations and historical societies the opportunity to showcase their surroundings by highlighting the resources and attributes that signify their area’s unique character and significance,” said Lisa Safstrom, Georgia DOT state scenic byways coordinator. “The traveling public will enjoy picturesque vistas like Brasstown Bald (the state’s highest peak), historic sites such as civil war battlefields and Native American effigies, and cultural and recreational activities that are found only in Georgia.”

Fourteen corridors, totaling 588 miles, are designated as Georgia Scenic Byways, including two recent additions: Historic Effingham-Ebenezer and Enduring Farmlands.

Historic Effingham-Ebenezer Scenic Byway, in southeastern Georgia, offers a chance to walk in the footsteps of George Washington from his 1791 Southern tour. The 60-mile route visits the sites of taverns dating back to the American Revolution. Explore several small communities throughout Effingham, one of Georgia’s eight original counties.

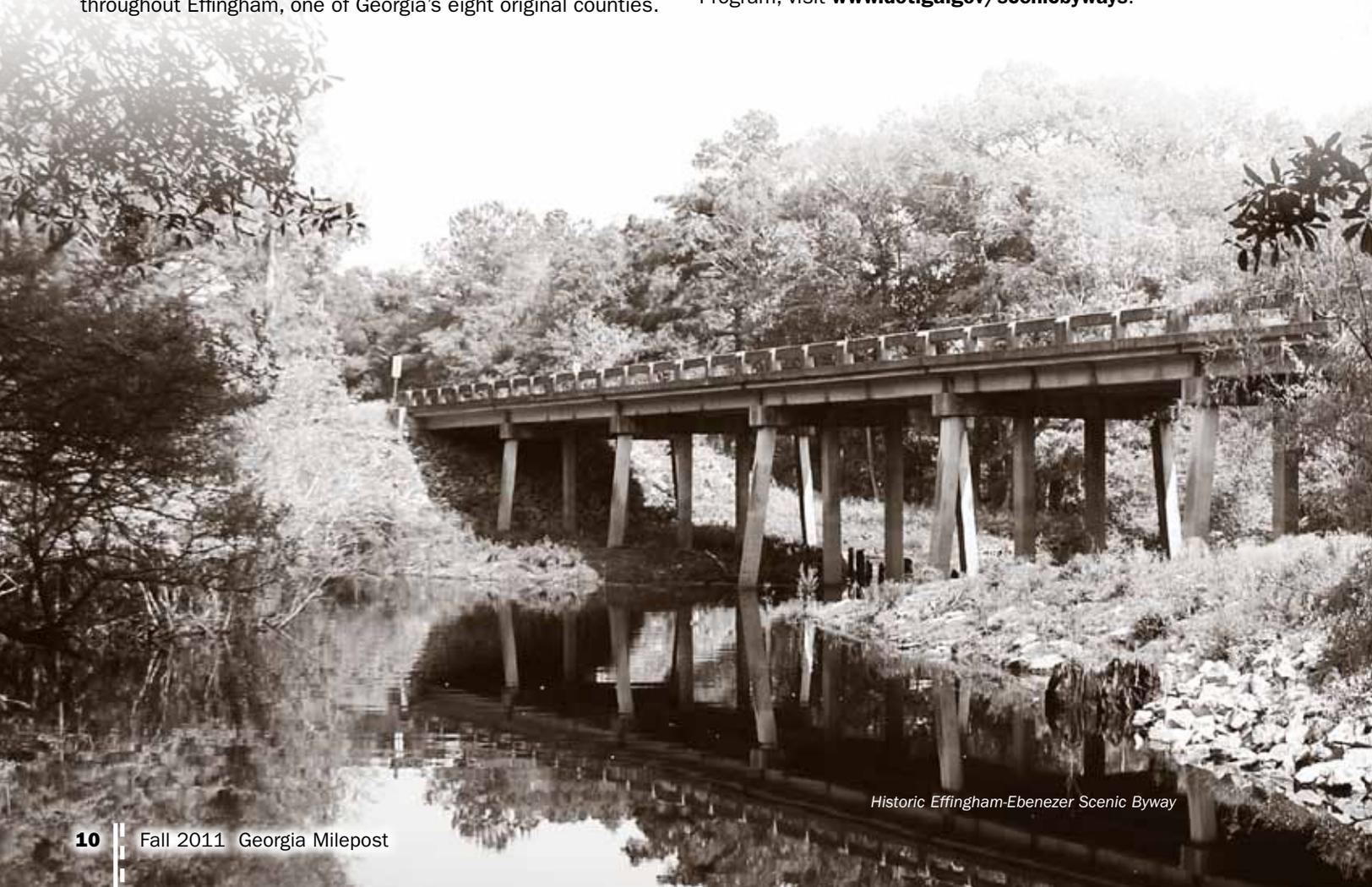
In middle Georgia, sightseers can enjoy melodious sounds and significant sights by visiting the **Enduring Farmlands Scenic Byway**. Marvel at the historic architecture of Hawkinsville’s Old Opera House, host to renowned artists like living legend Chuck Leavell, who played with The Rolling Stones. The 65-mile byway has scenic pecan groves, horse and cattle pasture lands, and civil war heritage sites.

