

MILEPOST

GEORGIA

Fall 2017

Accountability Matters

MilePosts: Measuring Performance

Georgia's First Accelerated Bridge Construction

Customer Service at GDOT


Georgia Department of Transportation

SAFETY

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

MEASURE	TARGET	Q1 JULY-SEPT 2017	Q2 OCT-DEC 2017	Q3 JAN-MARCH 2018	Q4 APR-JUNE 2018
Number of fatalities statewide	Reduce fatalities by 41 each year	376			
Work zone fatalities for Georgia DOT employees	Toward zero deaths	0			
Work zone injuries for Georgia DOT employees requiring medical treatment	Toward zero injuries	15			
Work zone fatalities for the public	Toward zero deaths	7			
Average HERO response time	10 minutes or less	11 minutes			

CALENDAR YEAR FATALITY TREND ON GEORGIA'S ROADWAYS



*Through 10/31/17

TOWARD ACHIEVING RESULTS

- Georgia DOT's Drive Alert Arrive Alive campaign educates drivers about how changes in their driving behavior can reduce preventable crashes.
- Similarly, the See & Be Seen campaign addresses a surge in pedestrian fatalities, stressing that walker safety is a shared responsibility between drivers and pedestrians.
- Safety measures designed to reduce crashes include safety edge, rumble strips, center median cable barriers, high-friction surface treatments, reflective signage and striping, and pedestrian countdown timers.
- Georgia DOT observes National Work Zone Awareness Week each spring to call attention to the dangers in roadway work zones.
- Georgia DOT's employee-focused Safety On My Mind initiative inspires a safety-first culture among staff - whether they work on the roadway or in the office.

GEORGIA DEPARTMENT OF TRANSPORTATION

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MILEPOSTS

FY 2018 PERFORMANCE MEASURES

— FIRST QUARTER —

SETTING GOALS

Goals are crucial to the success of organizations like the Georgia Department of Transportation. 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 state 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

- 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
- Recruit, train and retain a quality workforce

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

PAVEMENT AND MAINTENANCE PRESERVATION

System preservation: Efficiently take care of current transportation facilities.

Tracks roadway pavement and bridge conditions.

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

Scores: GOOD 85-100, FAIR 70-85, POOR less than 70

ROUTE	TARGET	2016	2017
CRITICAL Interstates, National and State Freight Corridors, Federal Strategic Highway Network	85	84	84
HIGH National Highway System, U.S. Routes, GRP Corridors	85	79	79
MEDIUM GEMA Routes	82	78	80
LOW All other Uncategorized Routes - low connectivity, less than four lanes, low regional significance	79	80	80

Bridge Condition: Tracks bridge conditions based on strength and deck condition. The Federal Highway Administration requires states to ensure that no more than 10 percent of National Highway System bridges are structurally deficient and will penalize states if in violation for three consecutive years. No bridge that is rated fair or good is structurally deficient.

MEASURE	2013*	2014*	2015*	2016*	2017*
BRIDGES Percentage of all in GOOD Condition	53%	51%	53%	51%	48%
On-system	37%	35%	35%	34%	32%
Off-system	16%	16%	17%	17%	16%
BRIDGES Percentage of all in FAIR Condition	44%	46%	45%	47%	50%
On-system	30%	32%	31%	33%	35%
Off-system	14%	14%	14%	14%	15%
BRIDGES Percentage of all in POOR Condition	3%	3%	2%	2%	2%
On-system	1%	1%	1%	1%	1%
Off-system	2%	2%	1%	1%	1%

* Annual time frame based on date of initial inspection.

TOWARD ACHIEVING RESULTS

- As a result of the Transportation Funding Act of 2015, Georgia DOT now has sustained funding to focus on deferred routine maintenance activities including pavement preservation and bridge rehabilitation or replacement.
- Compared with FY 2015, funding for roadway resurfacing nearly quadrupled in FY 2016, with similar funding in FY 2017. This enables Georgia DOT to work toward restoring a 15-year pavement resurfacing cycle rather than the 50-year cycle in place a few years ago.
- Funding for bridge repairs and replacements nearly doubled in both FY 2016 and FY 2017, allowing Georgia DOT to repair or replace on-system and off-system bridges.

SYSTEM PERFORMANCE

Invest to improve reliability, congestion and connectivity.

Tracks average speeds across the most congested freeways in the metro Atlanta region.

