



MILEPOST

GEORGIA

Includes CONNECTOR...of particular interest to GDOT employees

Fall/Winter 2013



Making transportation history in historic downtown Winder

Innovative use of precast concrete

New Leadership at State Transportation Board

The Choice for Managed Lanes

Advocacy Team: A Voice for Employees



Commissioner's Column

Working to keep Georgia moving



The work of Georgia DOT is crucial in helping create jobs and boost the economic growth of our state. Our efforts connect people to employment and educational opportunities, help attract new business and contribute to Georgia's superb quality of life.

This issue of MILEPOST features the variety of roles that GDOT plays in enhancing life in Georgia. A case in point is stewardship of public

resources: improvements for the State's welcome centers will be paid for by Gateway funds from the LOGO road sign program. Another example - to recoup the cost of repairs to GDOT property resulting from crashes, the Department has hired a damage recovery firm -- at no cost to taxpayers.

GDOT continues to utilize strategic innovations to improve mobility. Data for the I-285 & Ashford Dunwoody Road DDI show that it is indeed relieving congestion. Be sure to read about the new Collector Distributor (CD) lanes along I-20. Just three months after opening, rush hour drive times are substantially reduced.

We applaud State Transportation Board leaders Jay Shaw, Don Grantham and Emily Dunn on their new positions as Chairman, Vice Chairman and Secretary, respectively. Board highlights include adoption of the official Freight Corridor Network, exempting those routes from congressional balancing.

GDOT employees keep meeting personal and professional challenges to improve themselves, their communities and GDOT. In CONNECTOR, you will discover how GDOT's Employee Advocacy Team—launched just over a year ago—is a catalyst for facilitating communication between employees, managers and executive leadership.

We are proud of our 2013 Statewide Award winners and the Commissioner's Commendation winners. As this issue goes to press, we have announced the results of the Our GDOT Challenge. You will hear about those winners in a future issue.

Whether it is the novel use of precast concrete panels on a downtown route, providing a mobility choice for motorists with managed lanes, or preparing the roadway to end the Georgia 400 toll - the people at GDOT continue to work to ensure that travel in Georgia is safe and efficient and that our transportation system remains one of the best in America. We are working to keep Georgia moving.

Keith Golden, P.E.

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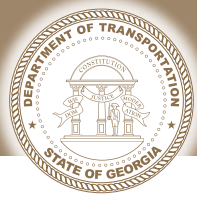


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On the cover: Laying precast concrete panels on Broad Street in Winder's historic downtown.

Photo: CEDRIC MOHR cmohr@dot.ga.gov



New Leadership at State Transportation Board

At the August STB meeting Jay Shaw (CD 8) of Lakeland was elected Chairman; Don Grantham (CD 12) of Augusta was elected Vice Chairman, and Emily Dunn (CD 9) of Blue Ridge was elected to the new position of Secretary. Each was unanimously elected to their new role for a one-year term.

Shaw, the Board's previous vice chairman, is in his fourth year on the STB. The prominent business owner was mayor of Lakeland for a decade and then served 18 years in the Georgia House of Representatives. He is on the boards of Unity United Methodist Church and the Louis Smith Memorial Hospital.

Grantham was elected to the STB in 2011. He served 11 years as an Augusta/Richmond County Commissioner and 12 years on the Georgia Ports Authority, including two terms as chairman. He is a business owner; and serves on the Boy Scouts of America Advisory Board of Augusta.

Dunn, a business and civic leader, has served on the Board since 2011. She is on the Fannin Regional Hospital Board of Trustees and is chairman of the Fannin Literacy Action Group. She served on the Fannin County Board of Education for 10 years, including four years as chairman.

“This Board is 14 strong.”

STB Chairman Jay Shaw

Shaw praised his predecessor, Chairman Johnny Floyd of Cordele. “I’ve got some great leadership to follow; Johnny did a great job this past year and I want to keep that momentum going,” Shaw said. “We have worked hard over the past year, and are dedicated to meeting the needs of Georgians by working with Governor Deal, the legislature and DOT staff to leverage all of our resources. This Board is 14 strong.”

“This is a great team on our Board and I look forward to working closely with Jay and Emily,” Grantham commented. “We’re going to work on behalf of transportation improvements throughout Georgia. We have one of the best transportation systems in the country, but there are still a lot of needs. We are going to focus on the future and keeping Georgia competitive.”

Outgoing Chair Floyd called for the creation of a Secretary position to ensure that adequate leadership was always in place on the Board. Dunn expressed gratitude to her colleagues for the opportunity to assume the new role.

Chairman Shaw made a number of committee appointments and announced a new committee – Communications.

The 14-member State Transportation Board determines policy and generally governs Georgia DOT. Each member is elected by a caucus of Georgia General Assembly members from their specific congressional district. Board members serve staggered five-year terms.

State Transportation Board 2013 - 2014 Committees:



Chairman **Jay Shaw** serves as ex officio member of all committees.



Statewide Transportation Planning/Strategic Planning: **Robert Brown, Chair;** Emily Dunn, Don Grantham, Roger Williams



Administrative: **Ann Purcell, Chair;** Rudy Bowen, Robert Brown, Jeff Lewis



Communications: **Dan Moody, Chair;** Rudy Bowen, Stacey Key, Ann Purcell



Equal Access: **Stacey Key, Chair;** Jamie Boswell, Emily Dunn, Don Grantham, Dana Lemon



Finance: **Don Grantham, Chair;** **Jamie Boswell, Vice Chair;** Robert Brown, Emily Dunn, Sam Wellborn



Gateways: **Sam Wellborn, Chair;** Rudy Bowen, Johnny Floyd, Don Grantham, Stacey Key, Jeff Lewis



Intermodal: **Dana Lemon, Chair;** Robert Brown, Emily Dunn, Don Grantham, Dan Moody



Legislative: **Johnny Floyd, Chair;** **Roger Williams, Vice Chair;** Emily Dunn, Don Grantham, Jeff Lewis, Dan Moody, Ann Purcell



P3: **Jeff Lewis, Chair;** Rudy Bowen, Johnny Floyd, Dan Moody, Roger Williams



Program Delivery/Consultant Services/ Contractors: **Rudy Bowen, Chair;** Emily Dunn, Dana Lemon, Jeff Lewis, Dan Moody



Property Utilization: **Emily Dunn, Chair;** Jamie Boswell, Don Grantham, Jeff Lewis, Sam Wellborn

“...It’s very important to get involved and to serve.” Chairman Jay Shaw

One on One with State Transportation Board Chairman Jay Shaw

By Carla Murphy



Photo: CEDRIC MOHR cmohr@dot.ga.gov

Former state legislator Jay Shaw of Lakeland was elected chairman of the State Transportation Board in August. He leads the 14-member policy-making board after having served one term as vice chairman. He was first elected to the Board in 2010, and is currently serving a five-year term.

A longtime public servant, Mr. Shaw served 18 years in the Georgia House of Representatives and 10 years prior to that as mayor of Lakeland, in southwest Georgia. He is a successful businessman, founder of the Jay Shaw Company, and land partner in Georgia Olive Farm. The farm, in 2011, conducted the first commercial harvest of olives east of the Mississippi River since the late 1800’s.

Question: You have been chairman for a few months now – have you learned anything about the Department, our operations, our employees that you did not know prior to becoming chairman?

Chairman Shaw: With my having served as vice chairman, I was up-to-speed on the Department’s operations. As chairman, there is more interaction with senior staff about a lot of the day-to-day matters that we have to discuss and review. I spend more time with the Commissioner and with senior staff on policy-related matters that the Board is responsible for, so I am very much aware of our needs and priorities.

Question: What are the areas on which you would like to see the Department and employees focus?

Chairman Shaw: The areas that top the list for me are our employees and getting them a cost of living increase. The other area is customer service. We can’t achieve anything without our employees. Hopefully, we will get to a point where we can offer our employees raises. The Governor has committed to working on increases, but there are some things we will need to do first, such as getting our reserves up. So, we will work on increases next year.

The other area I want to see us focus on is customer service – treating people in a way you want to be treated. What our employees must understand is that what may be a small thing or matter to an employee, may be important to another individual. For instance, if you have to say no to someone, you can do it in a nice way. We need to be aware of attitudes and not just saying to people, “No, I can’t do that, or no, I won’t do that.” Customer service is extremely important and is one of the areas I think we can improve. It is the No. 1 priority for me.

Question: How would you describe this Board, and how it manages its responsibilities?

Chairman Shaw: I think we have a great Board. And we understand that the Board is no better than its weakest link. This Board is businesslike. They are a group of men and women who have business backgrounds and who listen and ask questions. They allow the senior staff and managers to do their jobs, while we do our jobs as policy-makers. I do think that this is one of the best Board’s the Department has had. We have a great relationship with the Governor [Governor Nathan Deal] and the legislature; and we are focused on issues across the state and making sure that Georgia continues to be economically competitive.

And when he is not holding the Chairman’s gavel...

How do you spend a typical Saturday?

My Saturdays are spent at or around the farm – fishing with my grandkids.

What musical group or artist are you listening to?

I like the oldies but goodies – the Motown Sound. I like Otis Redding, Aretha Franklin and music from the 1950s and 1960s.

Best advice your parents or anyone else has ever given you?

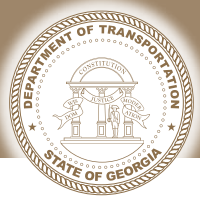
Be honest. It’s a lot easier to remember what you said or did when you tell the truth.

Favorite quote?

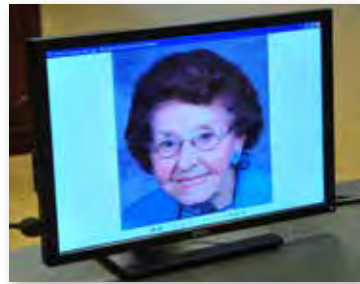
“To whom much is given, much is required.” I’ve been blessed throughout my life. I also come from a family of people who have served. My dad was on the school board; so I got involved early. I was in the legislature and stayed until I joined the Transportation Board. Now, my son is a state legislator. I think it’s very important to get involved and to serve.

If you weren’t doing this important service or work, what would you likely be doing?

I would be over in the legislature or serving as mayor. Right now, I’m proud to be serving on the State Transportation Board. I serve with a fine group of people who are committed to our state.



GDOT wildflower plantings honor "Miss Rachel" Fowler



"Rachel Fowler, a card-carrying member of the Garden Club of Georgia, knew her flowers. But she also knew her way around the halls of the state Capitol," wrote the Atlanta Journal Constitution's Michelle E. Shaw when **Rachel Fowler** passed away in December 2012.

In June, the STB passed a memorial resolution dedicating 2013 Georgia wildflower plantings in her memory. Miss Rachel, as she was affectionately called, worked with GDOT on legislation creating the Georgia wildflower license plate and funding of roadside beautification projects. She also took on billboard companies, battled to save trees and fought for cleaner water.

The resolution states: "Miss Rachel was truly one of a kind, utilizing her political connections and powers of persuasion to further the ideals she believed in, and in doing so, make Georgia a better place..."

Congrats are in order!

- The Columbus Botanical Garden dedicated its newest creation—the **Sam M. Wellborn** Camellia Garden.
- **Ann Purcell**, a former state representative, received the prestigious Cross of the Order of Merit from the Federal Republic of Germany for her efforts in building cultural and economic bridges between Germany and the State of Georgia.
- The Perimeter Community Improvement Districts (PCIDs) honored **Dan Moody** as a "Champion of Transportation" for his commitment to funding a GDOT gateway grant (from GDOT's LOGO Program) for enhanced landscaping at the Hammond Half-Diamond Interchange at GA 400.