“The program offers communities a chance to express pride in their cherished corridors while stimulating economic development and encouraging tourism,” Safstrom said. “Scenic byway status also allows byways to apply for annual federal grants to be used for improvements and amenities along the byway.”

Local businesses along the corridor may also receive expertise and assets from the Georgia Department of Economic Development and the Department of Natural Resources. And they can use the byway logo in their promotional materials. The byways are featured on the Georgia DOT website and on state highway maps.

The byway program builds on our illustrious past, creates present day benefits for the people of Georgia and allows visitors to discover that there’s much more to Georgia than the colorful clay under their feet.

For more information on the Georgia Scenic Byways Program, visit www.dot.ga.gov/scenicbyways.



Historic Effingham-Ebenezer Scenic Byway

Transportation Enhancements: Building Pride

By **Liz Rothman**

The **Transportation Enhancement (TE)** program team is an enthusiastic group. Elaine Armster, special projects chief with the Georgia DOT Program Delivery Division, and project managers Carleton Fisher, Robert Hughes, Kenneth Franks and Stevonn Dilligard, have a passion for what they do. Armster's eyes light up when she talks about the Transportation Enhancement projects they work on every day. Whether it's a lighthouse, a streetscape, a multi-use path or a river walk, Armster is proud of the combined efforts of local communities and Georgia DOT in developing these enhancements from concept to ribbon-cutting.

Transportation Enhancements are community-oriented projects that provide aesthetic and functional improvements to historical, natural and scenic elements in statewide surface transportation. "TE projects build community pride in towns and cities," Armster said. "They offer connectivity and gathering places, beautify neighborhoods, highlight natural and historic resources, and promote economic development." Examples are bicycle and pedestrian facilities; streetscapes and landscapes of pedestrian corridors; rehabilitation of historic structures; scenic easements; transportation museums; archeological planning; and environmental mitigation.

"Urbanization grew from surface transportation amenities like a stagecoach house, with businesses springing up along the route," Armster explained. "Railroad depots were once the center of the central business district. The Ringgold Depot was not only preserved as a community gathering place, it also has a functioning railroad outside."

The federally-funded TE program was established in 1991. In Georgia, federal TE funds can be used only for construction. Up to 80 percent of the funds are provided by the Federal Highway Administration (FHWA), with the local government providing the balance. "Many of these enhancements would not be possible if communities had to rely solely on local funds," Armster said.



St. Simons Island Lighthouse

Communities apply for TE projects during the Call for Projects which is generally held every two to three years. The program delivery goal is to complete current projects before awarding the next round. Applications are technically analyzed by a panel of statewide TE professionals, who determine eligibility and ranking. Then each State Transportation Board member reviews the potential projects for their district and selects the final projects. Armster noted that Georgia DOT's call process is completely web-based. "It's the only paperless TE application process in the country," she said. "Our innovative system was developed by the Department's IT Division. Submission, review and notification are all done electronically."

In May, Georgia DOT announced \$55 million worth of TE grants (from over \$200 million in requests) for 160 projects including a pedestrian bridge in Covington; a bicycle expressway in Fulton County, a train depot restoration in Sumpter County and a bike/greenway trail in Tybee Island.

Each Board member was allocated \$4.2 million in TE awards for their district. "We were so glad to work with all of our Board members in identifying worthy projects across all 13 Congressional Districts," said Georgia DOT Commissioner Vance C. Smith, Jr. "The TE program is an important tool for us to help local communities do needed projects to improve the quality of life for their citizens."

Since implementation of the TE program, over 1000 projects have been programmed throughout Georgia. "Transportation Enhancements are gems for community development and most communities have benefitted from at least one project," Armster said. "We look forward to the program's continued success."

View two short videos about the St. Simons Island Lighthouse Renovation and learn more about the TE program. Visit www.dot.ga.gov/te.



Columbus Riverwalk

Hurricane season ends Nov. 30

Hurricane Brochure Available

By **Carla Murphy**

While Georgia has been lucky this hurricane season, we're not out of the woods yet. Since the latter part of the hurricane season is typically the most active—if you haven't already done so—it's time to turn the alertness level up a notch.

