

MILEPOST

An aerial photograph of Atlanta, Georgia, showing a dense urban landscape with numerous skyscrapers and a complex highway interchange with multiple overpasses. The scene is captured from a high angle, looking down on the city and the road. The sky is a clear blue with some light clouds. The overall tone is professional and modern.

GEORGIA

WINTER 2019

THE ROAD TO SUPER BOWL LIII

GDOT SUPPORTS GEORGIA'S
EFFORTS TO END
HUMAN TRAFFICKING

TIA SUCCESS EXPANDS
TO FOURTH REGION

GDOT
Georgia Department
of Transportation

SAFETY

Invest in safety for Georgians and Georgia DOT employees.
Tracks fatalities on Georgia's roads.

NUMBER OF ROADWAY FATALITIES STATEWIDE (QUARTERLY)

TARGET	CYTD	Q1 JAN-MAR	Q2 APR-JUN	Q3 JUL-SEP	Q4 OCT-DEC
Reduction of 41 per calendar year as compared to the previous calendar year	2018 YTD	339	718	1100	1484
	2017 YTD	378	763	1173	1549
	DIFFERENCE (YTD)	-39	-45	-73	-65

█ Increase in Fatalities █ Decrease in Fatalities █ No Change

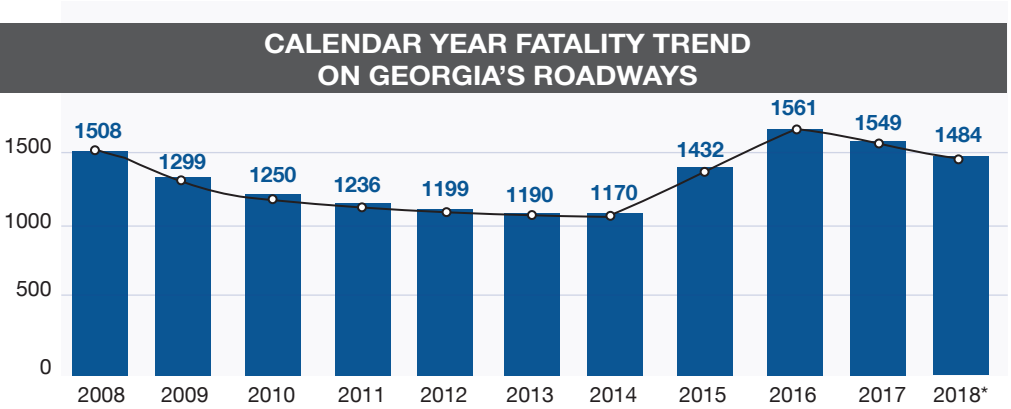
CYTD means “calendar year to date.” This is a rolling, cumulative sum. Thus, the fatality number displayed for Q2 includes the number of fatalities that occurred in Q1 and the number of fatalities that occurred in Q2, and so on. Data valid as of 1/15/19.

NUMBER OF WORK ZONE FATALITIES

Work zone fatalities include the traveling public and GDOT workers, and are included in total number of statewide fatalities.

TARGET	CALENDAR YEAR	Q1 JAN-MAR	Q2 APR-JUN	Q3 JUL-SEP	Q4 OCT-DEC	TOTAL
0	2018	3	5	4	<i>Data Pending</i>	

NOTE: Work Zone Fatalities are standalone numbers, not cumulative. Data valid as of 11/29/18 pending processing of fatality reports.



*Data as of 1/15/19

TOWARD ACHIEVING RESULTS

- Georgia DOT makes ongoing infrastructure investments to enhance safety. These include use of data and analytics to identify systemic safety projects such as improved pavement markings, cable barrier installations and rumble strips. Non-systemic projects in targeted locations include reduced conflict U-turn intersections (R-Cuts) and roundabouts. Road safety audits are also conducted.
- In 2018, over \$100 million was obligated to the Highway Safety Improvement Program (HSIP) for infrastructure safety projects, including \$7.8 million in off-system safety.
- Georgia DOT has several marketing safety campaigns including:
 - Drive Alert Arrive Alive, which educates drivers about how changes in their driving behavior can reduce preventable crashes and save lives.
 - See & Be Seen addresses pedestrian fatalities.
 - National Work Zone Awareness Week is observed each spring to call public attention to the dangers in roadway work zones.
 - Safety On My Mind, GDOT's employee-focused initiative, inspires a safety-first culture among staff.
- Georgia's Hands-Free cell phone driving law went into effect July 1, 2018. It is likely a contributing factor towards the decrease in fatalities from 2017 to 2018.

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Visit GDOT's Performance Management Dashboard at www.dot.ga.gov/Performance.
Content subject to change based on new information.



MILEPOSTS

FY 2019 PERFORMANCE MEASURES

— FIRST QUARTER —

SETTING GOALS

At Georgia DOT, we align and measure our performance with our goals and objectives. Each goal relates to and supports the state's strategic priorities.

DATA DRIVES PERFORMANCE

Performance management enables us to accomplish our mission of providing a safe and well-maintained transportation system for the people of Georgia. Harnessing and measuring data enables Georgia DOT to make decisions, adjustments and improvements that lead to fulfilling this mission.

PERFORMANCE MEASURES

Georgia DOT's many performance measures - known as MilePosts - help us understand how we are doing and where we need to improve. They cover hundreds of key measures from average highway speeds to pavement conditions, the condition of our bridges to average Highway Emergency Response Operator (HERO) response time, the number of fatalities on our roads to percentage of projects completed on time and on budget.

MISSION AND GOALS

Georgia DOT's mission is to deliver a transportation system focused on innovation, safety, sustainability and mobility. This mission translates into five strategic goals relating to: safety, system preservation, project delivery, mobility and employees.

FIVE STRATEGIC GOALS

- Recruit, train and retain a quality workforce
- Invest in safety for Georgians and Georgia DOT employees
- Efficiently take care of what we have
- Deliver projects on time and on budget
- Invest to improve reliability, congestion and connectivity

Each quarter, we share a few of these performance measures to demonstrate how we're measuring up.

PAVEMENT AND BRIDGE CONDITION

System preservation: Efficiently take care of current transportation facilities. Tracks roadway pavement and bridge conditions.

Comprehensive pavement condition: Tracks pavement conditions on surveyed routes and is based on route prioritization. Scores are on a 0-100 scale, with 100 being the best.

Scores: GOOD > 85, FAIR 70-85, POOR < 70

ROUTE	CENTERLINE MILES	TARGET	2016	2017/2018
CRITICAL Interstates, National and State Freight Corridors, Federal Strategic Highway Network	3,730	85	84	84
HIGH National Highway System, U.S. Routes, Governor's Road Improvement Program (GRIP) Corridors	4,400	85	79	79
MEDIUM Georgia Emergency Management Agency (GEMA) Routes	4,740	82	78	80
LOW All other uncategorized routes - low connectivity, less than four lanes, low regional significance	5,060	79	80	80
TOTAL	17,930			

Bridge Condition: Tracks bridge conditions based on National Bridge Inspection Standards for deck, superstructure, and substructure. On-system consists of bridge structures that carry Interstate, U.S. numbered, and state routes. Off-system consists of locally owned structures.

ON-SYSTEM (STATE-OWNED)				OFF-SYSTEM (LOCAL GOV'T-OWNED)			
FY 2018	45%	54%	1%	FY 2018	48%	49%	3%
FY 2017	47%	51%	1%	FY 2017	48%	48%	4%
FY 2016	51%	48%	1%	FY 2016	51%	48%	1%
FY 2015	47%	52%	1%	FY 2015	62%	34%	4%
TARGETS: Good ≥ 60% Fair - <i>under study</i> Poor ≤ 10% <i>Data valid as of 12/05/2018</i>							

Total Number of Bridges

ON-SYSTEM (STATE-OWNED)				OFF-SYSTEM (LOCAL GOVT-OWNED)			
FY 2018	<div><div>2,745</div><div>3,366</div><div>40</div></div>			FY 2018	<div><div>3,467</div><div>4,737</div><div>334</div></div>		
TOTAL: 6,151				TOTAL: 8,538			
<div><div></div> Good<div></div> Fair<div></div> Poor</div> <div>Data valid as of 11/01/2018</div>							

Annual time frame based on date of initial inspection.

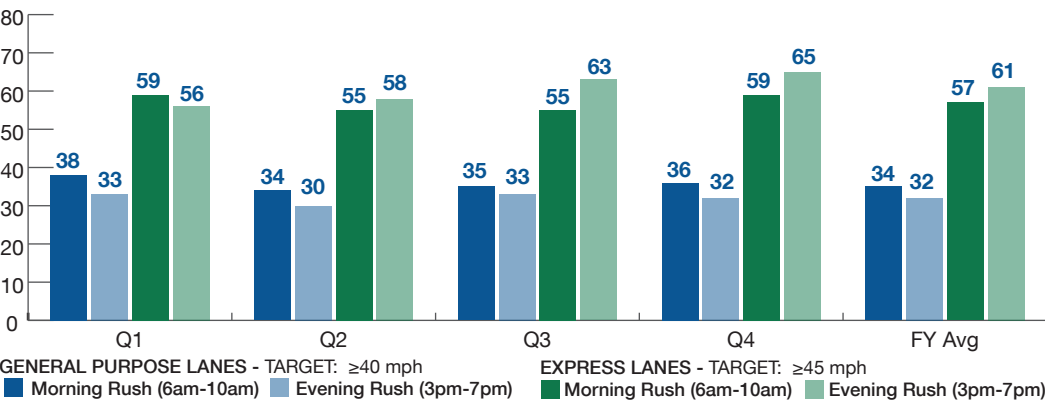
TOWARD ACHIEVING RESULTS

- As a result of the Transportation Funding Act, Georgia DOT now has funding to focus on deferred routine maintenance activities including pavement preservation and bridge rehabilitation or replacement. Compared to FY 2015, funding for roadway resurfacing nearly quadrupled in FY 2016 with similar funding in FY 2017 and FY 2018. This provides Georgia DOT with the ability to restore a 15-year pavement resurfacing cycle in contrast to the previous 50-year cycle. Additionally, funding for bridge repairs and replacements nearly doubled in FY 2016 and FY 2017 providing the opportunity to repair or replace both on-system and off-system bridges.
- The FY 2018 GDOT investment in routine maintenance is \$447 million; capital maintenance is \$400 million; and repairing and replacing bridges is \$301 million. This is more than double the investment before the TFA.

SYSTEM RELIABILITY

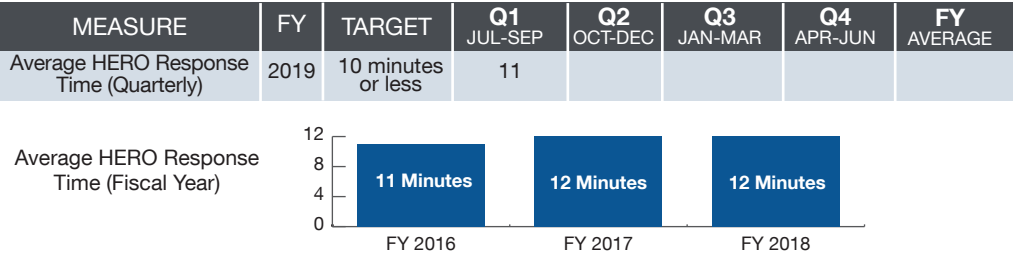
Invest to improve reliability, congestion and connectivity. Traffic congestion causes delays, increases fuel consumption, and hinders motorists' ability to accurately estimate travel time. These measures track average speeds across the most congested freeways in metro Atlanta. By focusing on these key roadways, GDOT can identify and address the biggest congestion challenges. The goal is to reduce congestion so that a 30 minute trip during non-peak travel hours would take no more than 40 minutes during peak rush hours. That means an average speed of 55 mph during non-peak hours would be reduced to no less than 40 mph during peak rush hours.

Metro Atlanta (FY 2018)



Highway Emergency Response Operators (HERO)

A roadway incident can delay traffic and present a hazard to travelers. Clearing a blocked lane one minute sooner could save travelers 4 to 6 minutes of delay. This measure tracks the time it takes a HERO unit to reach an incident site from time of notification and dispatch.



MEASURE	FY	TARGET	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN	FY AVERAGE
Number of Motorist Assists (Quarterly)	2019	NA	24,460				
Average Incident Clearance Time: Automobiles	2019	15 minutes or less	15				

Data is valid as of 11/01/2018

Coordinated Highway Assistance & Maintenance Program (CHAMP)

MEASURE	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN	FY AVERAGE
Number of Assists (Quarterly)	2019	13,780				

Data is valid as of 11/01/2018 **NOTE:** This metric was first tracked beginning in Q4 - FY 2018

TOWARD ACHIEVING RESULTS

- Georgia DOT's Major Mobility Investment Program (MMIP) is an initial list of 11 large-scale transportation projects that will improve mobility, and increase travel capacity, reliability and safety, help move freight more efficiently and provide economic benefits across Georgia.
- Georgia Express Lanes (GEL) provide a mobility choice for drivers to pay a toll to bypass congestion and offer a clear path for transit operators. The result is more reliable and predictable trip times.
- Incident management that facilitates efficient, safe and fast roadway clearance reduces the impact of crashes on motorists. In metro Atlanta, a primary mission of the HERO program is to clear disabled vehicles from the roadway to restore normal traffic flow. CHAMP performs a similar service in the balance of the state.