Freight Corridor Network provides connectivity, economic development opportunities

The STB adopted the official **Freight Corridor Network**, the state's key strategic highway routes that accommodate current and projected flow of freight to and from locations in Georgia. The network, outlined in the FHWA award-winning 2012 **Georgia Statewide Freight and Logistics Plan**, provides for efficient north-south, east-west and last mile access for cargo and goods.

"The Freight Corridor Network was identified through technology, data collection and discussions with leaders in the logistics industry," noted STB Chair Jay Shaw. "We studied the situation and determined the most important areas of improvement to help keep freight moving and keep Georgia at the top of economic development efforts. We worked closely with the Georgia Ports Authority and the Center of Innovation for Logistics to ensure we incorporated future projections and needs for freight movement."

Georgia House Bill 202, signed into law in April, exempts interstate highways and GDOT Board-approved freight routes from congressional balancing. This means the corridors can be upgraded based on priority without the need to balance highway funds among congressional districts.

View the Freight and Logistics Plan and map of the state Freight Corridor Network at www.dot.ga.gov/freight.

Gateways Program Welcome center renovations and downtown Atlanta gateways move forward

Georgia DOT's Gateways Program—funded by advertising revenues from informational signs near highway exits (Georgia LOGO program)—aims to enhance key interstate highway entrances to Georgia to welcome visitors; demonstrate that Georgia is a great place to live, work and play; and encourage economic development. The STB has allocated gateway funds for two programs.

Welcome Center Renovations

With the Board's commitment of \$3 million to renovate eight of Georgia's Welcome Centers, GDOT has partnered with Georgia State Financing and Investment Commission (GSFIC) to assess needs and complete the updates.

"The opportunity to rehabilitate and beautify our Welcome Centers with the funds from the LOGO program is a perfect use of that money," explained Gateways Committee Chair Sam Wellborn.

"We have worked closely with Governor Deal to identify the best projects to use these dedicated funds on, and nothing reflects that better than improving our Welcome Centers. This is a top priority of the Gateways Committee. We are excited about the positive image of Georgia that will be reflected in the completed projects."

A construction schedule will be announced. A ninth welcome center (in Chatham County) is separately scheduled for reconstruction. Improving the state's rest areas will be addressed later.

I-75/85 Connector - A Gateway to Georgia

Atlanta's Downtown Connector—one of the first sights visitors see when coming into the city from Hartsfield-Jackson Atlanta International Airport—is a major gateway to Georgia. That's why the Board supports a plan by Central Atlanta Progress (CAP) and the Midtown Alliance to revitalize the city's central highway corridor.

The Board is contributing \$1.7 million of the \$5.35 million cost to beautify two bridges along Peachtree Street that cross the Connector in Downtown and Midtown just north of the Brookwood Interchange. The balance is funded by CAP, Midtown Alliance, Atlanta Downtown Improvement District, State Road and Tollway Authority (SRTA) and the Woodruff Foundation.

"As the capital of Georgia, the city of Atlanta deserves to be showcased," said former DOT Board Chair Johnny Floyd.

Ultimately the plan includes three other bridges. "We are looking at two first," said Gateways Committee Chair Sam Wellborn. "But our intent is to support the other three as well."

Improvements include eye-catching enhancements as well as lighting and landscaping. For a cohesive feel, design elements will be consistent from bridge to bridge.



Photo: Connor.carey from English Wikipedia



Photos: CEDRIC MOHR cmohr@dot.ga.gov

DDI, signal timing improvements decrease travel times

By Liz Rothman

Georgia's first diverging diamond interchange (DDI)—at Ashford Dunwoody Road and Interstate-285—was a year old in June. And while motorists, commuters, law enforcement, residents, retailers and the business community have been singing its praises, preliminary “before and after” data now confirm the validity of those anecdotal reports.

The comparative data—provided by the GDOT-funded Perimeter Transportation Operations Program (PTOP)—show travel times northbound from I-285 to the Ravinia office complex on Ashford Dunwoody Road across from Perimeter Mall and southbound from Hammond Drive to Lake Hearn Drive just south of the interchange.

The BEFORE data include travel time runs in August 2011 when the interchange

was a partial cloverleaf; AFTER data include runs in April 2013 nearly a year after the operational improvements were made to convert the interchange to a DDI. Signal timing improvements made by PTOP during spring 2013 along Ashford Dunwoody Road have also had a positive impact on traffic flow and stopped time.

“Travel time for the northbound peak a.m. commute has decreased nearly 30 percent and the average stopped time has decreased 61 percent,” noted Jennifer Harper, program manager for the Perimeter Community Improvement Districts (PCIDs). “Travel time for the southbound p.m. peak commute has decreased 22 percent and the average stopped time has declined by 42 percent.”

The I-285 and Ashford Dunwoody Road DDI is a partnership between Georgia DOT and the PCIDs.

“It was a great project,” said Georgia DOT Commissioner Keith Golden. “It was innovative and has proven to be very effective in relieving congestion in that very busy corridor north of Atlanta.”

The future of DDIs for congested metro area interchanges in Georgia looks promising. In June, Georgia's second DDI opened on I-85 at Pleasant Hill Road in Gwinnett County. Another, under construction at Jimmy Carter Boulevard, has an anticipated completion of March 2014. DDIs are being considered on I-75 at Wade Green Road in Cobb County; I-285 at Camp Creek Parkway in Fulton County; and I-20 at GA 138 in Rockdale County.

“I have seen much better flow of vehicular traffic in both directions in the interchange and on Ashford Dunwoody Road, especially during rush hours,” said Dennis Kemp, general manager of Perimeter Mall, the second largest mall in Georgia. Kemp said the DDI helps improve the commute of the mall’s employees and visitors.

“I use this every day to get on 285 East to get my son from after school care,” said Heath Barker, regional manager for Gemini Transportation Underwriters, located just north of the interchange. “It is a Godsend! Before this interchange, I would often sit through numerous lights waiting to turn left onto Ashford Dunwoody from Ravinia Drive. Now, it is a breeze!”



Office of Research hosts poster session showcasing research projects

Georgia DOT supports research through partnership with universities

By Carla Murphy

Researchers from across the state were on hand at Georgia DOT recently, bringing with them scores of projects examining topics ranging from the *Safety Impact of Centerline Rumble Strips* to *Stormwater Controls for Pollutant Removal on GDOT Right of Way*.

The Department, through its partnership with the Georgia Transportation Institute (GTI), hosted the more than 80 student researchers and their professors from seven affiliated universities - Georgia Institute of Technology, University of Georgia, Georgia State University, Georgia Southern University, Southern Polytechnic State University, Mercer University and Albany State University. The event provided an opportunity for GDOT employees to see firsthand the depth and breadth of their GDOT Research program

and the expertise available through our own Georgia universities. The GDOT Office of Research, in conjunction with the Georgia Transportation Institute, organized the event.

“This was our first GDOT Research poster session event and we have had some great feedback from both GDOT attendees and the university researchers themselves. Be sure to look for notices for the 2nd Annual GDOT Research poster session next fall,” promised State Research Engineer Georgene Geary.

One of the posters presented at the session is also a national award winner. The research project *Recommended Guide for Next-Generation of Transportation Design-Build Procurement and Contracting in the State of Georgia*, is one of AASHTO’s “Sweet 16” State DOT High Value Research projects for

2013. GDOT Commissioner Keith Golden was presented the award for GDOT at the AASHTO Annual meeting in October.

Established in 1998, GTI is a consortium of universities active in transportation research and education. The Consortium currently coordinates activities of more than 40 researchers at member colleges and universities in Georgia. The research projects cover a broad range of topics, including planning, environmental issues, transportation technology, transportation infrastructure and traffic operations.

For more information on GTI, and to see any posters you may have missed, visit www.gti.gatech.edu.



He shares his time between District 1 and the General Office.

In addition to his role as District 1 district engineer, **Bayne Smith** was named director of field services where he is responsible for the Field Districts and Office of Equipment & Facilities (OEM).



Most recently he was administrator for the Office of Equipment and Facilities Management; previously he was assistant District 2 engineer; and district maintenance engineer. Brantley has a bachelor's degree in civil engineering technology from Georgia Southern University. He succeeds Eric Pitts, who has retired.

Dale Brantley was appointed state maintenance engineer. The 25-year GDOT veteran has vast knowledge and experience with GDOT maintenance programs and equipment



a graduate of Clayton State University with a bachelor's degree in accounting.

Connie Steele was named Georgia DOT's director of finance. Steele has been with GDOT for over 29 years – most recently as assistant director of finance. She is a licensed certified public accountant and

The **I-285 & Ashford Dunwoody Road DDI** is a **top ten project** in AASHTO's **2013 America's Transportation Awards**. The competition demonstrates how state DOT projects deliver value, change lives and help communities. The DDI previously received a regional award from SASHTO (southeastern region of American Association of State Highway and Transportation Officials) in the **Ahead of Schedule small project** category.



The film received the two gold prize awards from nearly 80 worldwide entries in the international film festival devoted to exploring human culture. The film documents the discovery and relocation of the Avondale Burial Place, believed to be a lost Middle Georgia slave cemetery. The 33-minute film—a GDOT **Office of Environmental Services** collaboration with Georgia Public Broadcasting, New South Associates, Inc., and the Federal Highway Administration (FHWA)—also received Honorable Mention in four categories including Best Film. View "I Remember, I Believe" on Georgia DOT's YouTube channel <http://youtu.be/YuodoORsC70> or at www.avondaleburialplace.org.



The 25th annual **APEX Awards for Publication Excellence** recognized GDOT with awards for the Department's YouTube channel posting of "I Remember, I Believe" and the **Fort Benning Gateway Bridge** photo by **Cedric Mohr** in the Office of Communications. The competition is for publishers, editors, writers and designers who create print, Web, electronic and social media.



Another photo by Mohr— **Inspecting a Traffic Signal** — won a 2013 **AASHTO Faces of Transportation** award in the **Opening Communities** State DOT category. The image is of GDOT Signal Technician **Bobby Bryant** inspecting a traffic light in District 7. The Opening Communities theme emphasizes the benefits of transportation to communities. Visit www.facesoftransportation.org.



The spring 2013 **MILEPOST**, published by the **Office of Communications**, received Honorable Mention in the External Newsletter category from the **AASHTO 2013 TransComm** Subcommittee on Transportation Communications.

Innovation efforts lauded. Four GDOT research efforts were selected for the second **Strategic Highway Research Program** (SHRP2), an effort by the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO) and the Transportation Research Board (TRB) to enhance the role of research in meeting the nation's transportation needs. These are now eligible for in-kind technical and implementation assistance, including peer review, consultations and vetting.

The initiatives are: **Organizing for Reliability**, involving the Transportation Management Center (TMC); **Innovative Strategies in Managing Complex Projects**, leveraging limited assets by engaging with the private sector for Public Private Partnerships or Design/Build efforts; **Pavement Preservation on High-Volume Roadways**, testing alternative technologies for roadway resurfacing; and **Managing Project Risks**, assessing the impact of potential risk factors on a proposed project.