Georgia DOT's updated Hurricane Season Safety Information brochure was distributed early in the season to coastal communities in south Georgia, an area often threatened by tropical storms and hurricanes. It is available to the public free of charge from local governments and chambers of commerce.

The full-color brochure offers information on storm evacuations for Georgia motorists, with a graphic explanation of how contra-flow lanes and paved median crossovers are used to help drivers transition and move in one direction during an evacuation. It also provides a website that lists emergency shelters and public radio stations for weather and traffic-related updates.

The brochure is a collaborative piece produced with assistance from Georgia Emergency Management Agency (GEMA) and the Georgia State Patrol.

To view or download the brochure, visit www.dot.ga.gov/travelingingeorgia/Pages/HurricaneInformation.aspx.



I-95 Privatized Maintenance Underway

Georgia DOT has launched a three-year demonstration program for privatized maintenance of Interstate Highway 95. The interstate, which Georgia DOT recently widened to three lanes in each direction, stretches 113 miles along Georgia's coast—from South Carolina to Florida—and is a heavily traveled corridor, with an estimated 300,000 vehicles traveling portions of it each day. It is used by vacationers and is vital for freight movement to and from the state's port facilities in Brunswick and Savannah.

"This is an important project," DOT Commissioner Vance C. Smith, Jr. notes. "The General Assembly and the State Transportation Board have encouraged us to find an appropriate section of roadway to conduct this type of privatization test. I-95 is a perfect location and we think there is a great opportunity here to save money; free our own employees for other critical work; and still keep a high standard of highway maintenance."

Roy Jorgensen Associates, Inc., a Maryland firm that has performed similar

services for several years on Florida's portion of I-95, was awarded the three-year \$6.8 million contract, which includes a three-year renewal option. Jorgensen has established project offices in Brunswick and Savannah.

Jorgensen is responsible for all normal maintenance activities on the roadway 24-hours a day, every day of the year. Duties include litter and roadway debris removal, mowing, guardrail repair, routine bridge repair, pothole repair, tree trimming, maintenance of drainage features, signage and other traffic control devices as well as emergency incident response and clearance assistance.

"By federal law, we must first devote our attention to interstate highways," Georgia DOT State Maintenance Engineer Eric Pitts explains. "That takes a lot of man-hours and the Department's maintenance staff has declined by about a thousand employees in the last decade. This agreement should allow I-95's maintenance needs to be met while freeing up our staff to work on other state routes along the coast that need attention too."





Georgia DOT Commissioner Vance C. Smith, Jr. with students from Atlanta's Mary Lin Elementary at 2010 Walk to School festivities.

International Walk to School Day is Oct. 5 Georgia Students to Participate in “iWalk”

By **Rick Parham**



Thousands of elementary and middle school students, parents, teachers and administrators from more than 100 Georgia schools will take part in a healthy and fun activity on Oct. 5 as they participate in the 14th annual **International Walk to School Day**. “iWalk” is sponsored by Georgia DOT **Safe Routes to School (SRTS)** to promote healthy and safe walking and bicycling to and from school.

Commissioner Vance C. Smith, Jr., is expected to join walkers again this year. “This wonderful event serves a great purpose. So many children will enjoy walking or biking to school if we just make it convenient and safe for them to

do so,” Smith noted. “They’ll be healthier and roads and streets around schools will be less crowded.”

International Walk to School Day introduces students and families to the benefits of walking and biking to school.

Increased physical activity can combat myriad health problems and reduced car trips improve air quality. For many communities, iWalk is the first step to change community culture and create environments that are more inviting for everyone, young and old.

Less than 15 percent of school trips are made by walking or biking. Instead, one-quarter are by school bus, while over half are by private vehicle, according to Georgia DOT Safe Routes to School Coordinator Emmanuella Myrthil. While walking to school was commonplace just a generation ago, traffic jams around schools are now the norm. The decline in walking and biking has had an adverse

effect on traffic congestion and air quality around schools. In fact, up to 25 percent of traffic congestion is caused by parents dropping children off at school.

Students and parents embrace iWalk activities. For instance, at several Decatur schools students will make signs to carry during the walk, take part in a pep rally on the downtown square, and earn SRTS t-shirts and biking items donated by local businesses.

Georgia DOT’s SRTS program is part of a movement to improve the health and well-being of children in grades K-8—including those with disabilities—by making it safe, convenient and fun to walk or bike to school every day. The program provides federal funds for infrastructure improvements that improve safety and reduce air pollution near schools. For information, visit www.dot.ga.gov/srts.