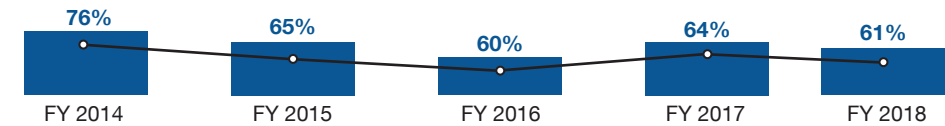
FUNDING & DELIVERY

Deliver projects on time and on budget. Tracks percentage of projects delivered on schedule and on budget.

Percentage of Projects Delivered on Schedule

Each construction contract executed to build a project includes an agreed upon completion timeframe between GDOT and the contractor. Sometimes there are necessary contract extensions. This measure tracks how well GDOT is constructing projects within the agreed upon (original) contract time.

TARGET	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN
80% or greater	2019	59% = 16 (on schedule) of 27 (total projects)			

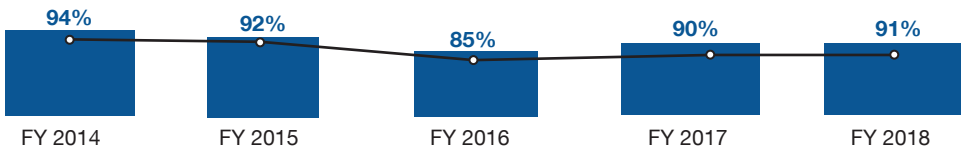


Data is valid as of 12/6/2018

Percentage of Projects Completed on Budget

Each contract executed to build a project includes an agreed upon dollar amount between GDOT and the contractor. Sometimes projects are completed over or under the award amount. This measure tracks how well GDOT is constructing projects within the agreed upon award amount.

TARGET	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN
90% or greater	2019	89% = 42 (on budget) of 47 (total contracts)			



Data is valid as of 12/6/2018

TOWARD ACHIEVING RESULTS

- Georgia DOT's State Utilities Office ensures that Utility Adjustment Schedules are included in the advertisement for contractor consideration when bidding on projects.
- The project close-out procedure has been updated to allow for corrective work to be completed within the contract time.
- Georgia DOT works proactively with contractors to resolve issues as quickly as possible.
- These practices along with other initiatives have contributed to a significant reduction in utility delays on construction projects.



DOING OUR PART

I am proud of the part that GDOT has played in partnership with the city of Atlanta and many other agencies as we prepare to host Super Bowl LIII in February. The influx of hundreds of thousands of people over the 10-day period leading up to the big game will provide immediate economic impact, while the worldwide publicity will benefit the metro area and the state for years to come.

GDOT's priorities for the Super Bowl are to manage the increased traffic and plan for potential inclement winter weather; and we're ready for both.

While GDOT is normally focused on managing traffic, we are also working with state agencies to do our part to raise awareness about the battle to combat the often unspoken but devastating problem of human trafficking, which occurs every day of the year. Much of it flows through the nation's transportation system.

That's why GDOT supports efforts by the Georgia Attorney General's Office, law enforcement and other organizations to raise the flag to focus attention on this vital issue. You can read about GDOT's contributions to help end human trafficking on page 10.

This edition of Milepost highlights a host of award-winning projects. Among the accolades is the Northwest Corridor (NWC) Express Lanes being named the No. 1 road for 2018 by Roads & Bridges Magazine. That's quite a distinction for lanes that only opened a few months ago. We are seeing impressive results for the NWC; in addition to the significant time savings that motorists can realize when using a Peach Pass to travel in the express lanes, travel times in the general purpose lanes for the morning commute have been cut in half compared with a year ago.

In early December, I attended the 31st Biennial Institute for Georgia Legislators hosted by the University of Georgia's Carl Vinson Institute of Government. The Biennial provides new legislators with a primer on state government, legislation and the legislative process.

There I participated in a Transportation and Transit Update where I was very proud to speak about the great things that GDOT is doing with road and bridge maintenance; the Transportation Investment Act (TIA) program and the new fourth region (see page 12); our bridge programs for state- and locally-owned bridges; and how we're planning and building for the future with the Major Mobility Investment Program (MMIP).

I spoke about how we at GDOT work together to create an atmosphere of innovation and collaboration, which drives a culture of continuous growth. Plus how far we've come and how much we still need to do for Georgia's transportation needs now and into the future.

All of us at GDOT and the members of the State Transportation Board are deeply appreciative of Gov. Nathan Deal for his leadership these last eight years. Much of what GDOT has accomplished and planned would be impossible without his dedicated focus on transportation. Gov. Deal leaves an indelible signature on the state of transportation in Georgia.

The State Transportation Board and I look forward to working with Gov. Brian Kemp and state lawmakers on continuing to enhance the quality of life for all Georgians as we contribute to the economic expansion of the state through transportation.

A handwritten signature in blue ink that reads "Russell R. McMurry". The signature is fluid and cursive, with the first name "Russell" and last name "McMurry" clearly legible.

RUSSELL R. MCMURRY

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Mike Dover, P.E.
Deputy Commissioner
Meg Pirkle, P.E.
Chief Engineer
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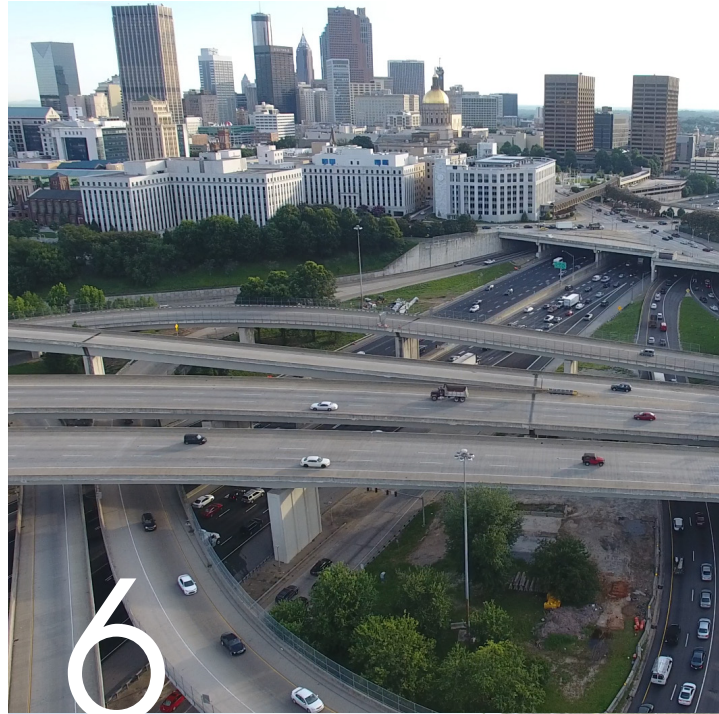
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MISSION

Deliver a transportation system focused on innovation, safety, sustainability and mobility.

VISION

Boost Georgia's competitiveness via leadership in transportation.





Across the Board

Back L to R: Don Grantham (CD 12), Rudy Bowen (CD 7), Jerry Shearin (CD 14), Jamie Boswell (CD 10), Dana Lemon (CD 13) Jeff Lewis (CD 11) Lynn Westmoreland (CD 3)
Front L to R: Tim Golden (CD 8), Emily Dunn (CD 9), Mark Burkhalter (CD 6), Ann R. Purcell (CD 1), Stacey Key (CD 5), Johnny Floyd (CD 2), Robert Brown (CD 4)

BOARD RECOGNIZES GOV. NATHAN DEAL

The State Transportation Board recognized Georgia Governor Nathan Deal with an appreciation resolution approved at its November meeting. The resolution commended Deal for his nearly 40-year career as a public servant. Since 1980, Gov. Deal has served Georgia with pride and distinction. He consistently supported transportation initiatives on a national and state level, while understanding the critical role GDOT plays in ensuring the safety of Georgia's transportation system and how transportation infrastructure impacts economic competitiveness and growth.

Through his actions as governor—including garnering

an additional \$1 billion annually in dedicated transportation funding through the Transportation Funding Act of 2015 and securing \$10 million in emergency funding for the rebuild of the I-85 overpass—Deal has worked to ensure Georgia has an effective transportation network that mitigates congestion, improves freight logistics and stimulates economic growth.

“Gov. Deal’s commitment to fixing the state’s infrastructure has allowed GDOT to fulfill its mission to deliver a transportation system focused on innovation, safety, sustainability and mobility,” said Board Chairman Ann R. Purcell, who presented the resolution.

ROBERT BROWN FEATURED ON ATLANTA BUSINESS CHRONICLE’S BIZ

Board Member Robert L. Brown, Jr. was the special guest on the Atlanta Business Chronicle’s BIZ, a locally-produced television show devoted solely to highlighting the Atlanta business community. During the October interview, Brown, who is president, principal and CEO of R. L. Brown & Associates, was asked about his lifetime of accomplishments and impact on local communities in Atlanta through his work as an architect.

Most notably, Brown contributed to the design of parts of Hartsfield-Jackson Atlanta International Airport, as well as the Ray Charles Performing Arts Center at Morehouse College and Drew Charter School at the



Villages of East Lake. He received the 2017 Rothschild Award, the highest honor bestowed on an architect from the American Institute of Architects Georgia.

Brown represents Congressional District Four. He’s served on the Board since 2005.



STACEY KEY NAMED A WOMAN WHO MEANS BUSINESS

Each year the Atlanta Business Chronicle releases its list of Women Who Mean Business. Board Member Stacey Key was named one of just 20 recipients of the 2018 honor for her efforts driving Atlanta business. Honorees were chosen from more than 350 nominations for making significant strides in their careers, having an impact on their communities and paving the road for future generations.

Key is the CEO of Georgia Minority Supplier Development Council, a non-profit that aims to help small businesses prosper. She represents Congressional District Five on the State Transportation Board, a position she has held since 2013.

TEERING UP WITH

MARK BURKHALTER

State Transportation Board | Congressional District 6

By: Brittany Wagner

Family motivates him. Golf and travel excite him. Growing up in North Fulton—in what is now the city of Johns Creek—Mark Burkhalter's life began simply. But it did not stay that way. He studied political science and foreign language in college and now he works to ensure businesses succeed abroad. As a businessman, a world traveler and a retired politician, his sights are set on remaining active in policy. He's doing just that representing Congressional District Six on Georgia DOT's State Transportation Board.



GEORGIA TO D.C. AND BACK TO GEORGIA

Following graduation from the University of Georgia, Burkhalter moved to Washington, D.C. to work for Congress. He was just 31 years old when he was elected to the Georgia House of Representatives. *I had studied foreign government in college, but working for Congress opened my eyes to how our own system of government operated. I had a desire to help the community I grew up in and felt I could best do it by being elected to state government. I jumped at the opportunity to run for election when a new district was added in North Fulton.*

STAYING ENGAGED

After retiring from the legislature in 2010, Burkhalter sought to continue working to better his community. *The State Transportation Board is the only board or commission of its kind that is constitutionally provided for in Georgia. It is one that has a degree of independence because its members are*

elected by legislators rather than being appointed by a governor. I believe with the massive task the DOT has, Georgians deserve a board that has a degree of autonomy. To me, it is a way to serve Georgia and remain engaged in what I believe is very futuristic policy making.

YOUNG AND INDEPENDENT

Growing up, we had four channels on our TV. As a result, we made our own fun. We went outside and did a lot of stuff that boys do when they grow up in the woods - like hunting and fishing. I played golf as well. One of the greatest gifts I got from my parents was their trust. They let me be independent and fostered my creativity. It was a simple setting and it was probably the best thing for me.

GRAVEL ROADS TO MAJOR ARTERIALS

Johns Creek wasn't always the bustling city it is today. Growing up, North Fulton was unbelievably 'the country.' It's hard to imagine when you see the mature community that it is

today, but it was quite literally the woods. We didn't have neighborhoods or cul-de-sacs. Any neighbors we had were far away. As a boy I would ride my bike on what was then a gravel road. Now, that same road carries some 100,000 cars a day.

THE GREAT ESCAPE

The only way for me to escape reality is to read fiction - I'm a self-diagnosed John Grisham-aholic. I also like to take it back to my roots and put on the bands I cut my teeth listening to - The Who, The Beatles and The Rolling Stones.

EXPLORATION IS BEST

Being an international businessman, a father, a husband and staying active in state and national politics keeps him busy. It's different when I have a free day in the U.S. versus a free day overseas. When I'm home I enjoy playing golf with friends. If I'm overseas, I enjoy exploring the cities and neighborhoods of the countries I am in, especially without a map. My favorite place to explore is

London. It's a big city that doesn't feel like most big cities and it has endless opportunities to discover and learn.

MOVERS AND SHAKERS

Inspiration comes in many forms and at many ages. Every great leader has someone who inspired them to be better. For me, there are two people who come to mind. Teddy Roosevelt was an outdoorsman and very progressive for his time. The initiatives he championed like the National Parks System still impact Americans today. The other is Condoleezza Rice, a former diplomat, an avid golfer and lover of football like me. I would ask them about their motivators and the characteristics they possess that made them successful.