GDOT contractor **Reeves Construction Company** received the **American Road and Transportation Builders Association** (ARTBA) 2013 **Globe Award** for the five mile milling and paving project on Highway 247 in Bibb and Houston counties. All 27,250 tons of asphalt used was mixed with **ground tire rubber**, saving about 20,000 end-of-life tires from landfills. The project, which sought to improve transportation quality while achieving a reduced carbon footprint, was months ahead of schedule and set a new green standard in asphalt paving and milling.

District 7 Maintenance was recognized by the **City of Atlanta Department of Corrections** as **Stakeholder of the Year** for partnership and value to the City for work on urban cleaning projects. Deputy Commissioner **Todd Long** and Area Engineer **Persephone Goodwin** accepted the award.

GeoTRAQS (Geographic Transportation Reporting, Analysis and Query System) was chosen for the 2013 **Technology Innovation Showcase** by the **Georgia Digital Government Summit**. The program, sponsored by the Government Technology Association and the Georgia Technology Authority, recognizes IT achievement in the public sector. This year's focus is on projects that improve operating efficiency, provide greater transparency and enhance customer service.

GeoTRAQS, developed by GDOT's **IT Division**, is an online mapping application that allows users to locate detailed information about statewide transportation projects. It is a critical tool for helping maintain and improve Georgia's transportation infrastructure. It plays a strategic role in supporting economic development and improved quality of life throughout the state. Visit www.dot.ga.gov/informationcenter/maps/geotraqs.

GDOT's **Transportation Data Office** received the 2013 **URISA** (Urban and Regional Information Systems Association) **Exemplary Systems in Government** (ESIG) **Award** for the application of information technology to the **Transportation Investment Act** (TIA) process. The international award

recognizes IT achievements that improve the delivery and quality of government services.



Harry S. Truman Parkway Phase V in Chatham County won **Best in Show** at the **Pile Driving Contractors Association** 2013 annual convention. This final phase consists of 2.8 miles of 4-lane roadway with a 24-foot raised median and has three sets of parallel bridges for opposing traffic flow. The bridges over the Vernon River —each a mile long— have a combined total of 1,763 piles. A trestle (work bridge) carrying two 500,000 pound cranes was used to construct the bridges and environmental impacts to the wet lands were minimized by using one trestle in the middle of the twin bridges and working on both sides. Once a crane reached the front of the trestle, the rear section of the trestle moved to the front. The Harry S. Truman Parkway project began 23 years ago. Phase V is expected to open to traffic in March 2014.

At no cost to taxpayers. Georgia DOT has hired a leading insurance subrogation company to collect on damage claims to signs, guardrails and other GDOT property resulting from vehicle crashes. This damage can amount to over \$10 million annually. Terms of the three-year contract with Oklahoma-based Claims Management Resources, Inc. (CMR) guarantee **no cost to the Department and Georgia taxpayers**. Georgia DOT determines the cost of damages and adjusters collect that amount plus a subrogation fee.

"This is an excellent arrangement for the department and the state's taxpayers," notes GDOT Chief Engineer Russell McMurry said. "It allows our staff to focus on its core-mission priorities and, with our financial resources stretched thin, each dollar recovered provides a vital reinvestment for growing and maintaining our transportation system."

New flashing yellow left turn arrow = turn left with caution

By Liz Rothman



There's a new style left-turn signal display coming to Georgia. And one may soon be at a signalized intersection near you.

The new **Four-Section Flashing Yellow Arrow (FYA)** signal includes a **flashing yellow arrow that means drivers can turn left after yielding to oncoming traffic and pedestrians** (oncoming traffic still has the green light).

Federal Highway Administration (FHWA) is encouraging the use of FYA and it has been proposed that future versions of the Manual on Uniform Control Devices (MUTCD) require its use to replace the old five-section "doghouse" signals. The new signals are easier to understand because they use an arrow to display the type of left turn movement allowed.

FHWA studies found that flashing yellow arrows help reduce left-turn crashes by 35 percent. In addition, where they have been installed, evidence shows reduced congestion, idle times and pollution.

Here's what the various arrows mean:

- **Solid green** (ok to turn left; oncoming traffic must stop)
- **Flashing yellow** (ok to turn left after yielding to oncoming traffic and pedestrians)
- **Solid yellow** (prepare to stop or clear intersection before solid red arrow appears)
- **Solid red** (STOP - no turn allowed).

"The flashing yellow arrow is more intuitive for drivers," said Grant Waldrop, GDOT's Regional Traffic Operations Manager. "The FYA is more easily understood, especially for older drivers. Of the crashes at signalized intersections involving older drivers, 67% are attempting to make a left turn. This same type of crash only accounts for 25% of the crashes in the 30-50 age group. By changing the left turn displays to Flashing Yellow Arrows, motorists will easily understand when a left turn is protected, permitted, or prohibited."

The new signal is in operation at locations including Johns Creek (Fulton County); Cobb County; Dalton (Murray County); and Fayetteville (Fayette County).

Managed lanes: a choice for drivers

By Liz Rothman

Georgia's managed lane system is a proposed network of lanes designed to help reduce traffic congestion and improve efficiency of commutes in Metro Atlanta. With the second anniversary and success of the **I-85 Express Lanes** demonstration project and the recent advancement of two other express lane projects—**Northwest Corridor Express (NWC)** and **I-75 South Express Lanes**—Georgia's managed lane network is coming to fruition.

I-85 Express Lanes usage at record highs.

Variable tolling keeps traffic flowing - even during rush hours. According to the State Road and Tollway Authority (SRTA)—Georgia's tolling agency and transportation financing arm—monthly weekday trips along the 16-miles between Chamblee Tucker Road in DeKalb County and Old Peachtree Road in Gwinnett County increased from 387,935 in September 2012 to 487,285 in September 2013, while the average weekday daily fare increased from \$1.47 to \$2.06 during the same period.

Northwest Corridor Express (NWC)

- 30 miles along I-75 and I-575 in Cobb and Cherokee counties.
- Project cost estimated at \$834 million.
- Georgia's first road-building project using the public-private partnership (P3) model, allowing for private participation in financing as well as risk-sharing in building. The State retains responsibility for operations, maintenance, tolling and long-term financing.
- Project is receiving a \$275 million Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loan.
- Construction is anticipated to start in 2014, with lanes open to traffic in 2018. Visit www.nwcproject.com.

I-75 South Express Lanes

- 12 miles along I-75 south of Atlanta in Henry and Clayton counties.
- Project cost estimated at \$176.2 million.
- Construction is anticipated to begin in 2014 with lanes open to traffic by December 2016.

How do the new managed lanes projects differ from I-85?

The new projects add lanes for increased capacity. I-85 project converted existing HOV (high-occupancy vehicle) lanes into HOT (high-occupancy toll) lanes.

The new projects are express toll lanes (ETL) - ALL registered vehicles pay a variable toll, except exempt registered users like emergency, transit, and military. I-85 HOT lanes are free for registered three+ person carpools, transit, motorcycles, emergency vehicles, and alternative fuel vehicles [AFV]. Others pay a variable toll.

The new ETLs are reversible based on periods of high demand and they are barrier-separated from general purpose lanes. I-85 HOT lanes are not.

The new managed lane projects utilize the design/build process to expedite delivery. I-85 lanes did not.

Managed lanes provide choice.

Drivers choosing to use express lanes buy a SRTA-issued **Peach Pass**, a transponder used throughout Georgia's managed lanes network. **Variable message signs** allow motorists to decide if the price and reliability at a given time are worth avoiding the general lanes. Transit is also an important component - since buses use the express lanes, increased transit usage gets cars off the road.

Priced managed lanes are a proven mobility improvement measure. Georgia and states like Florida, Texas, California and others have implemented managed lanes with demonstrable success.

Georgia's State Transportation Board mandates that new interstate capacity be tolled and has embraced a managed lanes network as the best way to reduce congestion and increase drive time reliability on Metro Atlanta interstates and freeways. See the **Metro Atlanta Managed Lanes Implementation Plan (MLIP)** at www.dot.ga.gov/MLIP.

For additional information, visit www.dot.ga.gov/expresslanes. To get a Peach Pass, visit www.peachpass.com.

HERO service expands to Douglas County

By Natalie Dale

Douglas County joined 11 others in the metro area to welcome a HERO - a Highway Emergency Response Operator, that is.

Georgia DOT leadership, along with Douglas County Commission Chairman Tom Worthan and Douglasville Mayor Harvey Persons, announced in October that HERO units will now travel a new route, taking them from the Thornton Road section of Interstate 20 at Exit 44 to State Route 5 at Exit 34.

The HERO program is an integral part of a comprehensive effort to safely and efficiently keep traffic moving. One minute of lane blockage results in four to seven minutes of delay to motorists. Units are dispatched to traffic-related incidents with the primary duty to clear roads so that normal traffic flow is restored. Secondly, HEROs assist stranded motorists with minor mechanical problems at no cost. Motorists traveling the route may now request assistance by dialing 511 from any phone and selecting Option One.

In announcing the expanded service, Mayor Persons praised the city and county's partnership with GDOT, noting that the service will be an additional resource to public safety measures.

"Providing expeditious road clearance of accidents, assistance with minor car incidentals, including changing of flat tires, and mediating cooperation with several local agencies in the event of a major traffic problem, the TIME Task Force and the HERO units now servicing I-20 from the Perimeter to Highway 5 will add a new comfort level of safety and quality of life to our residents, our commuters, and guests as they pass through on this major east-west corridor of Metro Atlanta," he said.

Since 1996, the HERO Unit has grown from 12 operators to 104. In 2012, they managed more than 120,380 incidents and disabled motorist calls in Metro Atlanta.

"We are honored to expand the miles we cover and the communities we touch in order to ease congestion and make the Metro region a safer place to drive," said Michael Roberson, Incident Management Unit Manager with GDOT. "Whether we are clearing a road from a minor incident or serving as a first responder at the scene of an accident, we want Metro motorists to know that our help is just a call away."

For more information, including a map of the HERO routes, patrol times and FAQs, visit www.511ga.org and click the tab marked "Extras."



Peach State bridges rank 9th in U.S. for safety.
The state of Georgia bridges

By Liz Rothman

Georgia bridges

Over 11 percent of highway bridges in the U.S. are structurally deficient. In Georgia, it's six percent. That's according to *The Fix We're In For: The State of Our Nation's Bridges 2013* from Transportation for America, a coalition working on transportation reform. The report was derived from the Federal Highway Administration (FHWA) National Bridge Inventory, a compilation of state-collected data reported to FHWA in 2012.

Transportation for America, a coalition working on transportation reform. The report was derived from the Federal Highway Administration (FHWA) National Bridge Inventory, a compilation of state-collected data reported to FHWA in 2012.

What is "structurally deficient?"

A structurally deficient bridge requires significant maintenance, rehabilitation or eventual replacement; it could include a significant defect, which often means that speed or weight limits are assigned. *It does not infer that a bridge is dangerous or about to collapse.*

Georgia has some of the best bridge infrastructure.

The report shows that Florida and Nevada have the lowest percentage of structurally deficient bridges at 2.2 percent each; Pennsylvania is highest at 24.5 percent. Of Georgia's 14,730 public bridges, six percent (878) are structurally deficient - a decrease of 70 since 2011.

"We are pleased that Georgia's bridges rank well nationally and that the overall number of our deficient bridges has declined, but the numbers are still too high," notes Georgia DOT State Bridge Engineer Ben Rabun. "Obviously we take bridge safety very seriously. While our needs significantly outweigh our resources, we will continue to make sound decisions to repair or replace deficient bridges and perform maintenance to extend their life expectancies to keep them safe for the traveling public."