Georgia DOT Readies for Winter

By **Rick Parham**



While we're months away from the possibility of the first snowflake or hint of freezing rain, Georgia DOT is prepared for what nature holds in store. Of course staging areas will be stocked with salt, rock, fuel and other supplies. Snow plows and spreader trucks will be primed and ready for action. And crews and equipment from other regions will be brought in to help areas expected to be hardest hit.

But there is a new and vital behind-the-scenes component to our action plan. Communications technology will play a significant role in managing future snow and ice events—a decision made following last January's ice storm that stretched Department resources with five consecutive days of subfreezing temperatures (a rarity for the state).

Goal: Efficiently Coordinate Road-Clearing

For significant events that impact Georgia's transportation infrastructure—snow, ice, hurricanes and other disasters or threats—management mandated development of a roadway condition tracking webpage that includes shared documents and live communications (similar to a text chat room). To efficiently coordinate road-clearing efforts, the statewide site,

managed by Georgia DOT's Emergency Operations Center, utilizes input from Georgia DOT road crews, Georgia Emergency Management Agency (GEMA) and local governments. It provides real-time road conditions and shows priorities of routes to be cleared. Testing of the site is ongoing.

To keep the public up-to-date about road conditions and travel advisories on Georgia's interstates and state routes, Georgia DOT will continue to offer real-time traffic information (online at www.511ga.org or **511** on your phone), and through social media sites like Facebook and Twitter. Information will also be available on our website (www.dot.ga.gov). And Department communications personnel across the state will provide constant updates to the media.

Last February, representatives from Georgia DOT visited Kansas DOT to learn how they handle winter weather. This resulted in Georgia DOT re-evaluating our procedures including shift changes, storage facility locations and equipment utilization.

While the backbone of the Department's ice clearing and cleanup operations is its maintenance work force (last winter some 2,000 employees worked in 12-hour shifts to clear the roads), if additional resources are needed this winter, arrangements are being made with private contractors who can be called upon to provide immediate assistance.

A snow and ice event the magnitude of January 9-14, 2011 is uncommon in Georgia and it provided the Department with major challenges. Georgia DOT has learned from those challenges and is now in a better position to face whatever this winter throws at us.

Winter Driving Tips

When it comes to driving in snow and ice, you probably know these top tips.

TIP #1: Don't drive!

TIP #2: If you must ignore Tip #1, then drive slow and leave lots of stopping room.

If you venture out, here are some things to consider:

- Stay at least 100 feet behind vehicles that are spreading salt/stone or plowing roads. Stones may kick up and break your windshield and road salt can corrode your car's paint. Plus the road ahead is in no condition for you to drive.
- Use an ice scraper to remove the ice from the windshield of your car. Using your windshield wipers could ruin them.
- Turn on your lights to increase your visibility to others.
- Don't use cruise control or overdrive.
- Brake gently to avoid skidding; if your wheels start to lock up, ease off the brake.

- Use low gears to keep traction, especially on hills.
- Bridges and overpasses freeze first. Be extra cautious.
- Try to travel on roads that have tire tracks to follow.
- Treat a non-working traffic signal as a four-way stop.
- Watch for fallen trees and power lines.
- And beware of black ice, a thin layer of transparent ice that takes on the color of the underlying pavement. It is especially dangerous because it's basically invisible and hard to detect. It forms from freezing drizzle, or because of melting and re-freezing. Watch for it on bridges, overpasses and the road below, as well as on tree-lined routes, in tunnels, and on less-traveled roads especially at night or in the morning when temperatures are at their lowest and the sun isn't out.



District Five “Strike Team” Established

Georgia DOT Assists Firefighters in South Georgia

By **Craig Solomon**

Georgia DOT Commissioner Vance C. Smith, Jr., expects each day to be a little different than the day before; it’s the nature of the job when you’re responsible for 20,000 miles of highways and nearly 5,000 employees.

However, this summer, the scope of his job and the jobs of other Georgia DOT employees took on a whole new meaning. Accompanied by Director of Field Services Tony Collins, State Maintenance Engineer Eric Pitts and District Maintenance Engineer Chad Hartley, Commissioner Smith flew to south Georgia to get a close-up look at the devastation forest fires were wreaking and to personally thank employees for their hard and courageous work fighting the fires.

The morning began with a helicopter ride that provided an eye-opening view of the so-called Race Pond and Sweat Farm fires and their seemingly endless acres of burned land and trees. Afterwards, the Commissioner attended the Georgia Forestry Commission’s morning fire briefing and visited with Georgia DOT crews assisting in containing the fires.

“Georgia DOT is glad to work hand-in-hand with the Georgia Forestry Commission and their crews. We appreciate the great communication and cooperation of all the volunteers that came to help the state of Georgia and our citizens,” Smith stated. “I personally would like to commend DOT employees for their long days of service and local DOT management for

coordination of this effort and the commitment to assist in containing this devastation.”