ADVICE OF A LIFETIME

Sometimes the best pieces of advice in life are thoughts you wish you could tell a younger you. Going back, I would tell myself to be more patient in every aspect of life. It is a virtue that enables you to make better decisions.

RECOGNITIONS & DISTINCTIONS

CUSTOMER SERVICE REP EXTENDS SERVICE BEYOND GDOT

Carrie Hart, of GDOT's Customer Service and Relations Center in Atlanta, was honored by her alma mater, Fort Valley State University, with their 2018 Blue and Gold Circle Award for distinguished service as an alumna, her dedication and leadership. Of note is her launch of signature fundraisers to assist FVSU students. Hart has served the state of Georgia in various roles for more than 40 years.



I-16/I-75 INTERCHANGE/PLEASANT HILL MITIGATION PROJECT

Won Project of the Year, Historic Restoration/Preservation, \$5 Million to \$25 Million category, in the APWA Georgia Chapter 2018 awards.

NORTHWEST CORRIDOR (NWC) EXPRESS LANES

Named No. 1 road for 2018. Roads & Bridges Magazine recognized the NWC in their Top 10 Roads awards as the top project in North America. The NWC Express Lanes, which opened in September, is the largest project of its kind in state history and the most innovative express lanes project in the country.

GEORGIA PARTNERSHIP FOR TRANSPORTATION QUALITY (GPTQ) PRECONSTRUCTION DESIGN AWARDS WINNERS

Grand Prize – Northwest Corridor Express Lanes project - *Darryl VanMeter, John Hancock, Stephen Lively and contractor Parsons Transportation Group*

NEPA Environmental Protection | Preservation, Restoration and/or Enhancement – Memorandum of Understanding / Defining the Area of Potential Effect for MMIP *Sandy Lawrence, Terri Lotti, Madeline White and contractor HNTB*

I-85 REBUILD

Named Project of the Year, Disaster or Emergency Construction/Repair, \$5 Million to \$25 Million category, in the American Public Works Association (APWA) Georgia Chapter 2018 awards. After a March 2017 fire under an I-85 northbound overpass bridge—and its subsequent collapse—over Piedmont Road in downtown Atlanta, three northbound and three southbound lanes were rebuilt in six weeks.

KIMBERLY KING RECEIVES HARD HAT AWARD

The National Association of Minority Contractors (NAMC) awarded Equal Employment Opportunity Director **Kimberly King** with the Public Sector Award at their Hard Hat Awards event. The award recognizes the leadership of a public sector entity that supports minority businesses.

GDOT'S SMART TRAFFIC SIGNAL TECH PRESENTED TO CONGRESS

When ITS America President and CEO Shailen Bhatt presented on innovation in surface transportation to the U.S. House of Representatives Subcommittee on Highways and Transit Committee on Transportation and Infrastructure in September, he highlighted GDOT's statewide upgrade of traffic signal software. The upgrade includes converting lights at 9,000 intersections to traffic signal controller technology, which means the signals automatically provide real-time feedback to a central system in the Traffic Operations Center and

Bridge and/or Structural Design – Islands Expressway Bridge Replacement – *Donn Digamon and contractor Michael Baker International*

Highway Design / Rural – State Route 10/Gordon Highway Widening and Improvements – *Bruce Anderson, Cynthia Burney, Steve Adewale and contractor AECOM Technical Services, Inc.*

Design-Build – Courtland Street Bridge Replacement – *Rick O'Hara, Doug Franks and contractor Michael Baker International*
State Safety Oversight (SSO) specialists *Andrea Hubbard and Brandon Pilcher earned Federal Transit Administration*

that engineers no longer rely on citizen complaints or on-site checking of signals. Funding for the \$18 million five-year project breaks down 80 percent federal and 20 percent state. The federal share is through Fixing America's Surface Transportation (FAST) Act appropriations. The project is 75 percent complete and is expected to be concluded in December 2019.

THE NEXT RUNG

State Safety Manager **Sharon Morales** was elected to the Accredited Standards Committee (ASC) A14, which develops standards that govern ladder design, construction, testing, selection, care and safe usage. The committee advocates for ladder safety and protocol through the establishment of standards.



STRATEGIC COMMUNICATIONS WINS TRANSCOMM AWARDS

The AASHTO Committee on Transportation Communications awarded GDOT TransComm honors for Drive Alert Arrive Alive television advertising and Transportation Matters, a prime-time television news series special (both with WSB-TV); and an infrastructure op-ed by **Commissioner Russell McMurtry**; **Karlene Barron**, retired Communications administrator and deputy director, received the Founder's Award.

STATE SAFETY OVERSIGHT

SSO specialists **Andrea Hubbard** and **Brandon Pilcher** earned Federal Transit Administration (FTA) Transit Safety & Security Program Certification. This makes Georgia one of the first states to have both SSO Program Certification and fully trained personnel in advance of FTA deadlines.



PLANNING FOR WEATHER EXTREMES

Before a state of emergency is declared; before the warnings and watches; before crews are activated, mobilized and deployed; before evacuations and contraflow; before roads are pretreated for snow or plowed after it falls; before downed trees, flooded roads or power outages... before the extreme weather emergency hits - there is a Georgia DOT plan.

BY NITA BIRMINGHAM

Every GDOT district has severe weather and special response plans and they came into play statewide prior to Hurricane Michael swirling its way into the Southwest Region of the state on Oct. 10.

Weather briefings that began five days earlier signaled that this was a weather event GDOT needed to watch. By Oct. 7, planning heightened as the tropical storm intensified in the Gulf and was expected to develop into a hurricane.

A plan means little without the means to back it up, and the men and women of GDOT always stand ready to deliver on its mission. Special response and strike teams all over the state began preparing for deployment. They topped off fuel tanks, refueled fueling stations and prepped equipment.

“Our personnel truly shine during adverse times. Responding prior to and during storm events is a great personal sacrifice. During each deployment we had more volunteers than openings. That is a testament to their willingness to help,” said Rob Mabry, District 1 (northeast) maintenance manager.

As the storm continued its track toward the Gulf Coast plans were made to have Southwest Georgia non-administrative maintenance employees, about 265 people, shelter in place around the district. “Area 3 was going to stage in Bainbridge, but once we saw the track and intensity of the storm we put them in a hotel in Albany,” said Scott Chambers, District 4 maintenance engineer. That turned out to be a wise move as the Bainbridge area would be one of the hardest hit and businesses were left without electricity or running water.

Sheltering in place ensures that GDOT employees are in a secure location and can immediately begin work once the storm has passed. “If everybody had been at home half the people wouldn’t have been able to get out and go to work because we had so many trees down,” Chambers said. *(continued on pg. 9)*



GOING ON OFFENSE

THE ROAD TO THE SUPER BOWL

During Super Bowl LIII festivities, traffic is definitely a part of the game. Georgia DOT plans to tackle increased traffic and any extreme weather that may be thrown our way.

BY LIZ ROTHMAN

The last time the Super Bowl was held in Atlanta, Mother Nature smacked the city with two back-to-back ice storms.

Two days before the St. Louis Rams and the Tennessee Titans went head-to-head in 2000 for Super Bowl XXXIV, freezing rain pummeled the city and caused thick sheets of ice to coat local streets, state routes, highways and bridges across regions of the state.

The result? Excessive gridlock and travel delays. Game practices for both the Titans and the Rams were disrupted because roads between their hotels and the Georgia Dome were treacherous.

That was 19 years ago.

Later, the infamous winter storm in 2014 took everyone by surprise and blanketed the metro area with a base coat of ice and almost three inches of snow, and freezing temperatures immobilized the region with ice for nearly a week. Hundreds of cars were abandoned on highways and people had to sleep in cars, communicate via social media, rely on the kindness of strangers or brave the elements and walk home. Everyone has a story to tell from that day.

Fast forward to today.

With increased resources, new roadway treatment plans, special equipment and state of the art traffic monitoring techniques, Georgia DOT is prepared for the Super Bowl – not only for potential winter weather – but also for the excessive traffic volumes that are expected. This won't be a repeat performance, Super Bowl festivities will not be tarnished by an uninvited guest.

"Despite what Mother Nature may throw at us, we are ready for a safe and successful Super Bowl," said Bryan Haines, Georgia DOT's director of Emergency Operations, whose position was implemented last year to focus solely on statewide and year-long emergency preparations, such as winter storms, hurricanes or tornadoes. "We have the technology, the resources, the equipment and the personnel in place to address those scenarios and others."

SMART TRAFFIC MANAGEMENT

From GDOT's Transportation Management Center (TMC), Matthew Glasser and traffic engineers can flip a switch to change a traffic signal in a split second from red to green. In the metro area alone, they have access to more than 2,000 traffic lights. As Georgia DOT's Regional Traffic Operations Program (RTOP) manager, it is safe to say that he and his staff will be busy during the 10-day period of festivities.

Using GDOT's smart signal systems, traffic engineers can quickly address traffic jams by remotely adjusting signal timing – without having to go into the field. During the festivities, they will ensure that signals are timed for maximum efficiency with the goal to keep all modes of traffic—vehicles and pedestrians—moving safely.

"In the metro Atlanta area, we have access to every signal on every state route as well as to hundreds of city and county operated signals," Glasser said.

Oversized television monitors at the TMC and vehicle detection systems allow engineers to survey traffic situations in real-time and immediately adjust traffic flow via smart signal timing. They can make changes that will affect an entire corridor at once, as opposed to intersection-by-intersection, which will ensure that changing the signal timing at one intersection does not create unintended consequences at another. Smart signal modifications include adding additional green time for vehicles on major roads, adding a temporary left turn arrow at lights where there are usually no left turn arrows or giving pedestrians more time to cross the street at heavily congested intersections.

"We can push a change to a signal within seconds if necessary. Or we can schedule a time for a new signal plan to go into effect," Glasser said.

For pedestrian safety near the stadium, engineers can initiate a "pedestrian scramble," which extends the red light for vehicles for as much time as needed to allow pedestrians exiting the stadium plenty of time to cross the intersection in any direction, including diagonally. The goal is to safely keep people moving – whether they are on foot, in a car or on a bicycle. Traffic engineers monitor the scramble for its ultimate effect on the flow of cars.

"The ped scramble is used for major events. It doesn't operate on a typical day when pedestrian volume is low – for example, we would not need it on your typical Monday," Glasser said. "But Sunday after a football game is something else. Last year when Georgia fans piled out of the stadium—seemingly all at once— at the conclusion of the game, we originally held the red light for five minutes, then realized we needed more time and added another three minutes before releasing the vehicles."

Police officers will also have an enhanced presence and play a vital role in ensuring that motorists and pedestrians stay safe and obey the traffic signals throughout the city.

Since spring 2017, GDOT has worked with the City of Atlanta, Central Atlanta Progress/Atlanta Downtown Development District, Atlanta Police Department, Renew Atlanta and Georgia World Congress Center to develop and practice coordinated efforts to manage transportation during all of the Super Bowl events and activities. The organizations used major sporting events and concerts as practice, which helped Georgia DOT identify nuances and hone traffic and signal plans.

Practice operations began in June 2017 for Atlanta's annual hip hop Birthday Bash, an event that draws more than 20,000 people into downtown Atlanta. After the event, GDOT and its partners enhanced signal operations to cut the time in half to clear the parking decks. A process that usually takes 90 minutes, only took 45 minutes. Since then, the team has managed every major event at the Georgia World Congress Center.



Amid normal operations, active signal management operations occur from 6 a.m. to 7 p.m. on weekdays. However, “It will be all hands on deck for the Super Bowl,” Glasser said.

An event-specific traffic command center set up at the TMC will be fully activated for the 10 days leading up to Super Bowl Sunday and through Monday morning when the last road closure is removed on Northside Drive. Georgia DOT’s TMC staff will work extended hours and be on-call as needed; partner agencies will join GDOT to manage the daily traffic as well as the expected—and unexpected—lane closures, detours and events.

“Our traffic operations plan is a huge collaborative effort,” Glasser said. “Central Atlanta Progress/Atlanta Downtown Development District played a large role in organizing, planning, and hiring consultants to make the traffic plan as successful as possible.”

PUTTING THE PLAYBOOK TO THE TEST

To help manage congestion for events in the downtown area and to consolidate all the parts, a traffic consultant firm developed a transportation “playbook” for city, regional and state agencies. In addition to signal modifications, the extensive traffic plans include proposed road or lane closures near the stadium, detour routes to re-route traffic, cones to

channel traffic, and temporary static and variable message signs to keep the public informed. The playbook was put to its first big test in January 2018 for the College Football Championship.

“Despite unexpected lane closures from a presidential visit, our engineers were able to get everyone off the streets nearly an hour before the game began. The streets were empty because the cars were parked and people were entering the stadium,” Glasser said. “The TMC erupted in cheers when an aerial shot of Atlanta was shown and the sportscasters announced, ‘[Atlanta] streets – eerily quiet.’ That was the moment we knew we were successful.”