Talmadge Memorial Bridge over the Savannah River.
Photo: CEDRIC MOHR cmohr@dot.ga.gov

Collapsed truss bridge in Washington: not structurally deficient.

In May a span of the Interstate 5 Bridge over the Skagit River in Washington state collapsed. A preliminary National Transportation Safety Board (NTSB) report attributed the failure to an overly tall tractor-trailer striking the bridge. The 58 year old bridge had recently been inspected and was found to be safe and in good condition. It was not a candidate for significant upgrades or replacement. However, it was classified as *fracture critical* meaning that failure of one main structural component would probably cause a portion or the entire bridge to collapse due to a lack of redundancy (no secondary support). There are 18,000 fracture critical bridges in the U.S., including 76 in Georgia.

Georgia has three truss bridges similar to the design of the one in Washington. Design plans are underway to replace two over Lake Lanier. The third—on SR 47 in Lincoln County—is a design-build project currently under review of the technical proposal.

The bridge in Washington was also classified *functionally obsolete*. This means outdated design features—like number or width of lanes, or vertical clearance—make it no longer ideal for its setting (12.7 percent of Georgia bridges are functionally obsolete).

Maintaining bridge safety in Georgia.

Georgia DOT inspectors inspect all public bridges and culverts a minimum of every two years, while underwater diving teams inspect at least every five years. Bridges with concerns are inspected more often - fracture critical bridges are inspected annually. Inspections allow us to determine a bridge's physical and functional condition; weight and height limits; condition changes since last inspection; and to identify preventative and corrective maintenance - with the goal of keeping our bridges in the best shape for as long as possible.

Read the Transportation for America report at www.t4america.org/maps-tools/bridges.

Twenty years of tolling ends

Georgia 400 tollway demolition underway

For 20 years, the Georgia 400 toll plaza served motorists traveling to Downtown Atlanta from points north – North Fulton and Forsyth counties and areas around Buckhead, that is. More than 100,000 drivers typically used the 6.2-mile tollway system daily, tossing coins or handing paper bills to cashiers as they moved through the plaza. Or—in recent years—using the cashless Peach Pass system.



That came to an end just before Thanksgiving, as the State Road and Tollway Authority (SRTA) officially stopped toll collections and Georgia DOT prepared for the removal of toll booths and the demolition of other structures.

The toll removal follows a July 2012 announcement by Governor Nathan Deal

that the state would pay off its bond debt and end the tolls, fulfilling a promise he made to GA 400 commuters. Georgia DOT has contracted with Southeastern Site Development, Inc., a Newnan-based company, for the construction phase of the project.

The Department gave commuters an early sign in October that change was coming to GA 400, with restriping in the electronic Peach Pass lanes and the removal of signage near the toll plaza. Phase II included removing and changing other signage, along with installing barriers to prepare for shifting traffic into the electronic lanes. In Phase III, the toll ended and traffic shifted. By January, Phase IV is scheduled to get underway, with removal of the plaza toll booths and the canopy, as well as reinforcement and filling in of the tunnel stairwells. Demolition, which will occur in multiple stages, will be completed in the fall of 2014.

For more information about the Georgia 400 Tollway Demolition project, visit www.peachpass.com.

Georgia 400 Construction and Demolition Timeline

Phase I / October 2013

Early redundant signage removal/modification and lane restriping

Phase II / November 2013

Conversion preparations for shifting traffic, including placement of barrels

Phase III / November 2013

Conversion to no tolling -11/22 tolls end

Phase IV / January 2014 through fall 2014

Final demolition, including removal of toll booths and canopy



New DeKalb I-20 CD Lanes perform even better than expected

By Mark McKinnon

Just three months after opening, new **Collector-Distributor (CD) lanes** along Interstate Highway 20 in DeKalb County have proven to be a huge “bang for the buck” success for commuters, as Georgia Department of Transportation expected. And the numbers prove it.

“We are seeing great benefits in time savings and improved mobility through the I-285/I-20 interchange,” Georgia DOT Chief Engineer Russell McMurry said. “We expected improvement, but the actual numbers go way beyond our expectations. A travel time savings of 10 minutes or more is very significant and meaningful for everyone.”

The \$31 million operational improvement project, stretching from the I-20/I-285 interchange east to Panola Road, built barrier-separated CD lanes beside the Interstate to allow easier movement for local-area traffic

and eliminate the weaving movements of traffic entering I-20 from I-285 and exiting at Wesley Chapel Road. The Department utilized its time-saving Design-Build contracting process in which design and construction are combined into one contract and a corresponding seamless, continuous process. In fact, they opened one month early.

“I drive the corridor myself almost daily and I see the improvement firsthand,” State Transportation Board Member Robert Brown added. “I’m extremely pleased that the Department and DeKalb County worked together and were innovative in incorporating a Design-Build approach. They have expeditiously brought a much higher level of mobility to a very congested corridor.”

Edwin Mejia, who commutes from Conyers every day to his workplace in midtown, notes the big improvement.

“I used to dread my drive in the afternoon just because of that section near 285, but it is so much better now.”

“It really flows well now,” said Shanda Williams, who commutes weekdays to her place of business near the airport and visits relatives in Douglas County regularly on the weekends. “It used to be a very slow ride until they opened those lanes.”

Collector-Distributor lanes are one of many strategic innovations Georgia DOT is implementing throughout Metropolitan Atlanta and across Georgia to provide better mobility by making the most advantageous and beneficial use of limited financial resources.

I-20 CD Lanes Performance

PM Peak Hour Travel Times

From	To	Travel Times (min)			% Improvements over No-build	
		2013 No-Build (Predicted)	2013 Build (Predicted)	2013 Build (Observed)	Predicted Improvement	Observed Improvement
Columbia Drive	East of Panola Rd	18.3	7.6	6.2	58%	66%
I-285 SB Mainline	East of Panola Rd	12.0	7.7	6.8	35%	43%
I-285 NB Mainline	East of Panola Rd	13.0	7	6.7	46%	48%



Innovative use of precast concrete Making transportation history in Historic Downtown Winder

By Teri Pope

Broad Street – a major artery in Downtown Winder – needed work. In fact, it needed a lot of work. There were structural problems to the roadbed; and rutting was three inches deep in several places. This was more than simple resurfacing – it required a total reconstruction. Plus the city had plans to improve its downtown with streetscaping enhancements.

Three state routes run common on Broad Street - SR 11/53/211. And with Winder's only post office, a fire station and a number of retail stores and businesses located on the heavily-traveled street, the Downtown could not afford to be shut down while conventional construction methods were used to repair the roadway.

Russell McMurry, then GDOT director of engineering (now chief engineer), looked at precast concrete panel systems and determined they would be an excellent solution for Winder. The panels, originally developed for use on bridge decks and for interstate slab replacement, are proven to be durable, to accelerate construction time, and to decrease congestion delays caused by excessive construction work zone time frames. The method also allows for a phased approach that would have a minimal impact on the downtown area.

Mayor David Maynard was skeptical at first. "I learned Georgia DOT planned to remove the entire roadbed and they wanted to incorporate our planned enhancement project too. I thought it would choke our Downtown. City staff assured me this project was different – and they were right."

Federal Highway Administration's (FHWA) Highways for LIFE program made the option even better, giving GDOT \$2 million towards the \$4.9 million construction costs. The city's enhancement project and the concrete panel project were let together, another first for Georgia DOT.

The 350 custom designed concrete panels are in place. Work now focuses on the enhancement details – resurfacing parking areas, plantings, widening sidewalks, and adding lighting, decorative benches and bike racks.

Broad Street is the first road in the state and one of a handful in the nation to be constructed from precast concrete panels. The city hosted a USDOT/ FHWA Showcase, which brought 60 engineers from across the state into the Broad Street work zone.

Mayor Maynard says it best, "Georgia DOT worked with the community and businesses to explain the work before it started and sent weekly updates to us detailing what was happening. We have a true partnership. The project is ahead of schedule; and we are ready to celebrate the holidays with our new Downtown."



Photos: CEDRIC MOHR cmohr@dot.ga.gov

RIVER VALLEY



TRANSPORTATION INVESTMENT ACT
Your Penny, Your Progress

Scheduled Completion Date:
JULY 2016

Design: CEDRIC MOHR cmohr@dot.ga.gov

Ground broke in September for **GDOT's first major highway improvement TIA project**. The \$31 million River Valley Region project will widen an 8.5-mile stretch of **US 27 south of Columbus in Randolph County** and will complete the four-laning of the route linking Columbus to Tallahassee.

"This project will provide that four-lane piece that is vitally needed in this area and on this important route that connects motorists to key locations from Indiana to south Florida," former STB Chair Johnny Floyd commented. "Improvements to roadways are a key component to attracting economic development and jobs to rural areas."

Area officials agree. Jimmy Bradley is Randolph County Commission chair. "It was very encouraging to see how our voters recognized the value of completing the highway and voted for it overwhelmingly," he noted. "US 27 and US 82 cross here in Randolph County - our citizens are excited that the completion of the 27 South portion will further open up Southwest Georgia and bring more visitors into our area to enjoy the many things we have to see and do."

To bring tourists into their communities, counties along the route formed the U.S. Twenty-Seven Association. Their Scenic Hometown Highway website www.georgiaushighway27.com encourages travelers to get off the highway to enjoy the history, rolling hills, waterways, downtowns, festivals and cuisine along the way.

US 27—part of the Governor's Road Improvement Program (GRIP)—plays an integral role in the system of economic development highways that, when complete, will connect 95 percent of Georgia cities with populations of 2,500 or more to the Interstate Highway System. It will also place 98 percent of Georgia's population within 20 miles of a four-lane road.

"We have been looking forward to this segment of work to begin," noted Floyd. "And fortunately, the citizens of the region voted for the TIA program so we can complete this and many other needed projects in the years to come."

Lanes are expected to be open to traffic by July 2016.

For TIA project information, revenue collections and reporting documents, visit the dedicated TIA website www.ga-tia.com.

"...our citizens are excited that the completion of the 27 South portion will further open up Southwest Georgia and bring more visitors into our area..."

Randolph County Commission Chair Jimmy Bradley

In 2012 voters in the Heart of Georgia/Altamaha, River Valley and Central Savannah River Area regions approved a 10 year one percent sales tax to fund local transportation improvements. Cumulatively, they are expected to self-generate approximately \$1.8 billion in new revenue, of which 75 percent will be used to construct 871 TIA projects across much of Middle Georgia. The remaining 25 percent is disbursed monthly to the regions' governments for discretionary use on local transportation-related efforts. Georgia DOT coordinates work for cities and counties on some smaller jobs, and assists in the engineering and construction management of larger projects. Georgia State Financing and Investment Commission (GSFIC) began tax collection January 1, 2013; distribution of funds for building projects began early spring 2013.

New on GDOT's home page: PROJECTS

Georgia DOT works hard to grow and maintain the state's transportation system. And now we've made it easy for you to know what we're doing along your route. Click on the new **PROJECTS** icon on our home page for descriptions and status of GDOT projects statewide. Link to featured major projects and those in your community or along roads you travel. In the new **Suggest a Quick Fix** section, tell us about issues you've noticed and offer suggestions on how you believe they might be remedied. Visit www.dot.ga.gov and click on **PROJECTS** icon.