Ten named fires in Bacon, Brantley, Camden, Charlton, Clinch, Coffee, Long and Ware counties burned approximately

390,400 acres, about 75 percent of which are located in the Okefenokee National Wildlife Refuge in Charlton and Ware counties. The Forestry Commission established its command center for the Arabia Bay and the Clinch County fires in November 2010, and Georgia DOT worked for eight months with the Commission, Georgia State Patrol, Georgia Emergency Management Agency (GEMA) and other agencies to fight the fires and notify communities of road closures and detours.



Georgia DOT employees grade a southeast Georgia road to allow firefighting equipment to enter area.

During the Race Pond Fire and the Sweat Farm Again Fire, Georgia DOT answered the Forestry Commission’s plea for equipment and manpower support with eight dozers, six motor graders, an excavator, a fuel truck, a lube truck and seven support trucks from Districts Four and Five. The Department also established a 16-employee District Five “Strike Team” to work as operators, plowing new fire breaks and widening existing ones to provide access for firefighting equipment into inaccessible areas. This joint effort was established in conjunction with the Incident Command Structure instituted by the Commission and GEMA.

While more than 14 inches of rain assisted in knocking the fires back to manageable levels, the Georgia DOT Strike Force remains at the ready to fight these or future fires.

I-85 EXPRESS LANES A REALITY

By September's end, commuters on Interstate-85 should reap the benefits from Georgia's first HOV to HOT lane conversion. The **I-85 Express Lane** project between Chamblee Tucker Road (exit 94) and Old Peachtree Road (exit 109) covers about 16-miles in each direction. It also features regional transit enhancements across metro Atlanta with additional passenger coach buses, new express bus routes and new or enhanced park and ride lots.

The project is the result of a trifecta consisting of Georgia DOT, State Road and Tollway Authority (SRTA) and Georgia Regional Transportation Authority (GRTA). In August, Georgia DOT completed \$11.7 million in construction work including new barriers, new entrance and exit points, restriped lanes, rumble strips and signage. SRTA was responsible for toll collection technology and issued Peach Pass accounts for motorists using the lanes. GRTA handled the expanded transit service with new buses and routes, and park and ride lots.

"The Express Lanes will help manage traffic flow, offer motorists another commuting option and provide more reliable trip times on one of the busiest corridors in metro Atlanta," said SRTA Executive Director Gena Evans. "As the first of its kind in Georgia, we are excited about what these types of managed lanes will offer motorists."

GRTA Executive Director Jannine Miller anticipates a substantial increase in transit ridership. "The transit component of the project will double the amount of transit service available along this heavily traveled corridor and increase transit ridership by an estimated 82%," Miller said.

"GRTA is excited to offer this enhanced service, especially with the added benefit to our customers of a more reliable trip time in the express lane."

The I-85 HOT lanes are designated for free use by vehicles with three or more passengers, as well as registered transit buses, motorcycles, alternative fuel vehicles and emergency vehicles. Single- and double-occupant vehicles are allowed to use the lane by paying a variably priced toll. All vehicles using the lanes (whether paid or not) must be registered with a transponder from SRTA. Additional information is available at www.peachpass.com.

Georgia's First Congestion Relief Demonstration (CRD) Project

In late 2008, the U.S. Department of Transportation awarded Georgia DOT a grant to be used for implementation of an express lane, enhanced transit service and innovative technology. The grant was specifically targeted for conversion of existing high occupancy vehicle (HOV) lanes into express lanes utilizing a toll. In addition, the technology in the new system would provide for dynamically priced tolls based on the usage demand for the lane. Georgia DOT has utilized HOV lanes as a means of managing demand since 1996 and when the CRD grant was issued, the Department had just completed an entire Managed Lanes System Plan (MLSP). The grant allowed for further movement into Phase 1 of the MLSP. Several other projects in the MLSP are in the works, including sections of I-75/I-575 on the north side of Atlanta and I-75 on the south side of Atlanta.

Managed Lanes: An Overview

Use of managed lanes is regulated by vehicle eligibility based on number of occupants or vehicle type; access control; and pricing. Managed lanes provide more reliable travel times; offer commuter choice; may offer transit enhancements; and encourage carpooling. HOV, HOT and ETL are types of managed lanes.

High Occupancy Vehicle (HOV) lane: free for use by eligible vehicles; others are prohibited.

High Occupancy Toll (HOT) lane: free for use by eligible vehicles; others can use by paying a variable toll that's posted. As demand changes, the toll fluctuates to keep cars flowing at an acceptable speed. Electronic toll collection (transponders) eliminates the need for toll plazas, which allows traffic to keep moving. The new I-85 Express Lanes are HOT lanes.