As preparations for the Super Bowl continued, communications networks for signal and intelligent transportation system (ITS) equipment were upgraded. Surveillance and vehicle detection systems were expanded. Routes for ingress (traffic entering) and egress (traffic exiting), and evacuation routes were added to the playbook with new signal timing modifications. Road closures for security near the venue and detours to re-route traffic were developed. Partnerships were strengthened to cover every eventuality.

MOTHER NATURE’S HAIL MARY

Special strategies are in place if inclement weather strikes Atlanta before or during Super Bowl weekend.

Much of GDOT Emergency Director Bryan Haines’ emergency weather preparations for the Super Bowl involve coordinating with the NFL host committee, as well as the City of Atlanta, Atlanta Police Department, Atlanta Fire Rescue Department and regional partners like MARTA. Staff, crews, vehicles, equipment, resources and contingency plans are Super Bowl-ready.

Multi-agency Traffic Strike Teams demonstrate these partnerships. To keep interstate traffic moving in the event of a winter storm, strike teams will clear travel lanes of stranded motorists and disabled vehicles. Exercises and planning meetings have been conducted with GDOT HERO and Georgia State Patrol (GSP), Georgia Forestry Commission (GFC), Motor Carrier Compliance Division (MCCD), Department of Defense (DOD), Department of Natural Resources (DNR), Georgia Emergency Management and Homeland Security Agency (GEMA/HS), Department of Public Health (DPH) and Department of Agriculture (DOA).

“We can’t control the weather. What we can control are our preparations for whatever weather challenges may lie ahead,” Haines said. “But we don’t do that alone. Those preparations include responding to any type of incident as a unified team with a shared common goal – safety!”



Beauty in the Game



GDOT has planted **140,000** daffodil bulbs on I-85 from Hartsfield-Jackson Atlanta International Airport to downtown Atlanta. The flowers are expected to bloom just prior to the Super Bowl. "I wanted to create a warm welcome for visitors as they enter Atlanta," said Chris DeGrace, manager of GDOT's Wildflower Program. "Our statewide planting of wildflowers is hugely successful, so I thought planting this one variety of early-blooming daffodils would be an especially refreshing and enticing way to show visitors how much we appreciate them being here." The planting is funded by GDOT's Wildflower Tag Program through which motorists purchase specialty wildflower auto tags so that GDOT can add bursts of seasonal color along state roadways.

PLANNING FOR WEATHER EXTREMES *FROM PAGE 5*

Other districts across the state placed their employees on standby and had their equipment lined up ready to roll out the morning of Oct. 11. "We have response plans in place that allow us to quickly identify equipment and personnel that would be needed," Mabry said of District 1, which sent 54 employees and 55 pieces of equipment.

"We knew if this storm was going to be as big as it was forecasted it was going to be more than our district forces could handle. We were thankful for the help," Chambers said. Nearly 1,400 GDOT personnel were prepared to deploy statewide with 911 ultimately deployed to the affected areas.

Michael was a major Category 3 hurricane when it crossed into Georgia, the first to directly impact the state since the 1890s, according to the National Weather Service. Wind gusts as high as 115 mph were recorded in Donalsonville in Seminole County, the NWS reported.

Immediately after the hurricane passed, 247 state routes in southwest and west Georgia were impassable or littered with debris. The counties on the west side of Interstate 75 bore the brunt of damage in District 4.

The hurricane also caused significant damage to district signals and signs. District 2 (east) and 6 (northwest) sent signal technicians and inventory. "We tried to have as many signal heads ready as possible," District 4 Signal Manager Brent Lupo said. "We had built 60 signal heads and we went through those in no time."

With help from other districts and contractors, technicians changed out about 160 signal heads, Lupo said. Generators ran signals at some intersections until power could be restored and repairs could be made. A signal that is down or dark can be a safety hazard and the assistance of employees from other districts and the inventory they brought shortened the length of time it took to get signals working.

Also a critical safety issue was uprighting or replacing an estimated 1,500 damaged "red" series signs (stop, yield, one way and do not enter). Every other district in the state helped, whether it was sending manpower or supplies. Once the red series signs were taken care of work began on replacing or repairing another 2,000 damaged signs.

Employees from other districts rotated out as replacements came in. State routes were in good shape by Oct. 12 and attention turned to assisting local governments included in the governor's

state of emergency declaration. Employees from other areas of Georgia were able to go home later that month. However, the governor extended the state of emergency declaration and other GDOT districts again deployed to Southwest Georgia. When they left Nov. 9, they had hauled 2,833 loads of debris.

Hurricane Michael stretched into more than a month-long weather event. Most do not, but all require the work of many people behind the scenes and coordination among the State Operations Center, GDOT and other state agencies.

"You must remain flexible. Large storms such as this require intense planning, scouting and mobility to maximize our effectiveness," Mabry said.

Chambers noted how quickly the storm intensified. "Having a plan prior to the event and being able to follow the plan so that we could get the routes open quickly, logically and effectively went really well."



There's TRAFFIC

And then there's...

TRAFFICK

During the 10-day period around Super Bowl LIII festivities, commuters have a choice - plan ahead or risk being behind the wheel wishing they were watching the action on the gridiron. However, there is a larger traffick issue to consider that is oftentimes hiding in plain sight.

BY IKE DURU

Human traffickers have been abusing transportation networks across the United States for years.

According to Homeland Security, human trafficking is defined as “modern-day slavery” and involves the use of force, fraud or coercion to obtain some type of labor or inappropriate act. In Georgia alone, 3,600 kids are sold into human trafficking each year, according to Street Grace, an Atlanta-based organization created to combat and end human trafficking in Georgia and throughout the U.S.

To bring awareness to this growing epidemic, on January 3 the Georgia Department of Transportation assisted the Office of Attorney General Chris Carr, BBDO Atlanta and Street Grace with an event called StopTraffick — a rolling exhibit comprised of 72 school buses, wrapped with astounding statistics to create awareness of and put an end to human trafficking. The procession of buses paraded on a route from Atlantic Station to Northside Drive, creating an unavoidable spectacle.

The event began with a press conference at Atlantic Station, featuring Gov. Brian Kemp, Attorney General Chris Carr, state Rep. Chuck Efratration and Secretary of State Brad Raffensperger. Anti-human trafficking messages were displayed on the top and sides of every bus. One message read: “One bus = 50 kids sold for sex each year in Georgia. #StopTraffick.” The 72 buses represented 3,600 children, which is the total amount of children sold into human trafficking every year.

And amid all the activity and traffic of the Super Bowl — trafficking is expected to be at an all-time high, said Bob Rodgers, President and CEO of Street Grace. “Major events, like the Super Bowl, can often lure traffickers,” Rodgers said.

Trafficking often operates in plain sight and can be hard to recognize at first glance. During the 10 days of Super Bowl festivities, more than 10,000 trained volunteers will be stationed at key points around the city and throughout the metro area, ready to report any suspicious trafficking activities.



“Together we can **demand** an end to this epidemic by supporting the initiatives of the Attorney General’s Office, the Georgia Bureau of Investigation, the legislature and the many non-profits that are fighting this fight.”

“It can be incredibly difficult to spot,” said Rodgers. “However, if you find yourself in a situation where you feel it in your gut that something just isn’t right — for example, seeing a young girl that may be with an older man or wearing out-of-season clothes. Having the courage to reach out to law enforcement to let them know what’s going on will be the key in that moment.”

Nationally, there is a lot of work being done to fight human trafficking. In October, Elaine L. Chao, U.S. Secretary of Transportation announced the appointment of a 15-member advisory committee tasked with strategizing on new ways to combat human trafficking. The committee consists of stakeholders from trafficking advocacy organizations; law enforcement; and trucking, bus, rail, aviation, maritime and port sectors, including industry and labor. Committee recommendations will be submitted by July 2019.

Here in Georgia, state agencies work hard year round to bring awareness to the problem.

The Attorney General’s Office, the Georgia Bureau of Investigation and Street Grace launched the “Demand an End” campaign to provide training to municipalities across the state. The campaign aims to help city and county personnel, including law enforcement officers, to recognize and report suspected cases of purchasers and traffickers.

“There are numerous ways that we can all work together, promoting awareness and training in strategic areas,” Carr said. “Georgia has a world-class logistics infrastructure, which has led us to be a global leader in business.

Unfortunately, criminals can utilize this same infrastructure for illicit purposes. From a transportation perspective, it is imperative that we have eyes in our airports and on our planes, on our roads and in our communities that are trained to detect and report signs to appropriate law enforcement officials.”

Since 2011, the Georgia General Assembly passed no less than eight bills to tighten penalties for convicted human traffickers, extend the statute of limitations for victims, provide greater accessibility to resources available to victims, and increase penalties for individuals engaging in inappropriate acts with minors. For Georgia State Senator Renee Unterman, who has been devoted to helping Human trafficking victims for more than a decade, the recent changes to our laws are only the beginning.

Several of the bills authored by Unterman and passed in the Senate were supported and passed in the Georgia House of Representatives.

“This is a journey that started in 2008, and has been a long-time dedication of mine,” said Sen. Unterman. “Unfortunately, human trafficking is an issue that is more prevalent than ever before in our country. The fight is not over and I will continue to do everything in my power to pass legislation to protect citizens who are victims of trafficking.”

Georgians often tout that one of our biggest strengths is our connectivity. Home to the world’s busiest airport, the 10th largest transportation network in the nation, and is the site of the nation’s largest and busiest container port in Savannah. However, our greatest strengths are being abused by predators who are exploiting our youngest citizens.

“Georgia’s transportation infrastructure has enabled our state to have the best connectivity on the eastern seaboard. Eighty percent of the U.S. market is less than two days away by land and only two hours away by plane. Unfortunately, sometimes bad things accompany the good,” said Russell R. McMurtry, P.E., Georgia DOT Commissioner. “Together we can demand an end to this epidemic by supporting the initiatives of the Attorney General’s Office, the Georgia Bureau of Investigation, the legislature and the many non-profits that are fighting this fight.”

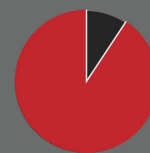


600.000-800.000
PEOPLE ARE TRAFFICKED ACROSS
INTERNATIONAL BORDERS EVERY YEAR
U.S. DEPARTMENT OF STATE



HALF
ARE CHILDREN
U.S. DEPARTMENT OF STATE

80%
ARE FEMALE
U.S. DEPARTMENT OF STATE



TRAFFICKERS IN
ATLANTA MAKE AN
AVERAGE OF
\$33.000
PER WEEK
URBAN INSTITUTE

200-350
ADOLESCENT GIRLS
ARE SOLD ONLINE
PER MONTH
THE SCHAPIRO GROUP



3.600
KIDS ARE SOLD EACH
YEAR IN GEORGIA
STREET GRACE



WELCOME SOUTHERN GEORGIA TIA SUCCESS SPURS FOURTH REGION

BY KAREN JUDD

When voters in the Southern Georgia (SG) Region passed the Transportation Investment Act (TIA) Referendum in May 2018, they joined the ranks of residents in the three original regions—River Valley (RV), Central Savannah River Area (CSRA), and the Heart of Georgia Altamaha (HOGA)—who made the bold decision in 2012 to choose and fund their own transportation projects by passing the TIA Referendum. The act established a 10-year one percent sales tax to fund regional and local transportation improvements.

Residents of the original regions put unprecedented faith in Georgia DOT to manage their money and projects. Working side-by-side with local governments, the TIA Program Management team has met all of the program's major milestones to date. Samuel Moore, chairman of the Wilkes County Board of Commissioners, said that TIA has moved several regionally significant projects forward in the CSRA, including the \$43.2 million widening of State Route 17.

"TIA has been the best tool we've ever had in the effort to keep up with transportation demands, and attempts to build a better connected region," Moore said. "Projects like SR 17, which sat on the shelf for years waiting on funding, are creating better mobility for workers and more opportunity for local governments to strengthen commerce throughout the region."

The success of TIA in the original regions led citizens of the Southern Georgia Region to pass the TIA referendum. Bill Slaughter, chairman of the Lowndes County Board of Commissioners, said that he supported TIA because the sales tax helps maintain lower property taxes for residents, and provides a stable source of dedicated transportation funding to support new regional opportunities. Valdosta Mayor John Gayle echoed those sentiments saying that TIA is a mechanism that helps better spread the responsibility of paying for regional improvements without noticeably impacting residents' wallets. "Since October when the additional one cent tax went into effect, I have not had a single person tell me that they could not pay it," Gayle said. "It is such a slight increase that you don't notice it, but the dividends it pays are going to be monumental."

While TIA is set to expire in 2022 for the original regions, the CSRA is already looking to renew the tax. Moore says the reliability of project completion, combined with the often overlooked benefits of TIA, such as the reduced 10 percent Local Maintenance and Improvement Grant (LMIG)* match, and the 25% of collections that are redistributed to local governments for discretionary transportation projects, are too valuable to lose.

"We're already talking renewal because we've done more to improve our roads in the years of TIA alone than we ever have before. Our money goes a lot further with TIA on local discretionary projects and with matching requirements, and we can't ignore that if a project is on the regional TIA list, it will get done right and on time," Moore said.

TIA AT A GLANCE

AS OF 12/17/18



COMPLETED **486**
PROJECTS, WITH ANOTHER
38 IN CONSTRUCTION



DELIVERED BAND 1 PROJECTS **\$21.1**
MILLION **UNDER** THE ORIGINAL
ESTIMATED BUDGET OF **\$301.7** MILLION.