I-285 south end speed limit has increased.

The increase to 65 mph is for the highway south of the I-20 interchanges. (The speed limit on I-285 "top end" north of the I-20 interchanges remains at 55 mph until October 2014, when it will increase to 65 mph through a new variable speed limit system.)

Atlanta named nerdiest.

The city of Atlanta was named nerdiest city in United States. The ranking, by real estate blog Movoto, is based on factors like the number of comic book, video game, anime and sci-fi/fantasy conventions; the number of people per comic book store, computer store, bookstore, science museum; and distance to the nearest Renaissance faire. Rounding out the top five nerdiest cities are Portland, Seattle, Sacramento and Minneapolis.

Calling Georgia photographers!



The State Transportation Board invites you to submit your best Georgia photo for the **Georgia State Highway Map Photo Contest**. Photos should depict Georgia's transportation system, scenic beauty, attractions or historical sites. Photos will be judged by STB Members.

Selected photos will be included with a photo credit in the Official Highway and Transportation Map. **Entry deadline is April 30, 2014.** Visit www.dot.ga.gov/informationcenter/maps/photocontest.

The fine print: Georgia residents only; photo cannot be graphically altered; photo must be taken within Georgia; photo must be in .jpg or .tiff format, minimum 300KB.



Design: CEDRIC MOHR cmohr@dot.ga.gov

Toward zero deaths – DriveSmart videos.

Georgia highway fatalities are down for the seventh consecutive year – from 1,748 in 2005 to 1,199 in 2012. But we can do better. We must do better. *Because even one death is unacceptable.*

Don't become a statistic. Always wear a seat belt and drive distraction-free. Check out our DriveSmart videos. Visit our home page at www.dot.ga.gov and click on the YouTube icon. Or scan this code with your smart phone QR reader.



GDOT gears up for winter.

While last winter was mild, GDOT is prepared for what may be in store this winter. Annual "dry runs" for snow and ice operations have been conducted in Districts across the state. We've made sure that equipment, supplies, maintenance and construction employees and contractors are ready if needed for before-the-storm pre-treatments and after-the-storm snow and ice removal. Safety is our #1 concern. To keep you and your family safe this winter, check road conditions before heading out. Call 5-1-1 or visit www.dot.ga.gov for current interstate and state road conditions. Follow GDOT on Facebook and Twitter for the latest updates to help keep you safe.

CONNECTOR

News for and about Employees of Georgia Department of Transportation



Letters of Praise

Ms. Murphy,
I am an out-of-state consultant who has been trying to prequalify to do work in Georgia. As part of this process, I visited GDOT's "Engineering Consultants" web page. The second bullet under "Helpful Information" is "Out-of-State Consultants." For some reason, I could not get this bullet to open up. In that I was afraid that I might need to know what was behind this bullet, I called the Communications Administrator's office and asked to speak with the Web Master. I was quickly and politely put through to Mr. **Ron Battle**. I told him that I had been unable to open the "Out-of-State Consultant" bullet. He opened the bullet from his side and read me what it said. He also took my email address and sent me a copy of what was behind the bullet.

The bullet said that "if a consultant is not a resident of Georgia, they must present a copy of an 'Authorize to Conduct Business in Georgia' form, from the Georgia Secretary of State in lieu of a business license."

My failure to include this document in my prequalification package to GDOT's Prequalification Coordinator would have meant that my application would have been denied.

I just wanted to write and tell you how helpful Mr. Battle had been and how much I appreciate his **quick and thoughtful** response.

A. Morris

Dear Mr. Mason,
Re: **Safety** Concerns on State Route 133 and Cedric Street – Lee County
THANK YOU doesn't seem enough to say, but I certainly wanted to take the time to say it anyway.

I am in receipt of your letter dated July 2, 2013 in response to concerns I expressed to your office regarding the above intersection. As I write, your crews are on site making this road safer for travel. For them it may be just another "day on the job," but for myself, and I'm sure I speak for others who travel this road daily, their efforts will prove to be life-saving and are greatly appreciated.

Thank you for taking the time to address my concerns promptly.
Best regards,

G. McCrary

*Editor's note: The above was received after **Van Mason**, D4 district traffic engineer, replied to constituent's original communication. Mason's letter said that a study had been performed "... to make sure the location meets or exceeds the minimum required guidelines for stopping sight distance and intersection sight distance" along with any other qualifications to enhance safety for the traveling public, including removing/trimming trees and brush.*

I'm not sure if this was in Calhoun or not, but was in Georgia. I'm from Ohio and we travel I-75 four times a year. This November we noticed the beautiful **wildflowers** (instead of grass) along some of the highway. It is beautiful...Thanks for the scenery.

E. Frick

Editor's note: Wildflower plantings alongside Georgia's state highways are funded through our Wildflower Program, where motorists purchase a specialty wildflower auto tag. Learn more at www.dot.ga.gov/wildflowers.

Recently, due to the construction of the Fall Line Freeway, the well on my property went dry. I contacted **Chris Holmes**, the local area engineer. He, after meeting with me, set things in motion for a resolution to this matter.

I would just like it to be known that not only Mr. Holmes but all of the people I dealt with showed great **concern and compassion** to my problem. Dealing with them was a real pleasure. You have a good group of people here in Washington County.

I just wanted to let someone know.
Sincerely,

O. McKinney

*Editor's note: **Chris Holmes** is Area 1 engineer in District 2*

I just wanted to thank you for the **quick response** to my concern about the trees on Hwy 138 in Walton County that were in danger of falling. I greatly appreciate you getting this taken care of. I came by...and was so happy to see they were no longer there. Thanks again.

L. Davis

Editor's note: Request resolved within five days.

Sherry McDuffie,

I don't know whose plan it was to build around the construction on the Loop and Peter Street interchange before interrupting Loop traffic with construction, but from my perspective, it was a very **good plan**. I visit friends over there, often, and must say that I was a bit concerned that construction would turn that section of loop into a snarl. But, from what I have experienced, and what my friends over there say, the traffic has been unaffected by the construction. My friends are eagerly awaiting completion of the project, as are we all, but not to end some current pain, but rather because they feel that the traffic situation will actually improve from the previous "steady" state when the underpass is complete.

Also, what a great idea to conduct a dig under the main artery! I had seen many underpasses built like this, before, in Vegas, and was happy to see this technique used here.

I'm just letting you know that it looks like a lot of work and planning are paying off. Good job!
Thank for your time,

S. MIKO Mikus

I had a flat today on Hwy 85. A State Farm Hero, Chris, #433, changed my tire for me. He was very polite and refused my tip, saying it was against the rules. I want to commend him for his **work ethic** and honesty.

B. Ehrens

*Editor's Note: The HERO referenced is **Chris Seslar***

We, the people of HWY 36 EAST, MILNER, do sincerely appreciate and want to thank all concerned in the **re-paving** of our road but, MOST... of all, we want all to know that we love how the driveways have been fixed, paved, planned and are wonderful!!! We do so appreciate and praise all the workers, planners, everyone involved in this project.
Thank you.

P. Spoon

I would like to thank the HERO unit and the individual officer for their assistance on Sunday morning, 09/22/2013. I requested assistance so that my unit could reconstruct a fatality accident which occurred over the weekend. Without the assistance of the HERO unit, this would not have been possible. The officer was extremely **professional** and eager to assist with our lane closures. He stood in the road the entire time and used cones, flares, and hand gestures to slow motorists down and keep our officers safe. Please let him know that we are very appreciative for his hard work.

Sgt. Noah Caplan
Roswell Police Department

*Editor's note: HERO referenced is **Marty Shirley** #539.*

I just wanted to say thank you. The HERO unit that assisted my daughter was a **nervous dad's dream**. 9-27-2013 at around 6:30 pm my daughter was stranded on the side of 400 near 285. She is an inexperienced driver and knows very little about car maintenance and had no base of knowledge to even understand the basic questions I was asking her.

Your hero unit was on scene and he solved the car problem (missing oil cap/no oil) and helped my daughter merge back into heavy traffic. He had her follow him to the nearest parts store for a permanent repair.

Thank you for real service and added safety.

B. Maloof (worried dad)

*Editor's note: HERO referenced is **Tony Gordon** #531.*

The driveway to my home leaves Hwy 157 at a 25 degree downward slope from the surface of the highway. Over time, the pavement has broken off in spots and the run-off from the road top has caused huge ruts in my driveway. The driveway has a red clay base. The run-off is now washing the red clay into a spring fed stream that goes under my driveway....About 10 years ago the highway department patched the pavement coming off of the highway. That patch has broken into pieces and been washed away for some time. This is becoming an **environmental** issue as the red clay is affecting the purity of the stream. The Highway Department needs to repair the pavement as it is on the right of way...

Thank you for your assistance. It is much appreciated.

D. Claiborne

Constituency Services response: We forwarded your inquiry/concerns to the Area Office that covers the location you mention. That office performed a field inspection of the site. The Department will perform a "Driveway Maintenance"... placing rock grindings at the end of the driveway...

Final comment: Thank you for your response. Your attention to my problem is very much appreciated.

Please share your letters and emails with CONNECTOR. Email erothman@dot.ga.gov.

Above & Beyond: Commissioner's Commendation for Excellence

By Julette Carter

A right-of-way issue developed in Fannin County in September 2012. A developer had a contract to bring in a retailer, but a survey showed that their \$10,000 sign was located on an obscure section of GDOT right-of-way and would need to be moved. Unless the issue was resolved, the retailer threatened to pull out of the deal – potentially resulting in a loss of new jobs to the community. Bryan Lott was assigned to remedy the situation.

He met with the original surveyors, and sent his survey crew to gather property data on the parcels, the sign and the existing ROW. He researched the history of the plats, and used the new survey data to determine that the area where the sign was located was left over from an old road bed purchased for a 1962 GDOT roadway project. He noted that part of a fast food restaurant and its drive-thru were over the property line and that GDOT had little ROW at this signalized intersection.

After considering various solutions, a property swap was determined to be the best option. This involved a lot of work; Bryan volunteered and took charge. He created the plat to correct errors in the original survey; coordinated with Right-of-Way and other offices to create transfer deeds; and supervised property appraisals and encroachment permits. He even did legal filings for the parking lot on GDOT's ROW.

The property swap was approved and the retailer moved forward with the contract. Lott's responsiveness help cut the process time in half. What could have taken 12 months was done in six.

Michael Haithcock, District Six Assistant District Engineer/Preconstruction Engineer, nominated Lott for the **Commissioner's Commendation for Excellence in Customer Service**. He says: *Bryan solved more problems than he was assigned to handle...and consistently demonstrated excellence in customer service...he was always accessible and responsive, kept management informed...helped subject matter experts by offering unique solutions... and was always courteous...Bryan represented the Department well and maintained a great attitude throughout it all.*

Recognize someone doing something exceptional! The Commissioner's Commendation for Excellence recognizes Georgia DOT employees or teams in either of two categories – Customer Service or Performance. To submit a nomination, contact Customer Service Manager Julie Carter at 404.631.1835 or jucarter@dot.ga.gov.