MEASURE	TARGET	Q1 JULY-SEPT 2017	Q2 OCT-DEC 2017	Q3 JAN-MARCH 2018	Q4 APR-JUNE 2018
GP lanes / Morning peak	>40 mph	33			
GP lanes / Evening peak	>40 mph	32			
Express lanes / Morning peak	>45 mph	59			
Express lanes / Evening peak	>45 mph	56			

TOWARD ACHIEVING RESULTS

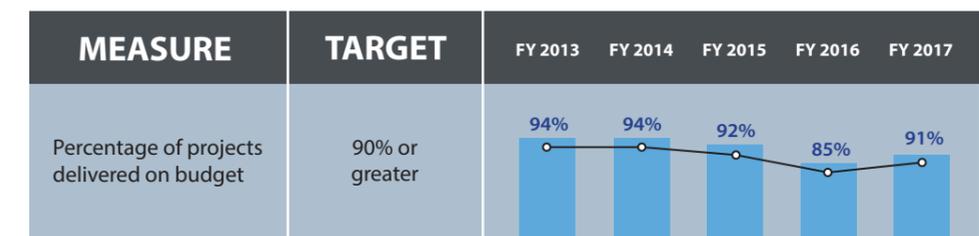
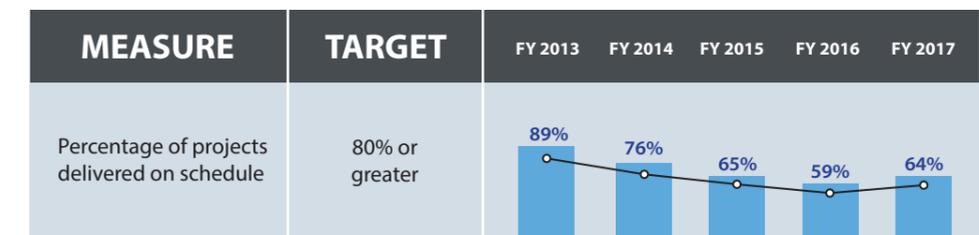
- Georgia Express Lanes (GEL) provide a mobility choice for drivers to pay a toll to bypass congestion and offer a clear path for transit operators. GEL relies on variable-price tolling to maintain free-flowing travel. The result is more reliable and predictable trip times - even during peak travel periods.
- 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.
- The TIME Task Force Towing and Recovery Incentive Program (TRIP) encourages the quick, safe clearance of large-scale commercial vehicle incidents. By paying performance incentives to highly skilled, TRIP-certified towing and recovery companies, delays and safety hazards are reduced.

STEWARDSHIP AND ACCOUNTABILITY

Deliver projects on time and on budget.

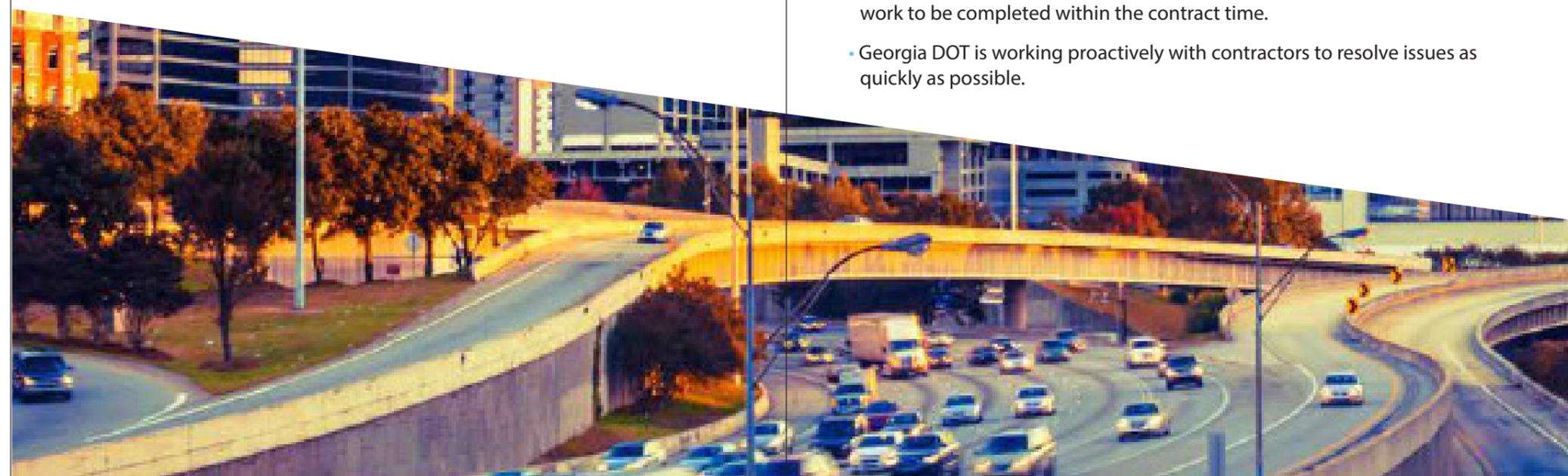
Tracks percentage of projects delivered on schedule and on budget.