REDISTRIBUTED **\$204.4** MILLION TO
LOCAL COMMUNITIES FOR DISCRETIONARY
TRANSPORTATION USES

*The LMIG program enables GDOT to administer state motor fuel tax funds to local governments to help with infrastructure improvements on county- and city-owned roads and bridges. The program, which allows local governments flexibility and quick project delivery, requires a local match based on a formula that considers population and local roadway miles. Eligible projects include road patching and resurfacing, turn lanes and safety upgrades.

SOCIAL BUZZ

Colquitt (County) is covered with GDOT this afternoon. AMEN!!! Very appreciated.

-A. Boyd, via Facebook

Editor's note: In response to Hurricane Michael

So very thankful for the DOT!!!

-M. Cox, via Facebook

Editor's note: In response to Hurricane Michael

I get nervous just walking along a sidewalk by a busy street. These GDOT crews are next level! Thankful for the work they do!

-R. Tubb, via Twitter

I just wanted to say that the flowers along I-85 are just breathtaking! Thank you DOT!!!

-L. Becker, via GDOT's CONTACT US webpage

I drove home tonight in the new @GADeptofTrans HOT lane extension in Gwinnett. It was great – and free thanks to my new alternative fuel tag on my @tesla. Thank you GDOT for helping to make my commute a lot easier!!

-B. Belding, via Twitter

Hey, Northwest Corridor Express Lanes, I love you! Your arrival has cut at least 45-50 minutes off my commute, both ways! You're the real MVP!

-S. Wooley, via Twitter

This is a really good use of taxpayer money. As much as I complain about taxes I must say you guys do a good job putting them to work. GA has great roads. Keep up the good work!

-C. Dobbs, via Twitter

Editor's Note: This feedback resulted from GDOT's The EXTRA MILE blog post about the Transportation Investment Act Program. For more information about TIA, see page 13.

When I drove to Roswell last weekend to visit my family from SC, down I-85, I noticed the gorgeous wildflowers that had been planted in the median from the spot where I first entered Georgia to many miles down the road. They are beautiful! They added so much to my drive... just wanted to thank you ... those flowers do so much to add to the beauty of Georgia. Thank you!!!

-F. Fussell, via GDOT's CONTACT US webpage



I just wanted to say that the flowers along I-85 are just breathtaking! Thank you DOT!!!

-L. Becker, via GDOT's CONTACT US webpage

Two weeks ago, I called and pleaded with Jessica to get repairs done on the intersection of 400 and 369 at Browns Bridge Road. She was so personal and understanding but usually things like this die in the upper management and filed under no budget, no allotted work time, no crews available. Yesterday we were shocked beyond belief!! It happened and it was done right! Thank you, Jessica! Thank you GDOT work crews! It's nice to see that GDOT has people who do their work with pride!! The "ghost" railroad bumps are no more!!

-B. Failor, via Facebook

Editor's note: Writer is referring to Jessica Beach in District 1.

GOD bless y'all for each & every sacrifice of comfort and for all you do!

-S. Weaver, via Facebook

Editor's note: In response to Hurricane Michael

QUICK RESPONSE TO MAJOR INTERSTATE HEADACHE MAKES OVER COMMUTE

COLUMBIA COUNTY WORKS WITH GDOT TO **CRACK** THE EXIT 190 CODE

BY KYLE COLLINS

After week-long sessions at the Georgia General Assembly, State Rep. Jodi Lott (R-Evans) would return to the Augusta area via Interstate 20. The Columbia County scene across the median at Exit 190 (Lewiston Road) made her cringe.

Afternoon rush hour generally meant mile-long backups for vehicles entering the westbound exit ramp to the Grovetown and Evans area. There was a problem. And everyone knew it.

Columbia County leadership anxiously awaited an upcoming Transportation Investment Act (TIA) project to widen State Route 388/Lewiston Road and convert the interchange to a diverging-diamond. But the safety emergency that occurred nightly on the right shoulder of I-20 needed to be solved - quickly.

"We knew we had a future project, but we couldn't wait," Lott said.

When Columbia County Engineering Services Director Steve Cassell entered his position in 2016, he looked at signal timing off the ramps and soon identified traffic lane usage as the main culprit.

"There was all of this traffic and more capacity at the interchange, but poor lane utilization at these intersections," Cassell said. "It was about capacity downstream to get people comfortable using two lanes."

The traffic signals also had problems keeping vehicles moving, which then affected the interstate.

Drivers piled into a single lane off I-20 westbound, east of Atlanta, to get through the ramp intersection at Lewiston Road. "You can't get off (I-20) if there is nowhere to get on Lewiston," Cassell said.

The plan to fix the issue was there; only the funding was lacking. Fortunately the

Georgia Department of Transportation and the TIA Office filled the need by offering \$633,833 in advanced TIA funds along with a \$200,000 GDOT Quick Response Program grant. Reeves Construction Co. won the contract bid in December 2017.

COMPLETED IN LESS THAN THREE MONTHS

The minor widening of Lewiston Road and the I-20 westbound off-ramp restriping project began in late January 2018 and was completed after the Masters tournament in April.

"Everyone involved knew what was needed and supported us to get it completed," Cassell said. "This is what a quick fix project is all about as far as getting something that has a huge bang regionally. Freeing this up provided relief to other interchanges in the area as well."

Photos: Columbia County Sheriff's Office

LEWISTON ROAD BEFORE



LEWISTON ROAD AFTER



Improvements created better lane use on Lewiston Road. The westbound exit ramp now has enhanced capacity with either two left turn lanes or two right turn lanes depending on the need.

“Now the signal timing works in our favor because we are getting two cars through the intersection for every one that used to come through before,” Cassell said.

This heightened traffic operation works with other county road improvements. The intersection at William Few Parkway and Chamblin Road is now signalized and Washington Road and River Watch Parkway were widened.

“I’ve received messages from people saying they now have 20 minutes of their life back each day,” Cassell said.

A MATTER OF TEAMWORK

State Sen. Lee Anderson (District 24), the 14-member GDOT State Transportation Board (STB) and executive leaders teamed up to get this done. Anderson played a key role in working with a property owner to donate temporary easement at the westbound ramp.

“It’s always a pleasure to work with business owners that want to help. Everything fell into place,” Anderson said. “It’s about all of us working together when we have a true need to keep people safe on the roads.”

Don Grantham, STB Congressional District 12 representative, applauds Cassell for developing the operational concept within the existing footprint.

Grantham said being able to expedite county and city government needs in line with GDOT’s safety priority is essential. Lott said citizens, elected officials and state and local agencies are in this together to listen and find solutions.

“The safety of our citizens is of the **UTMOST IMPORTANCE**. We are thankful for support to move forward and help this community not be in a danger zone. The ability to do that happens when we have quick funds on hand,” Lott said.



Columbia County Engineering Services
Director Steve Cassell and State Rep. Jodi Lott.
Photo: Kyle Collins, GDOT

WHAT IS A QUICK RESPONSE PROJECT?

Whether it’s restriping, adding or extending a turn lane, or improving an intersection, Georgia DOT’s Quick Response (QR) Program reduces congestion and improves safety in Georgia’s communities. The QR Program, administered by the Office of Local Grants, enables GDOT to quickly identify, approve and construct small traffic operational improvements, safety or maintenance projects across the state through the department’s seven district offices. These are projects located on State Routes that can be implemented in a short period of time—usually three to four months—and cost under \$200,000. For information, contact Local Grants Administrator Kelvin Mullins at 404-631-1002.





NEWS FROM THE DISTRICTS

The Georgia Department of Transportation has seven district offices that operate and maintain the state transportation system at the local level. Each district has a district engineer who plans, organizes and directs district activities. Districts are subdivided into area offices that are overseen by an area engineer. The district communications officer (DCO) is the district spokesperson, who provides information to the community, the media and local officials.



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District 5
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District 7
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District Communications Officer
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District One

GAINESVILLE/NORTHEAST GA. | BRENT COOK, DISTRICT ENGINEER



HOLDING ON TO HISTORY

BY KATIE STRICKLAND

The Bolling Bridge, an iconic and historic army green bridge whose well-known name likely came about from a small typo made during paperwork filings back in 1954, is gone. However, pieces of the old bridge will live on forever.

Recently, the Georgia Department of Transportation Northeast District held a small ceremony to donate pieces of the Bolling Bridge to the city of Gainesville, and Hall and Forsyth counties.

Georgia DOT's Hall County area construction staff worked with construction partners, Scott Bridge and Company, Inc. of Opelika, Ala., to safely remove about 500 pieces of green steel from the bridge to hold as keepsakes.

"These structures are a piece of history for the surrounding communities. Finding a way to memorialize the bridge was a challenge, as we can't give everyone a piece of it," said District Engineer Brent Cook, P.E. "By working with Scott Bridge

and Company and donating some of the green steel pieces to Gainesville, Hall County and Forsyth County, the public can remember this iconic green bridge for years to come."

The Bolling Bridge was one of several bridges in the Northeast Region slated to be replaced in coming years. The new Bolling Bridge, which was built next to the old bridge, opened to traffic on August 3.

Demolition on the old bridge began three weeks later.

The historic bridge was built by the U.S. Army Corps of Engineers to replace "Bolding Bridge," which was originally named after prominent businessman

William R. Bolding. Once the planned flooding of more than 38,000 acres of land occurred to create Lake Lanier in the 1950s, State Route 53 was relocated, along with the Bolding Bridge. Once complete, its name persisted as Bolling Bridge. In 2011, Georgia DOT determined that the bridge was "structurally deficient, functionally obsolete and should be scheduled for replacement."

"This is transportation language telling us that the Bolling Bridge, one of the iconic steel bridges on Lake Lanier, is too old, doesn't work well anymore, and needs to be torn down," wrote Georgia DOT Historian Madeline White.

Basically, the bridge's design—known as the Warren truss—which incorporates longitudinal members joined by diagonal cross members that form a series of triangles along its length, could no longer handle today's heavier vehicles and increased traffic flow. Mid-twentieth century cars were smaller (for example, Ford Model T's) and SR 53 had far less bridge traffic at that time.

"Having a piece of the former Bolling Bridge on display outside our office was very significant to us," Cook said.

The star-shaped steel icon that was perched at the very top of the bridge, will be displayed at Georgia DOT's Gainesville District Office. Also, a gusset plate—which is a plate connecting bridge beams to the girders and columns—will be on display at Georgia DOT's Jesse Jewel office in Gainesville, Ga.



District Two

TENNILLE/EAST CENTRAL GA. | CORBETT REYNOLDS, DISTRICT ENGINEER

BY KYLE COLLINS

NIGHTTIME CRASH STRIKES CONTRACTOR IN COLUMBIA COUNTY WORK ZONE

On Tuesday, Oct. 16, a motorist entered a barreled-off lane on Washington Road around 11:30 p.m., and crashed into a Reeves Construction Company vehicle with an employee inside. The ongoing resurfacing of this major state highway between Augusta and Evans occurred during night hours to lessen traffic impacts.

Thankfully, the contractor exited the hospital later the following day with only minor injuries.

Georgia DOT would like for all contractors, employees and citizens to make it home safely. It's truly life and death in our work zones. Be sure to slow down, expect the unexpected and drive alert.

FALL LINE FREEWAY SIGNAGE SIGNIFIES SUCCESS

Both west central and east central districts have nearly completed the major task of applying signage along the 215-mile, four-lane highway from Augusta to Columbus. The State Route (SR) 540 designation will attach to existing routes like SR 24 in Baldwin County and SR 4 through Jefferson County.

GDOT PROGRAM AIDS JEFFERSON COUNTY MIDDLE SCHOOL DEVELOPMENT

The Jefferson County Board of Commissioners worked with Georgia DOT to support traffic operations on State Route (SR) 296 when the new Jefferson County Middle School opens to students in the 2019-2020 school year.

The Department provided up to \$250,000 or 90 percent of the overall project costs to add a center left turn lane and a deceleration lane to SR 296, which enhances pedestrian access from the public road. Specifically, monies were derived from the Local Maintenance and Improvement Grant (LMIG) program, Economic Development, Educational School Access, and Emergency Funds.

Local governments can make a request for LMIG funds through their GDOT Board Member or elected officials assigned to their districts. Requests are then sent to Georgia DOT's Local Grants Office with supporting information and project costs.

PAVEMENT PRESERVATION PROGRAM CONTINUES 'ROCKING' ACROSS THE DISTRICT

The district maintenance office extends roadway surface life and performance through a wide-scale pavement preservation program that includes asphalt patching, crack sealing, thin-lift asphalt overlay, surface treatments and micro surfacing. The pavement preservation program helps reduce future resurfacing project costs. Nearly \$24 million in maintenance pavement preservation contracts have been awarded to District Two since summer 2017 and hundreds of miles of pavement have been repaired.



District Three

THOMASTON/WEST CENTRAL GA. | MICHAEL PRESLEY, DISTRICT ENGINEER

EMBRACING *QUICK* RESPONSE PROJECTS

BY PENNY BROOKS

Many communities in west central Georgia are going through growing pains.