COMMISSIONER'S COMMENDATION WINNERS

September 2013 Customer Service
HR Operations Team (Charles Lawrence, Pam Long, Kelli Rogers)

September 2013 Performance
Roadway Design Group 1 Team (Olivia Gauntner, Teresa Lannon, Anton Sova)
District 2 Asphalt and Bridge Team/Area 2 Team (See 79 names at mygdot)
Jared Estes, Right of Way Specialist, D7
Malik Al-Kush, Data Manager, Office of Transportation Data
Chad Hendon, Project Manager, Office of Transportation Data

June 2013 Customer Service
Jared Hill, Records Management Supervisor, Procurement General Support
Patricia Johnson, Administrative Ops Coordinator, Office of Audits
Grady Jones, Maintenance Liaison, State Maintenance Office
Bryan Lott, Location Engineer, D6
Joseph "Joe" Mixon, Permit Inspection Engineer, D5
Annette Simelaro, Transportation Counsel, Office of Legal Services
Utilities Team (Mike Bolden, Terry Brigman), Office of Utilities

June 2013 Performance
Corey Anderson, HERO Operator, Traffic Operations
Jonathan Crook, Assistant Survey Party Chief, Washington Survey Crew, D2
Donald Jordan, Assistant Administrator, Information Technology
Wayne Padgett, Construction Project Manager, D6

Jerome T. Pattillo, Traffic Signal Tech, Traffic Operations, D7
Mark Pressley, Transportation Engineering Associate, D3
Rebecca Thigpen, Lead Design Engineer, D5 Design

March 2013 Customer Service
Reginald Brooks, Lab Test Technician 2, Office of Materials & Testing
Bobby Bryant, Traffic Signal Technician, Traffic Operations, D7
Donald Carter, Assistant Area Engineer (Valdosta), D4
Keith Deyton, Right of Way Specialist, D1
Jill Garland, Procurement Officer, D1
Ernest "Lee" Howell, Survey Party Chief, Design Policy & Support

Materials Administration Branch Team (Donna Barkley, Melissa Freeman, Cynthia Jordan, Amy Ramsey, Vickie Stewart, Timothy Wilson), Office of Materials & Testing
Materials Certification Team (Rancie Auger, Margaret Batts, Gloria Coston, Angela Garcia, Shirvantes Revels), Office of Materials & Testing
Alma Mujkanovic, Strategic Planner, Organizational Performance Management
Britt Perry, Legal Services Coordinator, Office of Legal Affairs
Brennan Roney, New Products Evaluation Engineer, Office of Materials & Testing
Routine Maintenance Crew (Jerome Holley, Jimmy Key, Bobbie Wiley), Maintenance, D4
Ray Spires, Traffic Signal Technician Supervisor, D2
John Sungail, Training Specialist, D1
James "Larry" Warren, Testing Management Operation Supervisor, Office of Materials & Testing

December 2012 Customer Service
Betty Cone and **Dawn Townson**, Personnel Representatives, D4
Syrita Edge, Support Assistant, Traffic Operations Permit Unit
Paul Eskew, Smoothness Test Engineer, Construction, D7
Qutais Hannah, Road Surface Profiler, Office of Materials, D7
Mattie Wilson, Administrative Operations Coordinator, D7

Honku – the transportation Haiku

Do you remember Haiku - the traditional Japanese poetry? It consists of 17 syllables in three lines written in a 5-7-5 format. A good haiku is subtle and makes a simple, direct remark, often leading to a larger observation.

So what is Honku? It's a haiku poem about cars and traffic. It comes from the book "Honku: The Zen Antidote to Road Rage" by Aaron Naparstek. Here are a few of our favs from the book.

*Lawyer on cell phone—
tries corporate and freeway
mergers at same time*

*On the bus homeward
cars with single occupants
delay my dinner*

Send us your Honkus. We'll publish a few in the next Connector. Email erothman@dot.ga.gov.

Don't hoard knowledge. Share it!

KnowledgeShare is GDOT's new knowledge management initiative to retain critical institutional knowledge. KnowledgeShare is an opportunity to share your tacit knowledge (the knowledge you get from experience), as well as to increase your knowledge from those who have shared. Interviews with subject matter experts, critical retirees and departing employees are ongoing. If you have knowledge to share (or you know someone who does), contact Rick Smith at 404.507.3401 or rsmith@dot.ga.gov.



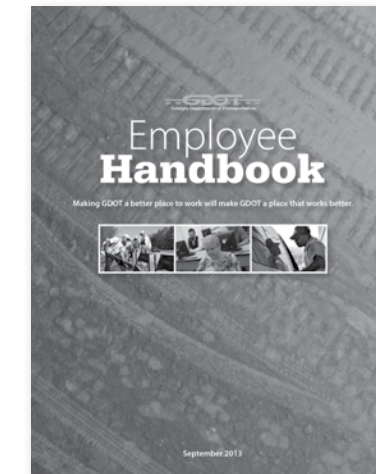
KnowledgeShare
Retaining critical knowledge at Georgia DOT

CONNECTOR

SHORTS

Credit Union scholarship

Lacey Lewis, daughter of GDOT's **Dwane Lewis** (D4 branch supervisor, Office of Materials) received a \$500 college scholarship from Georgia United Credit Union. A total of \$10,000 was awarded through the 2013 Vernon E. Carne Scholarship program to 11 high school seniors, who were selected based on an essay, academic accomplishments, leadership, and school and community activities. Information about the 2014 program will be available in January. Visit www.georgiaunitedcu.org.



New Employee Handbook released.

You should have received your hard copy of the new GDOT Employee Handbook. You can also see it on the OurGDOT page on mygdot.

If wintry weather strikes

In the event of a snow and ice event, there are a number of ways to get the vital information you'll need about work.

■ By phone: call the **GDOT Employee Hotline** 404.631.1762 (toll free 855.631.1762). By 6 am a recorded message will advise of office closings or delayed openings.
■ Through your supervisor: Managers and supervisors are encouraged to provide employees with their phone number and email address and to obtain employees' contact information.

■ Via the internet: visit the external web site www.dot.ga.gov or mygdot.

■ For real-time road conditions: call **5-1-1**. Follow us on Facebook and Twitter for the latest updates.

Advocacy Team: a “voice” for employees From organizer to facilitator, Boyd wears many hats as team’s chairman

By Carla Murphy



Five days a week, Donnie Boyd leads a team of surveyors as the Location Engineer in Georgia DOT’s District 5 Office. For a year now, the GDOT veteran has also served as chairman of the Department’s Employee Advocacy Team – leading a group of 31 other employees committed to boosting morale and encouraging two-way communication with managers and executive leadership.

It is a hat he wears proudly, along with those of organizer, planner, facilitator and perhaps most important – collaborator.

“What we have is a team of people who see themselves as representatives for our co-workers and who want—as our mission statement says—to advocate for employees and make sure their suggestions reach our leadership,” Boyd explains. “A key part of what we do is to serve as a voice and take feedback to those in the best position to give us answers.”

Start of something new.

Launched a year ago by Commissioner Keith Golden, the Advocacy Team expands a similar initiative introduced in District 5, Boyd says, acknowledging that at the team’s first meeting Commissioner Golden committed to allowing the group to form the framework from which it would operate.

“What I appreciate is that he was hands-off and turned the team over to the members and said, ‘you all decide how things will run and how you want to help employees.’”

The team of 16 members and 16 alternates first selected its leadership and developed a mission statement, Boyd says, noting that after a vote of confidence, he stepped into the chairmanship with little hesitation. Nineteen years at Georgia DOT has prepared him to work with the different personalities that would make up the team, he adds. “In my job as district location engineer, I have to work with everyone, so I was okay with taking on this new role.”

Advocacy team goes to work.

What emerged following the group’s first meeting are four committees chaired by Bob McGuire, Judy Shurling, Wes Brock and

Garrett Skelton. A processor committee – formed by Terri Lotti, Davie Biagi, Kelly Gwin and Boyd – reviews each suggestion from boxes in the districts and at the Midtown office, or from emails sent to an online inbox.

“Everyone on the team receives copies of the suggestions; but the committee chairs and their members are responsible for gathering the responses,” he says. The chairman then assigns the questions to a committee to ensure that responsibilities are shared and no one is overworked.

Topics vary, but the most recurring themes are pay raises and questions related to human resources. Others focus on employee recognition and wellness programs (access to fitness centers at colleges or universities). All inquiries are taken seriously, with at least one making its way to the State Transportation Board.

“Cost of living increases are a big deal with employees; and the Commissioner and [former] State Transportation Board Chairman Johnny Floyd have committed to working on that issue,” Boyd, whose term expires this fall, points out. Other suggestions, such as allowing employees to recognize colleagues, are on the team’s to-do list. The team also served as judges for the Our GDOT Challenge.

Boyd, a South Carolina State and Georgia Southern graduate, acknowledges that while challenging, the work the team does is important.

“As managers, sometimes we and leadership think we know what employees want or what they need. But with this process, employees get to tell us what they expect and want, which is the best way.”

2012-2013 Department-wide Employee Advocacy Team

District 1

Teresa Walcott
Kevin York (Alternate)

District 2

Bryan Haines
Judy Shurling (Alternate)

District 3

Lea Ward
Mike Smith (Alternate)

District 4

Tim Warren
Van Mason (Alternate)

District 5

Donnie Boyd (Chair)
Rebecca Thigpen (Alternate)

District 6

Damon Carr
Kerry Bonner (Alternate)

District 7

Timothy Preston
Kimberly Stokes (Alternate)

Administration

Bob Maguire
Sheila Smith (Alternate)

Construction

Shirlynn Evans
Andy Lindsey (Alternate)

Engineering

Terri Lotti
Wes Brock (Alternate)

Field Services

Randy Walker
Gwen Dudley (Alternate)

Finance

Garrett Skelton
Brenda Moss (Alternate)

Intermodal

Lamu Chanthavong
Theresa Kaspereen (Alternate)

Operations

Sonya Isom
Davie Biagi (Alternate)

Performance Management

Alma Mujkanovic
Melany Reynolds (Alternate)

Planning

Kelly Gwin
Henry Green (Alternate)

Bravo 2013 Statewide Award Winners!

By Julette Carter

Wayne Shackelford Leadership



Darlene Parker, Transportation Services Procurement

The Wayne Shackelford Leadership Award—the Department’s highest honor—is presented annually to a single Georgia DOT employee who consistently demonstrates exceptional leadership, commitment to the Department and service to the public. The award recognizes an individual whose actions have a lasting and significant impact on the Department and who provides innovative and long-term solutions.

This year’s recipient is 28-year GDOT veteran Darlene Parker. In less than 10 years, Parker moved from contract negotiator to assistant office head for Transportation Services Procurement. She is a leader and a top negotiator. And, she always gets the job done. Her attitude is “If I don’t fix it, who will?”

Heroism

David Hedeem, Environmental Services

After a shooting outside OGC, from a 16th floor window Hedeem saw a suspect flee toward a nearby church. He hurried downstairs to notify police, who made an arrest in the church’s parking garage. David’s actions prevented further injury or loss of life.

Community Service

Nadine Williams, D1 Human Resources

Whether she’s volunteering in youth football; mentoring and tutoring; helping with drug awareness; or serving as a court-appointed children’s advocate, Williams is passionate about helping kids develop skills and build confidence to achieve academically, athletically, and socially.

Innovator

Comarletia Pierce, Training & Development

A training specialist, Pierce is also a forward-thinking super innovator. For example, her idea to provide certification training classes via distance learning increased efficiency and enabled more course dates, simultaneous classes in multiple locations, and saved the Department \$2,300 to date in lodging alone.