Express Toll Lane (ETL): all vehicles pay according to the toll schedule.

I-85 EXPRESS LANE SIGNS. WHAT DO THEY MEAN?

About The Colors

Based on new federal guidelines all new Express Lane signs must have a purple background for the Peach Pass header and a green background for the sign body. Consistent express lane signage color across the U.S. ensures that motorists can quickly identify express lanes and toll lanes wherever they travel.

LEFT



This sign is located one mile before the beginning of the express lane, both NB and SB. It gives potential express lane users adequate notice to safely move to the left to enter the designated lane.

- Users must have a registered Peach Pass transponder
- These registered vehicles can

use the lane for free: carpools with three or more occupants; transit vehicles (e.g. GRTA Xpress coaches, MARTA buses, van pools); motorcycles; on-call emergency vehicles; and alternative fuel vehicles (AFV) with the proper AFV license plate (does not include hybrid vehicles).

■ Other registered vehicles can use the lane by paying a variable toll.

LEFT



This sign is at the beginning of the Express Lane and at all entrance (access) points to the Express Lane system. It specifies that only registered Peach Pass customers may use this lane, which is the far left lane.



This sign gives potential Express Lane users the toll rate or range for that entry point.

■ The sign states that this is an Express Lane to be

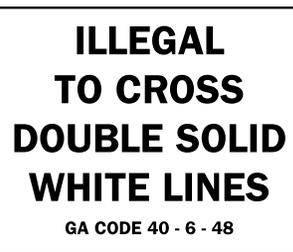
used only by Peach Pass customers.

■ The top rate is the charge from that entry point to the next exit.

■ The bottom rate is the charge from that entry point to the last exit on the Express Lane stretch.

■ If a motorist exits in between, their toll rate will be between the two stated rates.

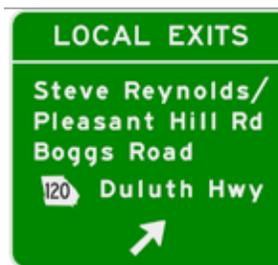
■ Once a motorist enters at an entry point, their rate or range will not change.



This sign states that it is illegal to cross the double solid white lines to enter or exit the Express Lane. Doing so is a violation and offenders will be fined \$25 plus the amount of the toll.



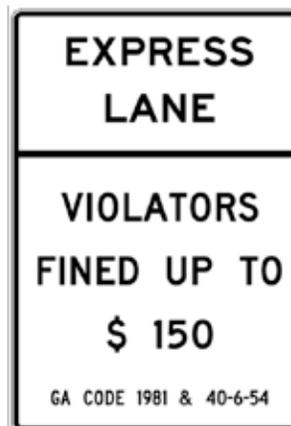
This sign is visible throughout the Express Lanes corridor and advises that only registered Peach Pass customers are allowed to use the Express Lane.



This sign gives the Express Lane user ample notice to exit the lane at the upcoming broken white lines for the specified interstate exits.

■ Entrance and exit points from the Express Lanes do not always coincide with interstate entrance and exit ramps.

■ Express Lane users must pay attention to their upcoming interstate exit and leave the Express Lane accordingly.



This sign, located throughout the Express Lane corridor, indicates fines of up to \$150 for express lane violations including:

- Use of Express Lane by non-registered vehicles
- Crossing double solid white line to enter or exit Express Lane
- Vehicle registered in the wrong toll mode. For example, driver not changing a three-person toll mode to a two-person toll mode when appropriate.

For more information about signage, visit: www.dot.ga.gov/expresslanes



Paving the Way for Warm Mix Asphalt

By **Liz Rothman**

Summer is over. And so are those great summer smells like suntan lotion and just cut grass. Burgers on the grill. And the scent of rain at the end of a hot day.

But there's one summer smell we won't miss. That's the stench of asphalt being laid on a roadway. It's the smell that results from traditional hot mix asphalt (HMA), mixed and applied at sizzling temperatures between 300 and 325 degrees Fahrenheit. It's long been thought that these high temperatures were needed to properly bond asphalt components to seal out moisture. It's a smell that's destined to become a faded memory as future summers come and go.

That's because recent advances now enable us to "warm mix" asphalt at temperatures 30 to 120 degrees lower than hot mix. Considering that Georgia DOT places seven million tons of asphalt a year, the potential financial, environmental and health benefits of using warm mix asphalt (WMA) could be substantial, according to Georgene Geary, Materials and Research Engineer for Georgia DOT.