MEASURE	TARGET	Q1 JULY-SEPT 2017	Q2 OCT-DEC 2017	Q3 JAN-MARCH 2018	Q4 APR-JUNE 2018
Percentage of projects delivered on schedule	80% or greater	73%			
Percentage of projects delivered on budget	90% or greater	92%			



TOWARD ACHIEVING RESULTS

- Georgia DOT is actively working with the State Utility Office and the district offices to provide realistic schedules before awarding construction contracts.
- The project close-out procedure has been updated to allow for corrective work to be completed within the contract time.
- Georgia DOT is working proactively with contractors to resolve issues as quickly as possible.



Commissioner's Column

Accountability Really Matters.



We at GDOT are assigned the huge responsibility of delivering a transportation system focused on innovation, safety, sustainability and mobility. In short, we are accountable to Georgia. We are entrusted with public resources, making us accountable not only for what we do and the results we achieve, but also for sharing those results.

This issue of Milepost launches a new feature, aptly called MilePosts. These are performance measures that demonstrate how the outcomes of our work measure up

to our goals in areas like safety, maintenance, mobility, stewardship, system performance and workforce. We highlight where we're meeting or exceeding our goals. Where we fall short, we note efforts to change course toward better outcomes. Our focus is always toward success. Please review our results in the MilePosts insert.

The cover photo for this issue showcases one aspect of the emergency rebuild of the I-85 bridge, which opened just six weeks after it collapsed due to a fire. The Department, its partners and contractors worked around the clock to rebuild and reopen this heavily-traveled corridor near downtown Atlanta. The project is but one example of our employees' commitment and dedication to get and keep our roadways open.

You will also read about our numerous accomplishments during Fiscal Year 2017, which ended June 30. It is terrific to see all of the achievements over the year. We celebrated the groundbreaking of the initial phases of the I-16/I-75 interchange improvement project in Macon; successfully dealt with several natural disasters; revamped our customer service program; opened a Business Help Center for small and disadvantaged businesses; and marked the fifth anniversary of the TIA program in three Georgia regions. Innovative firsts for us include replacing a bridge in northwest Georgia over live traffic using accelerated bridge construction and opening a displaced left-turn intersection on SR 400 near Dawsonville.

It often seems like we continuously address weather-related issues and this past year was no exception. Safety is always on our minds and the tremendous work by our staff to provide for the safety of the public is amazing. Long before Hurricane/Tropical Storm Irma reached Georgia, its effects on transportation in the state had already been felt, due in great part to evacuees from Florida who fled north. Some areas of the state saw traffic volumes increase by as much as 600 percent. Our crews were ready and mobilized for the event; after the storm they contended with debris removal, dark signals requiring repair and inspections of bridges, as well as excessive traffic volumes due to motorists returning home. It was great to see HEROs on I-75 in Valdosta after they were deployed from metro Atlanta to assist! I am indeed thankful for and gratified by the rapid response of our employees who got Georgia moving again.

Remember to keep safety on your mind and Drive Alert and Arrive Alive. Wear your seatbelt, stay off the phone and drive alert.

Please enjoy this edition of Milepost!

Russell R. McMurry, P.E.