Therefore, the fast planning, contracting and execution of District 3's Quick Response (QR) projects—construction projects that are completed in a short period of time—are just what the engineer ordered.

Cities like Columbus, Newnan, Macon, McDonough and Perry are experiencing a rapid influx of population and business, as well as the traffic that comes with them. To combat the traffic congestion occurring throughout the district in 2016, local engineers and crews completed ten quick response projects. These included the installation of a mini-roundabout in Henry County on SR 138 at Mosley Road, the addition of a turn lane in Troup County on SR 18 at the I-85 interchange and the placement of a reduced conflict U-turn intersection (RCUT) in Fayette County on SR 74 at Sandy Creek.

The QR engineers say they often hear citizens' concerns about methods like roundabouts and RCUTs, but after communities try them out they provide positive feedback.

"Once they realize that not only did the QR project relieve traffic congestion but it also has made their neighborhood safer, a lot of people feel obligated to email and let us know," said Jared Streetman, GDOT senior inspector for QR projects.



13 CREWS HAVE COMPLETED
13 PROJECTS

7 MORE PROJECTS
ARE UNDERWAY

23 PROJECTS
ARE IN CONTRACTUAL OR
PRECONSTRUCTION STAGES

Construction for this new roundabout at SR 14 at Green Top Road in Coweta County took less than two weeks.

TO BE ELIGIBLE FOR THE QUICK RESPONSE PROGRAM A PROJECT MUST BE ON A STATE ROUTE, COST UNDER \$200,000 AND BE ABLE TO BE IMPLEMENTED IN A RAPID TIME FRAME.

FOR MORE INFORMATION ABOUT THE QUICK RESPONSE PROGRAM, SEE ARTICLE ON PAGE 14.

District Four

TIFTON/SOUTHWEST GA. | RITCHIE SWINDELL, DISTRICT ENGINEER

I-75 MULTIPLE TRACTOR-TRAILER CRASH: A PHOTO ESSAY

This is what can happen when a driver drops a cell phone and is distracted.

BY NITA BIRMINGHAM

A multiple tractor-trailer crash shut down part of Interstate 75 South near Exit 39 in Cook County for almost 15 hours. The Georgia State Patrol reported it started at 11:25 p.m. Oct. 22 when the driver of a semi traveling in the right lane dropped his cell phone in the floorboard and looked down. The driver said he looked up and couldn't avoid striking the rear of the truck ahead of him. He had minor injuries and no one else was hurt. It could have been a lot worse.



Our district Coordinated Highway Assistance and Maintenance Program (CHAMP) operators were on site from immediately after the crash until the scene was clear the next day. CHAMPs assist law enforcement with traffic control by alerting traffic to move over and slow down.



The investigating trooper reported the semi that caused the crash traveled across the southbound lanes and hit the concrete barrier wall. The impact left the impression of tire rims on the wall and knocked out part of the glare screen on top. Pieces of the screen hit the front of another tractor-trailer traveling in the middle lane of I-75 north. The damaged wall area has been marked by construction barrels until District employees repair it.

The truck traveled south along the wall in the emergency lane and caught fire. The heat where the cab was located caused crumbling of the concrete surface of the glare screen and barrier wall. Luckily, the truck stopped just north of the Exit 39 overpass, so there was no damage to the bridge. The semi driver was cited for following too closely and failure to exercise due care.

The cab of the truck was hauled away early in the morning, but hot spots—areas primed for ignition—later broke out in the trailer, which delayed its removal. It couldn't be loaded onto a flatbed and moved until the risk of fire was eliminated.



The Adel Fire Department responded to extinguish the flames. Firefighters thoroughly doused the trailer and used a pike pole to stir debris and make sure there were no additional hot spots.

GDOT Cook County Highway Maintenance Foreman Chad Sowell Jr. responded to the crash shortly after it was reported. He was on the interstate until about 2 a.m. Oct. 23, but wasn't gone long. By midday he returned to spread material to absorb oil and other fluids spilled on the shoulder and roadway during the crash.

Metal dangling over the edge could possibly protrude into the adjacent lane of traffic and create a traffic hazard. A backhoe was used to push the pieces of metal back onto the trailer after it was loaded by a wrecker service.

District Five

JESUP/SOUTHEAST GA. | BRAD SAXON, DISTRICT ENGINEER



I-95 INTERCHANGE PROJECT AT BELFAST KELLER ROAD *BREAKS GROUND*

BY JILL NAGEL

The Georgia Department of Transportation held a ceremonial groundbreaking for a new interchange project on Interstate 95 at Belfast Keller Road in the City of Richmond Hill in October.

The project, estimated to cost \$18.8 million, runs approximately 0.5 mile along I-95 and 0.5 mile along Belfast Keller Road. Construction is anticipated to be completed in 2020.

Belfast Keller Road currently crosses I-95 via a two lane overpass bridge, but provides no access to the interstate. The I-95/Belfast Keller Road Interchange Project will construct a new overpass bridge over I-95 on Belfast Keller Road and roundabouts will be installed at the ramp intersections. The only work occurring along I-95 will be the construction of the bridge and the tie-ins of the new ramps for the interchange. The project is anticipated to improve access to I-95 during hurricane evacuations, emergency services and to support existing and future economic growth and development in the region.

"It's a proud day for the Georgia Department of Transportation along with our partners Bryan County, the City of Richmond Hill and Rayonier. The new I-95 interchange at Belfast Keller Road will serve all the citizens of southern Bryan County with improved connectivity to I-95," said State Transportation Board Chairman Ann R. Purcell. "This is a true example of a public-private partnership to benefit the entire community through economic development and enhanced safety during natural disasters."

Purcell welcomed and recognized state legislators, local dignitaries from Bryan County and the City of Richmond Hill, business partners and Georgia DOT staff. State Senator Ben Watson, and State Representatives Ron Stephens and Jesse Petrea, all of whom represent Savannah, were in attendance.



HIGH FRICTION SURFACE TREATMENT ENHANCES DRIVER SAFETY

PROJECT TREATS STATE ROUTES IN NW GEORGIA COUNTIES

BY MOHAMED ARAFA

While skids can happen at any time under any conditions — even when the roads are dry — vehicles driving into horizontal curves are even more susceptible to skid and require greater lateral friction due to centrifugal forces. Georgia DOT in northwest Georgia works to ensure that all roadways have the needed pavement friction so vehicles can stay safely in their lane.

Engineers pay close attention to pavement conditions for the safety of motorists, as well as to ensure pavement preservation. When crews identify that a pavement surface is worn, they act to restore a safe level of friction to help prevent or reduce hydroplaning, especially in sharp curves.

A major safety countermeasure for such locations is to apply high friction surface treatment (HFST) to the roadways. HFST improves pavement surface friction at sharp curves by up to three times the existing condition, reduces needed stopping distance by 25 to 30 percent, and provides impressive crash reductions that are anywhere from 45 percent to 100 percent, according to the Federal Highway Administration.

In late summer, construction crews completed a massive HFST project that included 38.1 miles on 29 state routes at 59 locations in the 17-county district. Other safety upgrades to the roadways included new signage, fresh pavement markings and rumble strips.

At a cost of under \$16 million, HFST is an ideal alternative to the more expensive horizontal curve realignment projects. While not a permanent substitute for repaving, the treatment offers several additional advantages, including minimal impact to traffic since it only requires one lane to be closed at a time, no detours, and durability. HFST has an estimated service life of five to eight years for 15,000 vehicle-per-day highways and up to five years for 50,000 vehicle-per-day highways.



District Seven

CHAMBLEE/METRO ATLANTA GA. | KATHY ZAHUL, DISTRICT ENGINEER

MAJOR IMPROVEMENTS UNDERWAY ON TRANSFORM 285/400 CONSTRUCTION PROJECT

BY TORI A. BROWN

The Transform 285/400 project, designed to help reduce traffic congestion in the area near the I-285/SR 400 interchange in metro Atlanta, has seen a significant increase in construction activities with roadway grading, construction of retaining walls and bridges, utility relocations and drainage structure installations. Several detours and traffic shifts have been implemented and others are planned to advance the critical work needed to complete the project.

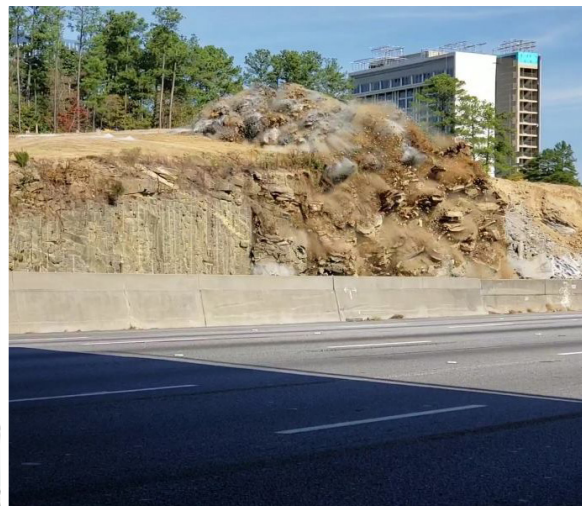
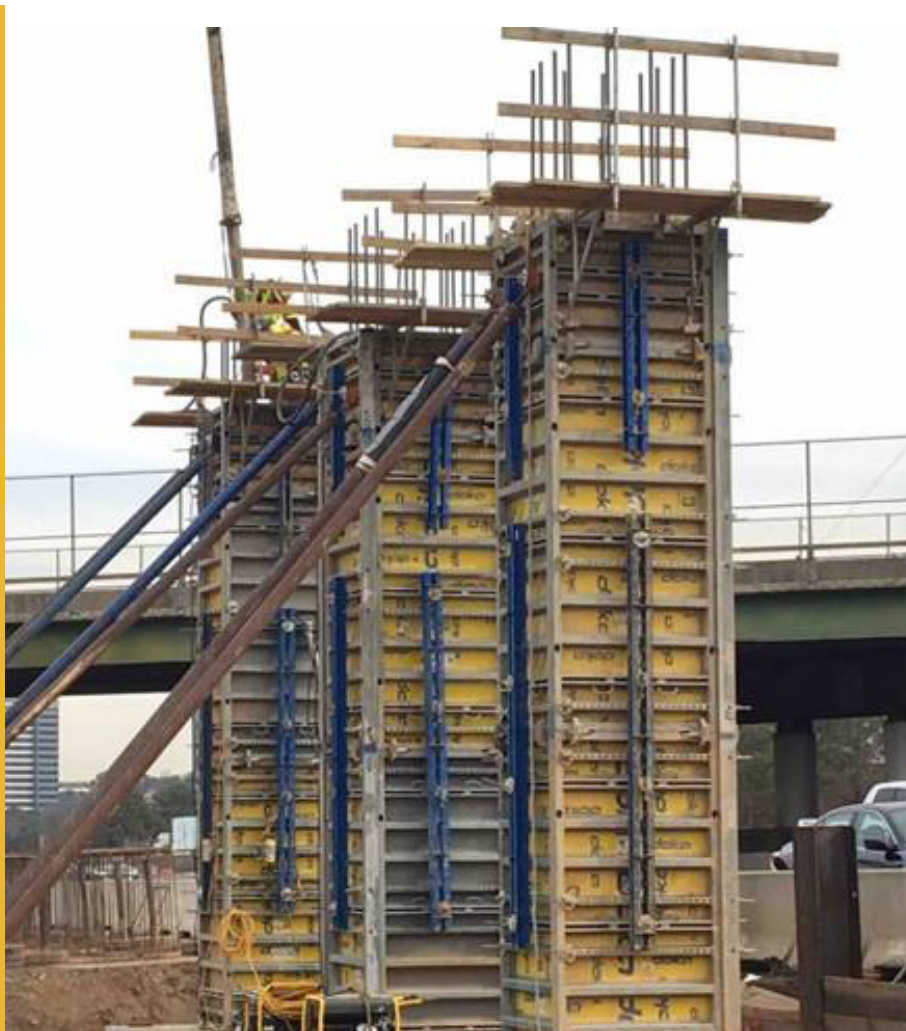
Multiple bridge foundations and columns have been constructed and are now visible within the I-285/SR 400 Interchange.

Over the next several months, crews will continue controlled blasting along I-285 westbound between Perimeter Center Parkway and MARTA rail lines. In addition, motorists along I-285 westbound will see construction begin on collector-distributor (CD) lanes, which will separate lower speed local traffic from higher speed through traffic, and additional bridge construction at the Ashford Dunwoody Road entrance ramp.

Crews will also continue utility relocations and bridge construction on Peachtree Dunwoody Road and Glenridge Drive. This work, which requires lane modifications, began in October 2018 and will remain in effect until the construction of the four new bridges at Glenridge Drive are complete.

Additionally, construction of mechanically stabilized earth (MSE) retaining walls and drainage structures for northbound and southbound CD lanes from Abernathy Road to the northern project limits are underway. Drivers on Abernathy Road will soon see the installation of Georgia Power transmission poles, and on SR 400 with progress being made on the new Mount Vernon Highway Bridge over SR 400 as two new decks are poured.

The Transform 285/400 improvement project is designed to help reduce traffic congestion and enhance safety in the area near the I-285/SR 400 interchange in metro Atlanta. This priority project adds new flyover ramps, new collector-distributor lanes and other facilities to aid east-west travel along I-285 and north-south travel along SR 400. The Transform 285/400 project is slated for completion in late 2020.