Team

F.I.R.E. Unit, Office of Financial Management: **Ronda Britt, Emma DeLouis, Daniel Foley, Wanda Fuller, Latoysa Lumpkin, Joy Marshall, Grace Nash, Sejal Patel, Erica Redmond, Anjelica Santiago, Tracy Whitner**

When FHWA tasked the team with resolving \$192 million of inactive funds and reducing inactive balances on 500 projects, OFM got to work. They reduced 78% (more than \$149 million) of the inactive balances and resolved 345 out of 500 projects. Their results far exceeded FHWA expectations.

OUR GDOT Focus on Us. Every Employee Counts.

Employees are GDOT’s greatest asset. The goal of the **Our GDOT** initiative is to equip employees with tools to support the growth and change needed for an innovative agency - to enable us to become the GDOT of the future. The initiative aligns with GDOT’s

strategic goal: **Making GDOT a better place to work will make GDOT a place that works better.**

Our GDOT promotes sharing of innovative ideas; participation in health and wellness activities; professional development

including seminars, compensation strategies for critical certifications and fee reimbursement for training courses; community involvement; and the Work-Away program.

Editor’s Note: At press time, Our GDOT Challenge results were announced, with Commissioner Golden awarding a cash prize to the winner in each of four categories - Innovator; Professional of the Year; Volunteerism; and Shape-Up. For more information, click on Our GDOT on the mygdot home page.

Congrats To All!

Retirees

February 1 – October 1, 2013

Ronald Eugene Adams
Kenneth Neil Agnew
Mary Ann Aides
Melisa S. Allen
Brent K. Amos
Stanton Robert Armstrong
Cecilia J. Ashley
Alan R. Atkinson
Gene Michael Bachmann
John W. Ballard
Thomas Ray Bartlett
Brenda H. Batten
Barry L. Baynes
Alvin Jerome Bennett
Donell Biggins
Joel Patrick Bowers
Billy C. Boyd
Thomas Perry Brantley
Terry Lee Brigman
Garry Brown
James Lorenzo Brown
Kim R. Brown
Lynn H. Brown
Stanley J. Brown
Thaddius Leroy Buggs
Gene E. Burden
Rebecca Ann Cabe
James William Callaway
Kimela S. Cameron
William A. Cantrell Jr.
Kelvin James Carter
Lola Ree Cates
Anthony Wayne Childers
Terry D. Clark
Daniel Bryan Coffee
George Slade Cole
Anthony Joseph Collins
Jerry F. Colston
Hugh D. Colton
Ronald E. Conaway
Carolyn Anne Coogler
Angela S. Cooper
Rickey H. Cooper
Robert Owen Cox
Jonathan T. Craig
George M. Cribb
Mark A. Croom
Bobby Crosby
Edison Crosby
Richard L. Crowley
Donna Cunningham
Willie F. Daniels
Richard Winston Daugharty
Rick W. Deaver
Harrell R. Dupree
Carolyn K. Echols
Donald Keith Edge
Jose Andres Elicier
Michael C. England
Larry M. Evans
Gaynelle B. Ferrell
Patricia Anne Flowers
Ethel M. Frye
Martha Frazier Fuller
Bob Willie Fulton
Steven Lamar Gafford
Daniel Hesler Gentry
James David Gift
Tommie Lee Gilbert
Sanders L. Gipson
Gale H. Graham
Van L. Green
William Brian Griffith
Ronald A. Grimes

Bobbie Gunder
Jean B. Hall
Jerome Hannor
Laster Harper
James D. Harrell
Lee Vone Harris
Dwayne E. Haynes
Willie C. Haynes
Lionel Herrera
Thomas D. Hester
Freddie B. Hicks
Fred Hill
Stanley Hill
Winston Lee Hill
Dexter Hobgood
David Edward Hoge
Barbara Gayle Holmes
Sherry D. Holt
Dorothy Elaine Hood
Gregory A. Hood
Herbert Hood
Michael A. Horton
Thomas Keith Hughes
Walter L. Huguley
Donald G. Jackson
Marion Gee Jackson
Darlene H. Johns
Anthony A. Jones
Henry Grady Jones
Elton Kendrick
Henry King Jr.
John F. Kirkpatrick
Robert S. Knight
Mark Steven Lawing
Aida N. Lazu
Frank Leach III
Leon Lester
Matthew Little
Carlton S. Maddox
Glenda Todd Maner
Brenda Jean Mason
Melissa Ann Massey
George Shannon McGahee
John E. McKenzie
James E. McNeely III
Danny E. Mealer
Alfred Brown Mitchell Jr.
Ulysses Angelo Mitchell
Earnest Moore Jr.
Kirk Peter Morosky
Clifford Jerry Moseley
Deryl Len Moses
Dewey P. Mowatt
Tammi S. Mullen
James L. Neal
Marvin L. Nicholson
H.L. Nix
Padgett F. Odum
Connie S. Ogle
Charles Edward Paramore
William Rollin Perry
Stanley B. Peteet
Darryl Kevin Peterson
Sherry J. Phillips
Wayne Gordon Pittman
James Vincent Pledger
Steve T. Presley
Miriam Bagwell Puckett
Dillard Parke Quillian
Danny C. Quinn
Ben W. Rapiillard
Bobby Gene Renfroe
Moses L. Ricks
Rawling Roberson
Clyde Wayne Robinson
Larry C. Rodgers
Billy Norwood Rogers

Terry M. Rogers
Arthur James Rouse
Bob Wesley Sabb
Ahmed K. Salahuddin
Patrick R. Sanders
Charles Marvin Sanford
Janice S. Scott
Donnie L. Seay
Havard Seldon Jr.
Gregory R. Seritt
John D. Shealey
Lernard Sheppard
James P. Shiver
Terry Gene Shubert
Willie L. Simmons
L.C. Slaughter
Albert L. Smith
Anthony O. Smith
Charles R. Smith
Larry C. Smith
Mary Dell Smith
Audry J. Spangler
Steven L. Spears
Edwin Spell
Patrick Spellman
Ronald E. Sprayberry
Jerry Wayne Stinson
Lawrence H. Stokes
David G. Stuckey
Bobby Lee Sutton
Mildred Angelin Swanger
Edward Eugene Temple
Kenneth A. Thompson Jr.
Kenneth E. Thompson
James Everett Tolson
Willie Joe Trice
Pamela G. Vadnais
Nathaniel B. Veal
Jonathan B. Walker
Albert Derwood Walton
Victor Porter Weaver
Ben Anthony White
Walter James White
John H. Williams
Michael A. Williamson
Willie J. Willis
George L. Womble Jr.
Beauford L. Wright
Edward P. Wright Sr.
Sandra A. Wright
Mark Evan Yarbrough
Thomas K.W. Yung

Service Anniversaries

February 1 – October 1, 2013

35 YEARS
Leroy Campbell
Frances M. Castle

30 YEARS
Tony A. Abbott
James D. Cogburn
William Mark Coleman
Marvin Wayne Duggan
Riley F. Jinks
Catherine McCollum
Michael J. Mealer
Grace M. Nash
Ronald Pierce
Paul A. Poindexter
Rosa Mae Roberts
Richard Wilson Shaw
Joe W. Sheffield
George A. Trice

25 YEARS

Karl Victor Anderson
Jerri A. Arp
Dan Raymond Auge
Jeffrey A. Baker
Cynthia B. Bennett
Charles A. Berry
Glenn S. Bowman
Ronald A. Brantley
Timothy Dale Brantley
Lorenzo Thomas Brown
Lori Garcia Brown
Robin J. Brown
Terri H. Buie
Anthony Ross Bussell
Derrick Deon Cameron
Lonzie Coney
Eddie L. Cooper
Michael Dennis Dover
Phillip Maurice Duckett
Denise J. Dunagan
David W. Evans
Edward Cecil Felts Jr.
Dana Patrick Garrison
Michael Clyde Gordon
Lamar J. Grizzle
Kirby Dewayne Hall
Melissa Jane Harper
Kathy P. Haygood
Jason Alan Hendley
Ernest W. Highfield Jr.
Donald L. Hulin
David Earl Johnson II
Melvin E. Johnson
Thomas R. Johnson
Steven C. Jones
Willie Curtis Jordan
Steven King
Robert Louis Lee Jr.
Willie T. Legrand Jr.
Andrew Wayne Lindsey
Harry Lockett III
Jonathan K. Lovett
Stephen Mango
Cynthia D. Mapp-Huger
William Garvin Marsh
Harvey L. Mathis
Thaddeus Edward McDowell
Danny Lee Melson
Charles Eugene Miller
Thomas Stephen Mims
Timothy Eugene Morgan
Michael D. Nash
Christopher S. Needham
Gerald B. Nicholson
Bonnie S. Nobles
Stevens Greer North
Kenneth Edwin Padgett
Eugene Phillips
Mark Lee Philpott
Lecel F. Pinkston
Harvey G. Poole
Thomas M. Reagin
Matthew Rufus Ridley
Bruce Mcdaniel Savage
Michael Edwin Seabolt
Lisa R. Seckinger
Angela Ruth Singleton
Jeremiah Smith
Michael Anthony Smith
Orman Herbert Spradley
Jerry Lynn Taylor
George Robert Tharpe
Hubert L. Thompson
Judson Thompson
Sonja L. Thompson
Vinton Artis Thompson

James Craig Tucker
Rodney Turner
James E. Tuten Jr.
Reggie Matthew Varnadore
Louie A. Varner
Tony Curtis Voyles
Terry Alan Warren
Elmira Rochelle Washington
Karen B. Waters
Bobby Gene West
Joe Madison Withrow
Kenneth D. Withrow II
Bruce C. Wolford
Dan E. Woods
Donald Lee Worley

20 YEARS

Ronald C. Abner
Nasim Ahmed
Anthony D. Allison
Angela W. Ambrose
Delorise D. Anderson
James Elton Aspinwall
Edward Autry Jr.
Bryan J. Baker
William H. Baxter
James Stanley Beedles
Clayton B.G. Bennett
Joanna D. Blount
Eric W. Boone
Shirley Gaynell Bowman
Robbie Braswell
Ronda Jean Britt
Clarence E. Brown Jr.
Patricia Ann Brown
Rita Faye Brown
Walter L. Burton
Sean C. Bush
Rodney Byrd
Diane W. Calhoun
Jack Carver
Alfred Lee Casteel
James A. Chadwick II
Scott J. Chambers
Donna Lyn Clements
Richard Allen Cobb
John Jeffery Collins
Kraig A. Collins
Jerry Dale Copeland Sr.
Charles R. Coston
Amelia L. Craig
Jesse H. Cranford
Anthony Wayne Cravey
Cleveland Cummings Jr.
John C. Daniels
Shane K. Davis
Christopher Thomas Dills
Richard A. Douds
Larry S. Dover
Willie T. Duhart
Gerald L. Ford
J.W. Foreman
Jeffrey D. Franklin
Michael D. Garner
Scott E. Gibson
Kevin T. Gunn
Carla A. Ham
Christopher Barton Hammock
William Bradley Harmon
Sadi I. Hasona
Jeffrey A. Hill
Pamela D. Hooks
Carl Horne
Henry Wesley Houck
Kenneth M. Howard
David M. Jared
Darrell R. Johnson