GEORGIA MILEPOST

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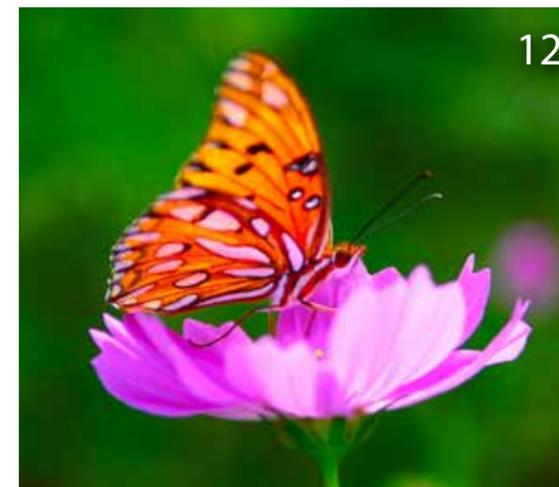
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On the cover: The I-85 overpass rebuild demonstrates Georgia DOT's accountability and transparency even in times of adversity. Photo: Cedric Mohr, GDOT



ACROSS THE BOARD

New Leadership for FY 2018



At the helm. Jamie Boswell (center), Ann R. Purcell and Tim Golden make up the Board's new leadership team. Photo: Cedric Mohr, GDOT

The State Transportation Board elected its new executive leadership team at the August meeting. Jamie Boswell was named chairman; Ann R. Purcell was named vice chairman; and Tim Golden was named secretary. The new positions were effective immediately. Board leadership elections are held annually to ensure that all regions of the state are represented at the executive level.

Chairman Jamie Boswell of Athens represents the 10th Congressional District and has served on the board since 2013, most recently as vice chairman. The business and civic leader is a graduate of the University of Georgia and president and owner of a group of insurance, real estate and appraisal companies. As chair, Boswell serves as ex officio member of all committees.

Boswell replaced Robert L. Brown, Jr. of Decatur, a 12-year board member who represents Georgia's 4th Congressional District. Brown is credited with leading the board and the agency through a challenging year that included multiple extreme weather events and the rebuilding and reopening of the I-85 bridges. Brown is president and CEO of an architectural and construction management firm.

Vice Chairman Ann R. Purcell of Rincon represents the 1st Congressional District. She was elected to the board in 2013 and served as board secretary this past year. Purcell is a community and civic leader who served 18 years in the Georgia House of Representatives. She is a graduate of Georgia Southern College.

Board Secretary Tim Golden of Valdosta, who represents the 8th Congressional District on the board, served 16 years in the Georgia State Senate prior to his election to the board in 2015. He also served seven years as a representative in the Georgia House.

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

Dana Lemon recognized by Atlanta Business League

Board Member Dana Lemon received the 2017 Catalyst Award for her outstanding efforts in enhancing opportunities for minority businesses through minority vendor development and community activities.



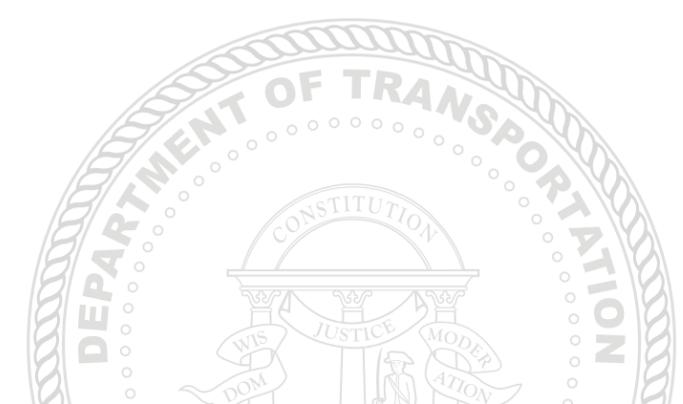
Roger Williams receives board tribute

Former Board Member Roger Williams, who retired from the STB in June, was honored at the July meeting with a resolution in appreciation of his service to the board and to the Georgia Department of Transportation. Williams, a U.S. Army veteran, served 22 years in the Georgia House of Representatives prior to his election to the board in 2013 to represent Georgia's newly designated 14th Congressional District in Northwest Georgia.

GDOT/SRTA joint resolution moves MMIP project ahead

The board approved a joint resolution with the State Road and Tollway Authority (SRTA) in June to contract for the I-85 Widening Design-Build (DB) Project from I-985 to SR 211 and from SR 211 to US 129 in Gwinnett, Barrow and Jackson counties. The widening creates a total of 33 additional lane miles with an expected reduction in delays upwards of 56 percent. The innovative DB process offers accelerated construction, earlier open to traffic and more price certainty than traditional contracts. The project is one of 11 Major Mobility Investment Program (MMIP) projects planned to be in construction or open within 10 years.