I-85 EXPRESS LANES EXTENSION IMPROVES COMMUTES IN GWINNETT COUNTY

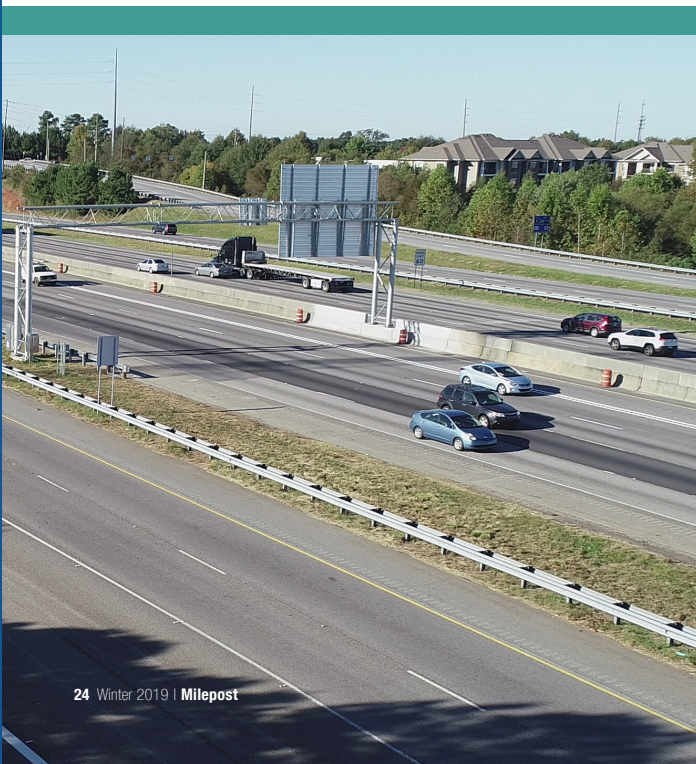
BY SADE WILKINS

The new I-85 Express Lanes, which opened in November, extended the existing high occupancy express lanes by 10 miles to help enhance travel times for the 263,000 vehicles that travel the highway daily. This extension to the Georgia Express Lanes network stretches along I-85 from Old Peachtree Road to Hamilton Mill Road in Gwinnett County. Its addition creates a 26-mile express lane network on I-85 into Georgia's northeast region.

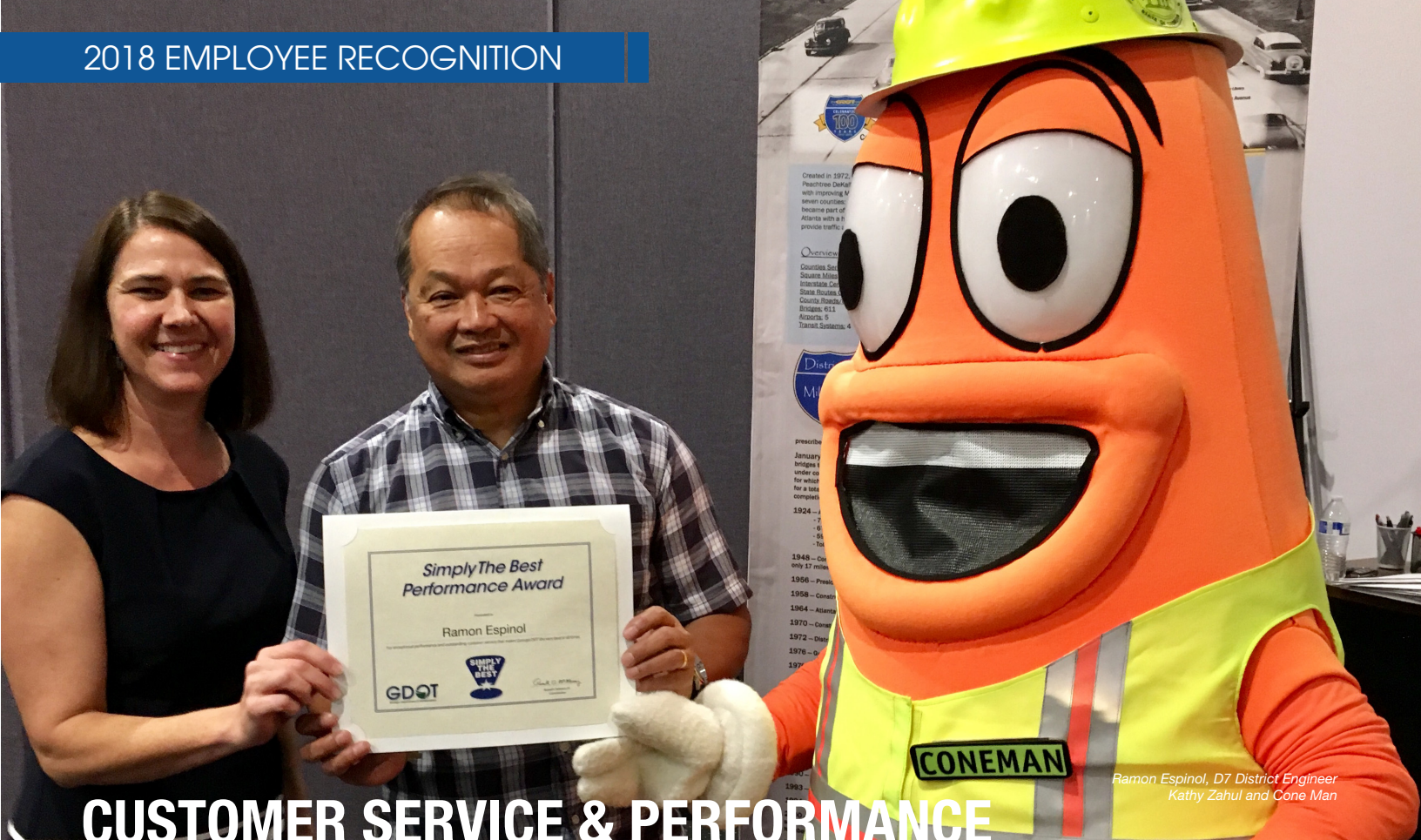
Georgia DOT also added a general purpose lane in each direction between I-985 and Hamilton Mill Road, to enhance traffic flow. Drivers traveling northbound can access the express lanes at four locations and southbound drivers have access at six locations.

Express lanes improve mobility by providing commuters with a choice for faster, easier and more reliable travel.

The State Road and Tollway Authority (SRTA) manages Georgia's Express Lanes through Peach Pass, the state's all-electronic dynamic tolling technology. Peach Pass rates fluctuate based on driver demand to ensure free-flowing travel, even during peak times. Public transit buses, registered carpools or vanpools of three or more people, and emergency response vehicles may travel in the express lanes for free – with a registered account and active Peach Pass. Other vehicles, including motorcycles and electric vehicles, are required to pay.



“USERS OF EXPRESS LANES PROJECTS IN GEORGIA TELL US THAT USING THE LANES GIVES THEM TIME BACK IN THEIR DAY,” COMMISSIONER RUSSELL R. MCMURRY, P.E. SAID. “THIS EXTENSION ADDS TO OUR GROWING NETWORK OF EXPRESS LANES, WHICH HELPS CREATE A MORE CONNECTED METRO ATLANTA.”



Ramon Espinol, D7 District Engineer
Kathy Zahul and Cone Man

CUSTOMER SERVICE & PERFORMANCE EXCELLENCE AWARDS

THIRD QUARTER 2018

Each quarter, Georgia DOT employees are given the opportunity to recognize the work of a coworker by nominating them for a commendation for either customer service or performance excellence. Congratulations to the recipients of this quarter's Employee Recognition Awards.

DISTRICT ONE

Chad Skogsberg, Lead Design Engineer, Performance Excellence. Took on a large-scale project with an aggressive schedule. Sacrificed nights, weekends and holidays to ensure things were done correctly and on time.

Austin Gray, Design Engineer, Performance Excellence. Undertook a huge redesign and led a team of talented and dedicated designers to successfully produce a quality design on a strict deadline.

Sonja Garland, Procurement Manager, Performance Excellence. Demonstrates professionalism and encourages all with her enthusiasm. She is the epitome of the Code of Ethics and Conduct. Working under her guidance has been a very positive experience.

Jessica Garcia, Program Technician, Customer Service Excellence. Has a positive attitude while delivering

exceptional customer service. Always helpful and responsive while helping traffic ops.

Toby Barnes, Survey Data Specialist, Customer Service Excellence. Dedicated, hardworking and detailed. He takes pride in his work for the location and survey office and is a valuable asset to GDOT.

DISTRICT TWO

Cynthia Norris, Program Associate, Customer Service Excellence. The first person the public encounters upon visiting or calling, Norris is happy to assist internal and external customers. Her customer service has received numerous compliments from the public.

Applying Area Wide and Lincoln County Maintenance Crews, 16 employees, Customer Service Excellence. This team fully repaired a drainage problem and repaved a smooth surface following a citizen complaint on social media. This team consistently goes above

and beyond on maintenance tasks regardless of size - leaving local customers feeling great about GDOT.

DISTRICT THREE

George Johnson, Area One Assistant Engineer, Performance Excellence. Demonstrates exceptional leadership, problem solving skills and patience. Has a track record of training his team of engineers to be exceptional.

Andy Pollard, Highway Maintenance Foreman, Performance Excellence. Cooperates to accomplish common goals and treats others with dignity and respect while remaining friendly. Pollard is intent on his public duty and is a credible representative of the Department.

Trinity McDonald, Equipment Operator, Customer Service Excellence. Anticipates customer needs and goes "the extra mile." Was instrumental in reducing customer wait times and improving the accessibility of information and services.

Lee Lafferty, Program Associate, Customer Service Excellence. One of the friendliest people in the work place, his attitude and work ethic are remarkable. He takes pride in serving GDOT employees and civilians.

David Arrington, Steve Rogers, William Boyd, Sherrod Smith, Customer Service Excellence. Outstanding job caring for five GDOT employees that were involved in a vehicle accident. Their cohesion and ability to work seamlessly during an emergency demonstrates their commitment to fellow co-workers and safety.

Lisa Dover and Daniel Faircloth, Customer Service Excellence. Went above and beyond to plan, organize and implement the 2018 District Three Equipment Operators Training and ROADeo. With no district safety officer in the area at the time, they took on the task without hesitation.

Abraham Ghebremeskel, Kelly McIlraith, Fredo Selbonne, Customer Service Excellence. High performing junior engineers who design safe projects in the most cost effective way. Their collaboration enables them to complete their designs with little supervision.

DISTRICT FOUR

Matthew Barber, Assistant Area Manager, Performance Excellence. Exhibits patience and knowledge in maintenance and construction, and takes initiative in helping employees. Often completes tasks in exceptional time.

Bainbridge Bypass Crew, 38 employees, Performance Excellence. Area Three Maintenance and Special Forces teams responded immediately with personnel and equipment to repair a damaged bridge. They worked efficiently to secure placement of the detour and emergency traffic control.

Theo Parker, Utilities Specialist, Performance Excellence. When a utility company claimed prior rights on a project in Decatur County, Parker researched deeds back to the 1800s and proved the Department was on the property first – saving GDOT \$400,000.

Sandy Griffin, District Design Engineer, Performance Excellence. Knowledgeable, helpful and provides insight and assistance on design and engineering issues. Recognized for consistently turning in Section 20 plans without environmental issues.

Riley Gerrald, Civil Engineer, Performance Excellence. Took the lead on execution and utilization of new permitting system. With perseverance and cooperation Gerrald ensured the application is effective and operational.

Debbie Bradshaw and Casey Spurlock, Customer Service Excellence. Went above and beyond to return a traveler's lost keys. Spurlock located the keys at Rest Area #9 and Bradshaw mailed them to the motorist who lives in Kentucky. Exhibited the kind of customer service that made the customer happy.

Tomarra Hart-Hutchins, Construction Inspector, Customer Service Excellence. Stepped up to help perform the duties of program associate until the position was filled, while still maintaining her responsibilities as a project engineer over a \$12 million bridge project in Baker County.

District 4 Traffic Operations, 11 employees, Customer Service Excellence. Constantly puts out studies, access, quick responses, and more in a timely manner. Professional in their work and when talking to the public.

DISTRICT FIVE

Minh Tran, Civil Engineer, Performance Excellence. Excels at his position, including the development and coordination of conceptual layouts, preliminary and final construction plans and right of way plans.

Donnie Boyd, Traffic Operations Supervisor, Performance Excellence. Does a great job managing the north and south teams of the District Five Traffic Operations groups. His optimism and encouragement through leadership are greatly appreciated.

Cynthia Phillips, District Traffic Engineer, Performance Excellence. Responsible for maintaining existing and implementing new traffic control devices to increase safety and improve efficiency. Her service to local governments, citizens and the members of her team is excellent.

Talena Patrick, Administrative Assistant, Customer Service Excellence. As assistant for the Construction Office, she handles customer inquiries with professionalism and ensures the customer is satisfied.