With thousands of tons of asphalt needed for some jobs, burning a great deal of fuel for long periods of

time is required to maintain hot mix temperatures. "Lower mix temperatures mean less fuel consumption, resulting in fewer greenhouse gas emissions," noted Geary. "This also means that workers have less exposure to asphalt fumes." WMA provides more workable paving mixtures and can be hauled longer distances; and it cools and can be compacted quicker, which could extend North Georgia's paving season.

Europe has successfully used WMA for 10 years and many states are also incorporating its use. The U.S DOT Federal Highway Administration (FHWA) calls WMA a "proven technology" to reduce paving costs and improve asphalt compaction and pavement longevity. Georgia DOT has field-and lab-tested WMA for two years in order to adapt it to the unique characteristics of the north Georgia granite—known for its moisture susceptibility—which is used as an aggregate in our asphalt.

The Department currently uses WMA on specified projects to surface existing pavements. The first contractually specified WMA project was completed in June on 8.4 miles of US 27/SR 16 near the city of Newnan in Coweta County. The work included maintenance resurfacing, as well as testing mix formulas and

storage times, placing HMA test sections for comparison with WMA, and testing for moisture susceptibility and smoothness. Georgia DOT's results show that WMA performs as well or better than conventional hot mix. Close monitoring is on-going to gauge long-term results.

"While questions remain about warm mix asphalt's long-term susceptibility to moisture damage, results are encouraging," Geary said. "As we place material we are testing it and so far we see no problems. We're optimistic."

"It was like magic."

In 1894 author Laura Ingalls Wilder (of "Little House on the Prairie" fame) told of her first encounter with an asphalt pavement. She was with her parents on a wagon journey that took them through Topeka.

"In the very midst of the city, the ground was covered by some dark stuff that silenced all the wheels and muffled the sound of hoofs. It was like tar, but Papa was sure it was not tar, and it was something like rubber, but it could not be rubber because rubber cost too much. We saw ladies all in silks and carrying ruffled parasols, walking with their escorts across the street. Their heels dented the street, and while we watched, these dents slowly filled up and smoothed themselves out. It was as if that stuff were alive. It was like magic."

Quote Source: National Asphalt Pavement Association

Above & Beyond: Customer Service Award



When a cement truck crashed through a section of bridge curb rails, Georgia DOT'S **District 5 Bridge & Concrete Repair Team** went into immediate action. They also received the July **Commissioner's Commendation for Excellence in Customer Service** for going beyond their normal duties to complete a three-day repair of the Back

River Bridge, a two-lane bridge on US 17 that connects South Carolina and Georgia. With 13,700 vehicles crossing the bridge daily and more expected to use the route to attend Savannah's St. Patrick's Day Parade a few days later, the team had a mission.

Bridges are unique and the 110 feet of concrete hand rails and posts requiring replacement needed to be made to exact specifications. Day 1, two crews worked through the night building forms, fabricating rails and performing demolition. Day 2, two other crews completed demolition and began forming new posts. Work was completed on Day 3—St. Patrick's Day. One lane remained open at all times due to maintenance employees from the Georgia DOT Savannah Area Office providing traffic control with flagmen and

one-way traffic. Crews worked an average of 14 hours a day to complete the work in three days.

The award recognizes actions that enhance the public image of customer service or improve the way customer service is provided. Performance should reflect all five of the state's commitments to customers: *courteous, helpful, accessible, responsive* and *knowledgeable*." This bridge repair is a prime example of all the customer service competencies: immediate response, specialized quality work, teamwork, traffic control and completion in a compressed time frame," said Dewayne Mosley, District 5 bridge maintenance manager. "The only way a job like this could have been performed in three days is with everyone working together."

Georgia DOT Hires Respected Firm for 17th Street Bridge Investigation

By **David Spear**

The Georgia Department of Transportation hired perhaps the nation's leading forensic investigative firm to conduct a comprehensive examination of the cause of the August 13 failure of a decorative fencing wall on the 17th Street Bridge.

The Department contracted with Wiss, Janney, Elstner Associates, Inc., an Illinois-based firm, to examine all aspects of the design, engineering, construction and maintenance of the bridge's south side architectural wall. A portion of the wall fell onto northbound

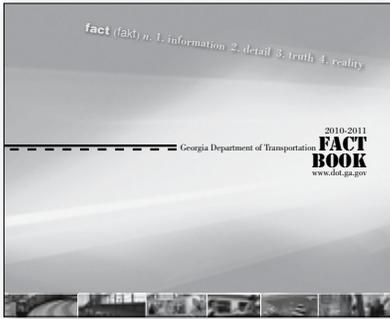
lanes of Interstate Highways 75 and 85 (The Downtown Connector), just before midnight.