Subsequently Georgia DOT selected the team of C.W. Matthews Contracting Co., Inc. and Infrastructure Consulting & Engineering, PLLC as the apparent best proposer contractor. Official confirmation of the award was pending at press time. Construction is anticipated to begin in summer 2018 with a projected completion by fall 2020.



State Transportation Board Chairman

Beyond the Boardroom with Jamie Boswell

By Brittany Wagner

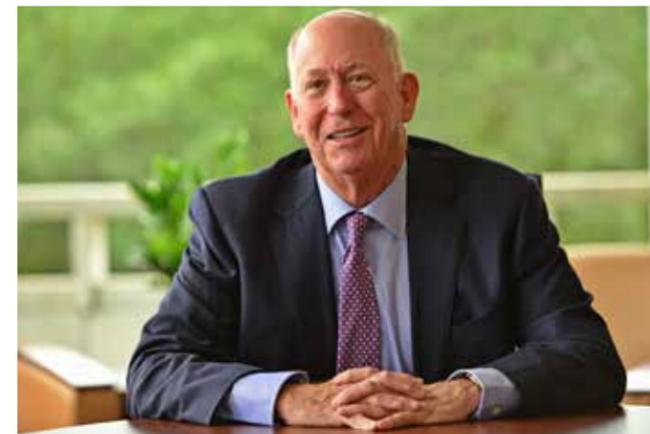


Photo: Cedric Mohr, GDOT

He's a graduate of the University of Georgia's Terry College of Business with a major in real estate, who also attended Georgia Tech. Although he once was a Yellow Jacket, he settled in Athens, a part of Georgia that bleeds red and black. He's gregarious and approachable. Jamie Boswell is also a successful businessman whose desire to help his community led him to serve Congressional District 10 as a member of the State Transportation Board, a position he's held since 2013. Now chairman, he sees infrastructure innovation on the horizon.

Raising cattle and growing crops. Raised on a farm in Greensboro, Ga. in the late 1940s and early 1950s, the Boswell family raised cattle and pigs and grew everything they ate. It was tough at times. *We lived off a dirt road that went by my grandfather's farm – we moved there right after WWII. Growing up on the farm was great – although the work was hard and never ending. Since bicycles didn't work well on a dirt road, we rode horses instead and went hunting and fishing when we could. That's where many of my favorite memories are growing up. I also enjoyed playing sports in high school.*

Property's his game. Boswell began his career in real estate in the 60s and hasn't looked back. *I actually got my real estate license the same exact day GDOT turned 50 years old – August 16, 1966. I found my passion in commercial real estate. Residential didn't fit well with me. I'm a numbers person, not an emotional person. So when we talk*

about whether a property works financially – I'm much better at that. When I opened my business in 1995, the timing was perfect. There was very little commercial development in Oconee County, but it was growing and I was fortunate to sell sites to Lowe's, Home Depot and Walmart within a three-year span.

Innovation. *I'm not sure I can put into words what the future of transportation is. As fast as technology is progressing, what we are thinking today will be something different tomorrow. I think you're going to see some innovative engineering and planning to move traffic around the country. Whether it is tunnels or double-deck roads – I'm not good enough, wise enough to envision what's going to happen in the future. But I can't wait to see it.*

The King and The Godfather. And everything in between. Whether he's listening to music, watching a cinematic masterpiece or delving into a novel, Boswell is a man of many tastes. *I'm dating myself, but I have seen both Elvis Presley and Liberace in person and they are my favorite performers. In college I listened to rock and roll, but now I enjoy Adele, Garth Brooks and a lot of country music. My favorite movies are old, especially Gone with the Wind, The Godfather, Shawshank Redemption and westerns. My favorite book is The Old Man and the Sea, and lately I'm enjoying Bill O'Reilly's Killing series – Killing Lincoln and Killing Patton.*

Outside the box. Boswell ran for an open seat on the State Transportation Board after working with GDOT to receive approval for a real estate project. *I am interested in trying to help solve problems and by thinking outside the box we can get things accomplished. My experience with the Department made me think that serving the people of CD 10 would be something I would enjoy and I could also be helpful to the state of Georgia. I'm glad I did it; it's something that's very rewarding.*

Wise words. *The Board represents the interests of the people of Georgia. Our goal is to make travel throughout the state as safe and efficient as possible. From Commissioner Russell McMurry on down, the individuals in the Department are focused on being the best in the country at their jobs and I believe they are.*