DISTRICT SIX

Kipp Champion, Utilities Specialist, Performance Excellence. Proactively took the lead on the utility coordination for the SR 5 Fannin County projects; coordinated

a meeting to educate utility owners and answer their questions. Took it upon himself to resolve a flaw in the Contract Item Agreements spreadsheet template.

Construction Workshop Presenters, six employees, Performance Excellence. Worked together to develop a new training course to cover various construction topics. Developed their visual presentations and presented material in a way that encourages feedback. The class was well-received and new sessions are planned.

Joseph Baldwin, Assistant Highway Maintenance Foreman, Performance Excellence. Transferred to asphalt paving in April and in May stepped up to cover the duties of the assistant asphalt maintenance manager who was recovering from an accident. Baldwin's expertise in asphalt and his performance are off the charts.

Todd Crisp, Safety Officer, Customer Service Excellence. Instrumental in conveying the Department's safety policies and procedures during new employee orientations and in maintenance boot camps. Helped deliver flagger re-certification training and defensive driver training; covered portions of districts 1 and 3 during their safety officer vacancies.

Jonathan Ford, Jonathon Knowles, Michael Phillips, and Alvin Hames, Hurricane Response Signal Crew, Customer Service Excellence. Before the arrival of Hurricane Michael, the signal crew left early in the morning with trucks and signal equipment to reach District 4. After the storm, the team worked long hours to repair signals and ensure the safety of the traveling public.

Allen Bruce, Right of Way Specialist, Customer Service Excellence. Bruce treats property owners with dignity and respect while addressing questions and concerns. He represents the department well and leaves a positive and lasting impression on those he works with.

Jeanine Coleman, Right of Way Specialist, Customer Service Excellence. Knowledgeable and willing to help anyone at any time. GDOT can depend on Coleman to help with questions that arise from internal and external customers.

Matthew Taylor Bentley, Right of Way Specialist, Customer Service Excellence. Courteous, helpful, accessible and responsive when working with property owners impacted by projects. Exhibits high level of commitment to provide customer service.

Blanche Treece, Right of Way Specialist, Customer Service Excellence. When a property owner called several days in a row with questions about a project assigned to Treece, she was patient and worked diligently to provide answers and walk him through the process. She provided impeccable service.

Carey Chester, Right of Way Specialist, Customer Service Excellence. Chester successfully de-escalated a recent situation with an angry property owner. She stayed calm and explained she was there to work with the owner to come to a mutually agreeable solution, and then she followed through.

Donovan Tucker, Traffic Specialist, Customer Service Excellence. Helpful to customers during the implementation of the new driveway permit system within GPAS; recommended several system improvements.

Dawn Farist, Traffic Specialist, Customer Service Excellence. Always provides solutions to challenges that come up during projects before project designs are submitted for Preliminary Field Plan Review or Final Field Plan Review – saving the department time and money.

DISTRICT SEVEN

Ramon Espinol, Survey Party Chief, Performance Excellence. Possesses extraordinary organizational skills; his adherence to guidelines and established protocols has made him successful in executing his duties and projects. Embodies professionalism, trustworthiness and takes great pride in his work.

Felicia Pennyman, Right of Way Team Leader, Performance Excellence. As the only team leader in ROW handling several accounts, she works diligently to ensure customers are taken care of in a professional manner. Pennyman is kind, respectful and a great communicator.

Yolanda Johnson, Right of Way Specialist, Customer Service Excellence. Always the first to volunteer for extracurricular activities and serves as the secretary for the Employee's Association. Johnson ensures her team has a pleasant work environment that fosters positive employee morale.

OTHER GDOT OFFICES

Catherine McCollum, Special Assistant, Human Resources, Customer Service Excellence. Consistently goes over and above to assist GDOT's internal and external customers. McCollum has a

pleasant attitude and frequently volunteers to assist her co-workers with various projects to ensure they are successful.

Thuy McClendon, Human Resources Specialist, Human Resources, Customer Service Excellence. Supports offices by helping to advertise and fill vacancies. When Environmental Services went through a restructure, which required filling several leadership roles, McClendon helped make the process smooth and efficient.

Engineering Support Team, nine employees, Design Policy, Performance Excellence. Upgraded all of the computer images used in Roadway and Bridge Design and Bridge Hydraulics in the past year. They registered 2,000 GDOT CONNECTION client accounts in five months; are in the process of upgrading ProjectWise and Bluebeam for all OGC computers; and respond to over 200 Remedy tickets every month.

Charles Banks, Ron Johnson and Lee Cooper, Statewide Consultant Compliance Survey Crew, Design Policy, Performance Excellence. Team works to collect field data required to make sound determinations on quality and validity of consultants' survey databases. Often work in challenging environments, but save GDOT time and money by finding errors ahead of time that could cause major delays down the road.

Photography and Photogrammetry Team, eight employees, Design Policy, Performance Excellence. Champion surveying by utilizing 3D technology to produce digital terrain maps, topographical and utility domestic geographic names, and ortho-rectified images in a timely manner and at low cost while increasing safety for workers in the field. Delivers timely and accurate results.

Nekeshia Lake, Environmental Compliance Specialist, Engineering Services, Performance Excellence. With the large number of state-funded projects being processed, the coordination with Environmental Protection Division, Environmental Protection Agency, contractors and project personnel has increased tremendously. These relationships have improved due to Lake's exemplary and outstanding performance.

Bobby Dollar, NEPA Team Leader, Environmental Services, Performance Excellence. Streamlined the Finding of No Significant Impact (FONSI) documentation for Environmental Assessment level projects. He worked with FHWA for 12 months to develop the new FONSI

template that reduces GDOT and FHWA review times by at least 50 percent.

Amber Rhea, Senior Transportation Historian, Environmental Services, Performance Excellence. While managing 122 other active projects, she reviewed, corrected and completed thousands of pages of the Railroad Context, which defines all railroads in Georgia.

Elliot Robertson, NEPA Analyst, Environmental Services, Performance Excellence. Improved the training of new employees in NEPA Districts 5 and 7 by having an "open door" policy. Performs a thorough review of work and provides critical feedback to ensure that new staff members are writing high-quality documents.

Jordan Allen, NEPA Analyst, Environmental Services, Customer Service Excellence. Always willing to help out and is very clear about his responsibilities to the department.

Gray Vickery, Ecologist, Environmental Services, Customer Service Excellence. Quick to reach out to others to resolve issues, answer questions, provide additional information or offer guidance, Vickery's customer service is exceptional.

Rodney Wright, Compliance Officer, Equal Employment Opportunity, Customer Service Excellence. Takes time to explain training opportunities available to his coworkers to enable them to better serve internal and external customers. He's an awesome resource.

Kevin Stone, Brian Brooks, Marilyn Landers, D'Angelo Smith, Fred Roberts and Jarrod Cordel, Revenue Team, General Accounting, Performance Excellence. Implemented lockbox services with GDOT's bank to streamline the cash receipt process with external customers. This enabled a more efficient and safe receipt of funds, and implemented an invoicing process to consolidate billing.

Mellie Pettit, Rural Transportation Specialist, Intermodal, Performance Excellence. Completes her work to the highest standards. Provided recommendations to improve the transit program deliverables, including updating the FY 2020 proposed budget form and 5311 grant application.

Helen Pinkston-Pope, Attorney, Legal Services, Performance Excellence. Her input on legal sufficiency of projects procured and managed by the Office of Innovative Delivery has contributed to efficient and enforceable construction contracts and sound procurement processes in alternative delivery.

Melanee Robinson, Business Analyst, Maintenance, Customer Service Excellence. Went above and beyond to help a coworker meet a payment deadline so they could attend a conference. She is very polite when explaining an error or requiring clarification on expense reports.



Blanche Treece and
Commissioner Russell McMurry

Catherine Armstrong, Geotechnical Engineer, Materials and Testing, Performance Excellence. Instrumental in coordinating the Cost Estimate Program – serving as the lead engineer for Cost Estimates and Man-Hour Estimates training – making it more efficient for the Geotechnical Bureau.

Peter Wu, Assistant State Materials Engineer, Materials and Testing, Customer Service Excellence. Went above and beyond on the I-75 resurfacing project in Cobb County after it was let quickly to address the condition of the asphaltic concrete. Wu realized additional testing was needed and compiled data and recommendations so a plan for repair could be quickly provided.

Kelly Gwin, Statewide Plans Branch Chief, Planning, Performance Excellence. Diligent worker, always on her game and knowledgeable in all things GDOT. Gwin is an excellent leader, with a positive attitude who works to ensure the STIP group is well prepared.

Sarah Lamothe, Transportation Planner, Planning, Customer Service Excellence. Lamothe works with Metropolitan Planning Organizations (MPOs) to coordinate and gather data for an input to travel demand model, a technical analysis tool to assist with developing the Long Range Transportation Plan. She often receives positive feedback.

Derrick Brown, State Scheduling Administrator, Program Control, Customer Service Excellence. Developed a seven stage work flow system in SharePoint that helps improve the process of delivering project schedules to the Schedule Review Committee. This increases transparency and turnaround time.

Bruce Anderson, Project Manager, Program Delivery, Performance Excellence. Lead for the office standardization committee, which is responsible for maintaining a library that contains template letters, forms, handbooks and manuals that help ensure protocol is followed and that consistent information is shared.

Xavier James, Project Manager, Program Delivery, Customer Service Excellence. Continually looks for ways to streamline processes; assists with conducting compliance checks; guides team members through the scoping process for task orders.

Brenda Reeves, Secretary, Program Delivery, Customer Service Excellence. Always goes beyond the call of duty to respond to needs of the project managers; serves as a source of important information.

John Greenwood, Right of Way Specialist, Right of Way, Performance Excellence. Worked on several complex relocation benefits situations, including replacement housing and down payment assistance, and set a new standard for his coworkers.

Paul Gamblin, Administrative Support, Right of Way, Customer Service Excellence. Encompassing the meaning of customer service, Gamblin is always polite to customers when handling his job responsibilities.

Josh Taylor, Design Engineer Group Manager, Roadway Design, Performance Excellence. A fantastic work ethic and a lot of knowledge make Taylor a go to person in the office. He is a great manager – letting his team learn at their own pace while ensuring deadlines are met.

Courtney Lovelace, Design Engineer, Roadway Design, Performance Excellence. Delivered final plans for a high profile and complex bridge project on time, despite setbacks. A role model by independently managing his projects and helping others with various design tasks.

Titus Johnson, Design Engineer, Roadway Design, Performance Excellence. Exceptionally talented designer who successfully tackled challenges including new roundabout design techniques, complex staging and wall envelopes. He is taking GDOT to the next generation of design software by formulating 3D modeling files for projects.

Kadi Vilardo, Civil Engineer, Roadway Design, Performance Excellence. Took on a complex project—the first DDI designed by the state—and successfully managed scope changes and schedule delays to deliver the project to construction on time and with high quality.

Marvin Gavins, Design Group Manager, Roadway Design, Performance Excellence. With a natural gift for leadership, he encourages and assists his team by providing answers to design-related questions. Gavins brings a can-do attitude to work and is an inspiration.

Edward Hightower, Civil Engineer, Roadway Design, Performance Excellence. Cooperates with others to accomplish common goals and treats everyone with dignity and respect. Hightower displays a commitment to the department's success and inspires others to commit to goals.

Emily Kimani, GIS Analyst, Transportation Data, Customer Service Excellence. In addition to her normal work on the State Freight Network, Kimani was responsible for a large bridge project – helping the Bridge Maintenance Unit identify state-owned bridges that were potentially in the path of Hurricane Florence. While the hurricane took a different route, her information was instrumental in preparing for the storm.

Yulonda Pride-Foster, Utilities Preconstruction Manager, Utilities, Customer Service Excellence. A team player and an exceptional leader, she never hesitates to help others with their work. She has made substantial contributions to the Utilities Office during her many years of service.



Yolanda Johnson, D7 District Engineer
Kathy Zahul and Cone Man

WELCOME NEW EMPLOYEES

It's great
to have
YOU
with us
at GDOT.

DISTRICT 1

Thomas F. Akers
Jeremy C. Arrowood
Brittney M. Bozzi
Derek H. Brabson
Angel B. Broome
Richard A. Brouer Jr.
Kiana S. Byrd
James C. Canady
Timothy G. Couch
Osby Dixon
Keegan L. Downer Jr.
Larry C. Gulley
Daniel O. Holcomb
John J. Lee Jr.
Spencer B. Lord
Austin R. Martin
Michelle L. Owens
John Owsiany Jr.
Steven A. Saunders
Blake A. Shuler
Kevin D. Ventura
Malik E. Wheatle

DISTRICT 2

Caroline E. Beckum
Arkeed D. Folsom
Betty A. Horton
Justin A. Reed
Jonathan N. Stevens
Terrell C. White
Heston C. Williams
Larry R. Woodland

DISTRICT 3

Kristin N. Ashmore
Aquave Q. Baldwin
Penelope G. Brooks
Evan J. Candlin
Chantel M. Carter

Theodore P. Clark Jr.
Re'Nisha S. Clayton
Edwin I. Ejikeme
Jean Florival
Darius J. Gibson
Josh D. Gomez
Michael W. Gregg II
Philip W. Halstead Jr.
Demonte M. Little
Carlos A. Maldonado
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