Congrats To All! *continued*

Emanuel Jones
 Greg L. Jones
 Paul Kaspereen
 Solomon Richard Kerr
 Keith A. Kirkland Jr.
 Davey D. Landers
 Stephen Jackson Lively
 James Russell Lovett
 Cherie Lee Marsh
 Danny Joe Marshall
 Tonya W. Marshall
 Betty C. Mason
 Marc A. Mastronardi
 Ronald S. Matthews
 Michael B. McManus
 Sheldon Terrence Minor
 Jason F. Moore
 William P. Myers
 James A. Narmore III
 Sebastian O. Nesbitt
 Charles Augustus Nobles
 Robert Monroe O'Daniels
 Gregory D. O'Neal
 Robert Edward O'Rourke
 Tommy W. Padgett
 Reginald A. Paschall
 James Mitchell Patrick
 Bennett Troy Patterson
 William Bryon Patterson
 Kenneth M. Phillips
 Kenneth J. Powell
 Michael W. Presley
 William Bryon Reed
 Monica F. Roberson-Flournoy
 J. W. Robinson
 Scott Robinson
 Michael B. Rodgers
 Larry D. Ryan
 Don Ray Scott
 Kevin Allen Sharpe
 Ann Marie Shippee
 Cathy A. Slaughter
 Daniel P. Smith
 Nancy F. Smith
 David F. Sparks
 Amy Joann Spivey
 Brenda R. Spraggins
 Eddie M. Stephens
 Kimberly Dawn Swearingen
 Vinson Thomas Tanner
 Calvin Jock Taylor
 Robert Allan Taylor
 Brian Christopher Teasley
 Michael David Thomas
 Warren S. Thompson
 Troy Allen Tucker
 Derek Jerome Wade
 Benny Walden Jr.
 Alexander Walker
 Jeff W. Weathers
 Kimberly H. Weaver
 Michael Louis Wilbanks
 Daniel Scott Willard
 Eric V. Wood
 Randy Eugene Woodall
 Jeffery Roosevelt Young

15 YEARS

Sammie T. Anthony
 Mohamed M. Arafa
 Clarence Atwater
 Barry Lee Ballard
 Tyna M. Batten
 Ronald C. Battle Jr.
 Nicholas B. Beckham
 Freida J. Black

Marty E. Bozeman
 Ambrozine Persephone
 Santiago Brathwaite
 Ernest L. Brown
 Jason M. Brown
 Joshua L. Bryan
 William Burrell
 Bryan D. Carr
 Samuel L. Clark
 William B. Cleveland
 Oscar M. Collum
 Anthony S. Cook
 Michael G. Cooper
 Viveca N. Cooper
 Rebecca J. Crane
 Robert L. Curtis
 Leroy Daggett
 Basil Dahman
 Charlie L. Davis
 James W. Dunham
 Anthony P. Eadie
 William Lewis Edwards
 Carey Byron Ellerbee
 Kelly M. Engel
 Kenneth N. Everett
 Kenneth C. Faulk
 Keenan O. Ford
 David E. Forrester
 Steven K. Gaston
 R.L. Gilbert
 Larry G. Greene
 Mary S. Greenway
 Brandon S. Griffin
 John Mark Guy
 Timmy Guyton
 Benjamin Kelly Hairston
 Edd C. Hancock
 John D. Hancock
 Michael R. Harris
 Michael Wayne Hathaway
 Aisha N. Hazuri
 Bobby D. Henry
 Larry Hilton
 Makeba Yvette Holland
 Charles H. Holmes
 Carmalita D. Howard
 Eric T. Howard
 Timothy L. Hudson
 James Edward Hunter
 Bonita Jo Jackson
 James Earl Jackson
 Gail Lee Johnson
 Sheldon Johnson
 Abdallah J. Jubran
 David Anthony Keadle
 Jimmy L. Key
 Shane M. Kidd
 Martin G. Lauke
 Darnel L. Lawrence
 Regina Ann Lee
 Cheryl S. Legall-Moore
 Guohua Lian
 Chris Dean Lindsey
 James Lamar Lindsey
 Milton Lamont Little
 Latoysa Jimika Lumpkin
 William E. Martin Jr.
 William Robert Martin Sr.
 Gerald E. McDaniel
 George T. McDonald
 John Thomas McQueen
 Alice M. Mike
 Johnnie Miller
 Jeffrey F. Moody
 Quinton Moody
 Reginald T. Murph
 Derrick D. Murray

Korey K. Murray
 Russell H. Nelson III
 Kimberly Wells Nesbitt
 Winifred Oliver-Hatcher
 Mark Anthony Parrish
 Eric Mcshawn Paschal
 Teague C. Paulk-Buchanan
 Russell G. Pearson
 Christopher A. Perry
 James M. Phillips
 Christopher Drew Pittman
 Joseph V. Quinn Jr.
 Viol Miller Reeves
 Ron Reid
 Kent D. Render
 Teresa C. Renfro
 Honkeithviles Respress
 Gregory E. Reule
 Jill Elizabeth Reule
 Ivan Dario Rodriguez
 Robert D. Rogers
 Anthony L. Ruff
 Tracy Tyron Rush
 Donna S. Scott
 Kenneth Ray Scott
 Carol T. Sexton
 Heath Alan Smith
 Marvin Dwain Smith Jr.
 Velvet H. Sorrow
 Charles R. Sowell Jr.
 John D. Stallings
 Keith Rogers Stewart
 Charles Hugh Stringfellow Jr.
 James D. Sullivan
 Jerry H. Thomason
 Angelia L. Thompson
 Lori Ann Thornton
 Lisha D. Townson
 Deborah Louise Truitt
 Doy Tucker
 Gregory R. Underwood
 Bryon M. Upshaw
 Rebecca M.E. Warsky
 Rosa M. Washington
 Clifford C. Webb
 Mark Eric Webb
 Albert S. Welch Jr.
 James L. Wilkes
 Arfancia Williams
 Charles Henry Williams
 Doris Celina Williams
 James G. Wilson
 Hugh B. Wingate
 Tracy Caprice Winsky
 Sherry Lee Woodall
 Dexter Lee Worley Jr.
 Keith W. York

10 YEARS

Terry M. Aiken
 George Allen III
 Joey C. Anderson
 Leonard Bailey
 Charles Joel Bakunas
 Shane Neal Barfield
 Danny K. Barrett
 Loren Frost Bartlett
 Jason H. Bearden
 David A. Bennett
 Steven Bernard Benning
 Davie S. Biagi
 Quentin Eugene Blue
 Theron Durwood Bond
 Steve T. Bragg
 John M. Brooks
 Charles Trevor Brown

Jose I. Builes
 Jimmy Wayne Bullard
 Toshiro K. Butler
 Cody Keith Cain
 Terry Keith Callahan
 Zentrell Antonio Carter
 Tracey L. Cater
 George Louis Christensen
 Tony Lewis Clark
 Johnny Sevodis Clemons
 Joshua M. Cofer
 David Alan Coleman
 Susie K. Collins
 Larry Coney
 Steven G. Connel I
 John D. Cranford
 Donna L. Cravey
 Rafeal S. Cunningham
 Charlie L. Davis Jr.
 Cheryl D. Davis
 Darryl Lamar Davis
 Lleo S. Deal
 Kumar Hebbale Doddaiah
 Robert Malcolm Duncan Jr.
 Dylan L. Eagleton
 Thomas E. Eaton
 John Ray Ellis
 Robert G. Ellison
 Timothy Evans
 William O. Evans
 Arthur Junior Faulkner
 Nicholas Fields
 Daniel R. Foley
 Vayden O'Neil Gardner
 Glenis Gay
 Brian K. Gilbert
 Shane Chad Giles
 Troy Dale Goff
 Donald Eugene Green
 Henry Green
 Ronald Ryan Greeson
 Dale R. Hamby
 Corey Lerom Hardy
 Roy D. Harper
 Gilbert Harris
 Joel Eric Harris
 Henry L. Harvey Jr.
 Harold Delinsey Hawk
 Pamela M. Henry
 Debra Ann Hill
 William Mark Hill
 C. Andrew Hoenig
 Roosevelt T. Houston
 Michael Hurt
 Bruce Jackson
 Tony James
 Noelia A. Jaramillo
 Phillip Timothy Johnson
 Ronald B. Johnson
 Sidney Cook Johnson
 Chresa Tyrell Jones
 Michael Jones
 Milton Jordan
 Jan Renita Kemp
 Danny Vernon Kersey
 John K. Kinyua
 Raymond James Kutzner
 Nicole S. Law
 Rose M. Lawrence
 Christopher Leggett
 Bobby Lewis Jr.
 Stephen E. Lillie
 Twillie S. Lovett
 Bobby Lynn
 Kathryn J. Lytle
 Frederick Bernard Majors
 Ryan Joshua Mallard

Falencia LaBrandis Martin
 John Herman Martin III
 Daniel Joe McClure
 Jammal Dewann McCraney
 Lillie Belle McCrary
 April Meeker
 Michael Douglas Mellard
 Frederick R. Merritt III
 Tommy Mills
 Greg A. Mobley
 Jason W. Mobley
 Kevin Wynton Moore
 Shawn W. Morris
 Brent A. Moseley
 Jay Bradley Napoletano
 Rhonda Fennell Niles
 Raymond A. Nordan
 Randall Felton Norman Jr.
 Terry A. Norman Jr.
 Oladimeji A. Onabanjo
 Georgianna Michelle Pate
 Samuel R. Pearson
 Amber Leigh Phillips
 Jamie F. Pilkenton
 Clayton Floyd Pollard
 Lewis Andrew Pollard
 Fredricka Ann Preston
 Joshua L. Pulliam
 Richard B. Reed
 Jerone Rigdon
 Cody L. Roberts
 Merishia Robinson
 Tiffany R. Robinson
 Erik A. Rohde
 Daniel Clayton Sanders
 Shirley Sue Sanders
 Leland W. Sands Jr.
 Dustin B. Sayne
 Leon Scott
 Gina Tanner Sheppard
 Luisito Narciso Simbillo
 Dwonna D. Smith
 Nathan T. Smith
 Tiona C. Staples
 Lee M. Stevenson
 James K. Stone
 Tommy Lee Swain
 Sonya A. Sykes
 Jennifer Rice Tait
 Bennie James Taylor
 Steven Trent Taylor
 Hershel Thompson Jr.
 Jerrell Thompson
 Tony Eugene Thornton
 Jesse H. Thurmond
 Sheila N. Todd
 Barry Glenn Tyson
 Ronald Steve Waddell
 Teresa Ann Walcott
 William Grant Waldrop
 Ronald L. Wallin
 Paul D. Walthour
 Charlie Welmaker III
 Kelvin Brian Wilcox
 Tiffany Elaine Wiley
 Donald L. Wilkerson
 Robert Lee Wolf
 Steven G. Womack
 Benjamin H. Wood
 Daniel Woods
 Dusty Terrell Woody
 Antonyo Latron Wyche



Photo: CEDRIC MOHR cmohr@dot.ga.gov

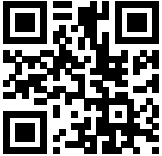
Keeping traffic moving from the open highway to the deep blue sea.

Partnering with the U.S. Army Corps of Engineers to maintain our waterways and ports for a better Georgia.

We support more than our state's roadways. Through the Georgia DOT Waterways Program, we help maintain the navigability of the Atlantic Intracoastal Waterway. And we sponsor the bustling deepwater ports in Savannah and Brunswick, providing necessary easements and rights-of-way. Learn more about our transportation partnerships at www.dot.ga.gov. Georgia DOT. Working to keep Georgia moving.



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