Family ties. Boswell knows he's a fortunate man. *Tuter—my wife of 52 years—has supported me through the good years and the bad – and believe me there have been tough times. We have a son, Jay, and a daughter, Beth, a daughter-in-law, Doree, and two beautiful grandchildren Taylor and Liza. I thank God every day for his blessing and this family.*

Moving Forward



Mike Hopkins joined Georgia DOT in June as process improvement specialist and office head for the Office of Performance-Based Management & Research (OPMR), formerly Organizational Performance Management (OPM). OPMR leads GDOT's efforts to promote,

develop and implement an agency-wide culture of continuous improvement. It is comprised of three units: Transportation Asset Management; Strategic Performance Management, Measurement & Reporting; and Research & Development. Hopkins is a Lean Six Sigma Black Belt with experience in process improvement, business analysis, compliance/audit and project management. Most recently he led enterprise process improvement initiatives at CIOX Health in Alpharetta. Hopkins has a bachelor's in network communications management from DeVry University.



Ritchie Swindell is the new district engineer in District Four. The 25-year GDOT veteran has broad experience and leadership skills, and was most recently the district maintenance engineer for District 3. He has also worked in various roles in districts 2 and 5, as well as on a statewide level. Swindell has a bachelor's in civil engineering technology from Georgia Southern University.



Michael Lankford is Intermodal Division assistant division director. Most recently he was assistant state construction administrator. Lankford began his 25-year career with the department as a civil engineer technologist and over the years worked his way to area

engineer, railroad crossing engineer, state utilities construction engineer and state maintenance office engineer. Lankford participated in Georgia DOT's Succession Planning Program. He has a bachelor's in civil engineering technology from Southern Polytechnic State University.



Kimberly Nesbitt is the state program delivery administrator in the Office of Program Delivery. She began her 18-year GDOT career as a civil engineering technologist in the Office of Traffic Operations, and progressed to various project and personnel management roles in the offices of Consultant Design, Traffic Safety

and Design, and Program Delivery. She was most recently assistant state program delivery administrator. Nesbitt has a bachelor of science in civil engineering technology from South Carolina State University. She served eight years in the United States Air Force Reserves and was honorably discharged as a staff sergeant.

Recognitions & Distinctions

Two Georgia DOT projects received honors in the 2017 **American Public Works Association/Georgia (APWA-GA)** chapter competition. Fall Line Freeway won in the \$50 million to \$100 million category and SR 47 at Little River Bridge Replacement won in the \$5 million to \$25 million category.

I-75 South Metro Reversible Express Lanes was a Southern Association of State Highway and Transportation Officials (SASHTO) winner in the American Association of State Highway and Transportation Officials (AASHTO) 2017 America's Transportation Awards. Georgia's first reversible dynamically-tolled lanes project won in the Best Use of Technology & Innovation/ large project category.

Turning research into development was key in the Office of Research receiving their fifth **Sweet Sixteen AASHTO award** in seven years. The award, in the Strategic Planning and Advanced Operations category, is for developing automated data collection methods to inventory over 22,000 signs, including condition and classification, and to evaluate 1,500 miles of pavement condition. The methods are consistent, reliable, and cost-effective, and enhance worker safety by eliminating exposure to roadway hazards.

The **Savannah Harbor Expansion Project (SHEP)** Project Delivery Team was named 2017 Project Delivery Team of the Year by the U.S. Army Corps of Engineers (USACE) in recognition of their commitment to deliver navigational and environmental mitigation while preserving the sensitive Savannah Harbor ecosystem. Georgia DOT's Trey Daniell and C.R. Jackson represent GDOT on the team.

The **Traffic Incident Management Enhancement (TIME)** Task Force recognized GDOT divisions for excellent traffic incident management and commitment to safety by first responders during and after the collapse of I-85, and for other incidents during that time frame. Accepting on behalf of their divisions were: Requel Williams, Transportation Management Center (TMC); Andre Todd, Highway Emergency Response Operators (HERO); and Andrew Heath, Traffic Operations.

The men and women of Georgia DOT shared the Georgia Association of Broadcasters (GAB) **2017 Georgian of the Year** honors with Commissioner Russell McMurry. The Gabby Award pays tribute for projects underway to make Georgia roads better and safer, for the rebuild of the I-85 bridges in record time, and for GDOT's efforts to work with the broadcast news media to keep the public informed.