"There is no individual or firm more qualified or experienced," Georgia DOT Commissioner Vance C. Smith, Jr., said. "Wiss, Janney has conducted and participated in innumerable, successful, forensic investigations of extremely complex incidents, such as the 1996 crash of TWA Flight 800 into the Atlantic Ocean and the 2007 Interstate Highway 35W Bridge failure in Minneapolis. While we were so very fortunate not to experience anything like those tragedies, it still is vital that the Department -

and all Georgians - understand what happened at 17th Street and how we prevent it from happening again."

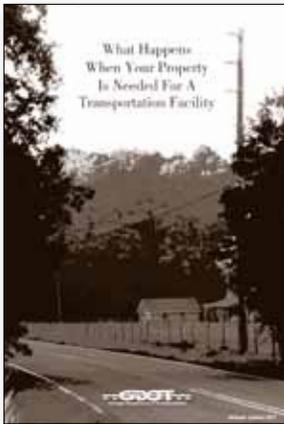
The \$38.2 million, 830-foot 17th Street structure was opened in April 2004 to provide access to the then-new Atlantic Station mixed use development and to enhance east-west access in the Midtown area. Following the August 13 incident, Georgia DOT removed the remaining section of the architectural fencing wall on the south side of the bridge; it was replaced with temporary safety fencing.





Georgia DOT's **2010-2011 Fact Book** will be available shortly. If you do not receive your copy, please send an email with your name, title, business or organization, address and phone number to: communications@dot.ga.gov. Or to view a PDF,

visit: www.dot.ga.gov/publications.



What Happens When Your Property Is Needed For A Transportation Facility, a handbook explaining the Georgia DOT process for acquiring right-of-way (ROW), is now available to the public. The guide offers general information on your rights as a property owner when your land is needed for a transportation facility (state road or highway project). You may view and download the guide in English or Spanish at the Georgia DOT

website. Visit: www.dot.ga.gov/localgovernment and scroll to the bottom under Right-of-Way.



Keep up with what's happening right now in Georgia transportation.

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Black and white squares are popping up all over.

And on everything from cereal cartons to magazines to Georgia DOT's new Fact Book.

A QR code—the QR stands for Quick Response—consists of black modules arranged in a square pattern on a white background. These two-dimensional barcodes store and digitally present data. They can be read quickly by a cell phone that has a QR reader. The technology was developed in Japan, where it is in common use. As QR applications expand in the U.S., we can expect to see more QR codes in our everyday lives. Visit your smart phone app store to download a QR reader. Then scan the code on the back cover of this magazine for information about Georgia DOT.



Keeping you informed in every which way.

■ All about Georgia DOT: visit www.dot.ga.gov.

■ Real-time traffic and travel information:

visit www.511ga.org or dial 511.

■ Request HERO motorist assistance on metro Atlanta freeways: dial 511.

■ Search active statewide Transportation Project Information (TransPi) by county or keyword: visit www.dot.ga.gov/transPi.

Move over for safety. We're spreading the word about Georgia's **Move-Over Law**. The law says drivers must move over one lane when a law enforcement or emergency vehicle or construction crew is on the side of the road and displaying flashing yellow, amber, white, red or blue emergency lights. If it is unsafe to move over, then slow down below the posted speed and be prepared to stop. More than 30 states passed Move-Over laws in the aftermath of growing numbers of police, emergency technician and DOT worker injuries and fatalities. While the fine for disobeying Georgia's Move-Over Law is \$500, failure to obey the law can lead to consequences far more serious than fines. To view the Georgia Move-Over Law brochure, visit: www.gahighwaysafety.org/docs/moveoverlaw2011.pdf.

And we can't talk safety without mentioning Georgia's new bike safety law. The **Better Bicycling Bill** is now in effect! While the law includes various elements, the one we want to highlight is the requirement that motor vehicles must provide at least three feet of safe clearance when passing a bicyclist. So share the road...it's the law!

There's more to Georgia DOT than roads and bridges.

In fact, Georgia DOT is one of the state's largest, most active environmental protection agencies. Each day, Department specialists work to ensure that our projects do not harm the drinking water, cultural resources, streams, endangered and threatened species, wetlands, historic sites, rivers, air quality, harbors, floodplains, special architecture, fish populations, wildlife habitats, noise levels, important archaeological features, disadvantaged communities, native peoples, farmlands, migratory birds and more.

Then & Now in Georgia Transportation

Atlanta's Downtown Connector



This photo, dated February 25, 1950, shows the Downtown Connector being built underneath the Fifth Street Bridge. The photo looks north toward the bridge.



This undated photo (circa 2008) shows a similar view of the Downtown Connector.

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