The **Office of Human Resources** received the Department of Administrative Services (DOAS) 2017 Commissioner's Award in recognition of outstanding performance in policy, performance management, classification management, and overall model performance in HR practices.

Transit Program Manager **Jamie Cochran** was elected to a three-year term on AASHTO's Multi-State Technical Assistance Program Steering Committee.

State Facilities Manager **Jim Clute** began his one-year term as president of the Georgia Association of State Facilities Administrators, where he serves as chairman of the board of directors. The GASFA provides state facilities managers and members of the construction and engineering industries a voice about laws and regulations that impact them.

Georgia DOT's **WebEOC application**, coupled with the SouthernLINC Wireless iDEN radio system, won second place in the Information Communications Technology category in the 2017 State IT Recognition Awards sponsored by the National Association of State CIOs (NASCIO). The application provides real-time traffic information for fast response to emergencies, accidents and extreme weather, and enhances communications by enabling districts and state agencies to communicate during emergency response.

The **Office of Strategic Communications** received first place honors in AASHTO's 2017 TransComm communications skills competition. The centennial issue of Milepost (Summer/Fall 2016) won in newsletters and "Opening the I-75 South Metro Express Lanes" won in transportation events. To see all winners visit <https://communications.transportation.org/2017-transcomm-skills-contest-winners/>.

For more information about these and other honors visit www.dot.ga.gov/AboutGDOT/Awards.

In Case You Missed It (ICYMI)

Georgia cream of crop in CNBC's 2017 America's Top States.

■ **#4 best state for infrastructure.** CNBC said: "Atlanta gets a lot of grief for the number of streets with "Peachtree" in the name (the most often-cited count is 71), but that's just a minor quirk in a state with an otherwise superb infrastructure. Georgia's roads are among the best in the nation, though the state loses some points for the traffic. Bridges are in excellent shape. And the infrastructure for vehicles is just the start. Atlanta's Hartsfield-Jackson International Airport is the nation's busiest. And Georgia's ports account for 369,000 jobs and more than \$84 billion in annual revenue."

Visit <http://www.cnbc.com/2017/07/11/10-us-states-with-best-infrastructure-cnbc-top-states-for-business.html>.

■ **#2 best state for business.** CNBC said "The Peach State is the cream of the crop almost any way you slice it..."

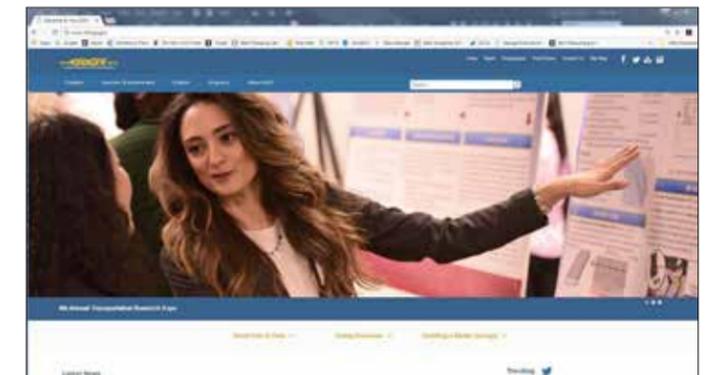
Visit <http://www.cnbc.com/2017/07/11/americas-top-states-for-business-2017-overall-ranking.html>.

Have you seen GDOT's sleek new website?

GDOT's updated website has easier navigation, increased visibility and more obvious access to the Department's core business. Among the changes, the Travel Smart navigation menu has been replaced:

- TRAVELERS replaces DRIVE SMART
- BUSINESS & GOVERNMENT replace PARTNER SMART
- PROGRAMS replace INVEST SMART
- ABOUT GDOT remains the same

Experience the difference at www.dot.ga.gov.



Highly anticipated project breaks ground in Macon

By Kimberly Larson

On June 16 state legislators and local officials joined Georgia DOT Commissioner Russell McMurry at the official ground breaking ceremony for the highly anticipated I-16/I-75 Interchange improvement project, which will make significant improvements to approximately 2.5 miles of I-75 from Hardeman Avenue to Pierce Avenue and almost 3 miles of I-16 from I-75 to Walnut Creek.

This area is a major freight corridor from the Port of Savannah to metro Atlanta, serves as Macon's gateway and is part of the daily commute of many local residents. GDOT spent many years building relationships with local leaders and community groups. As a result, a mitigation plan was developed to ensure that the history and cultural integrity of the community were maintained. GDOT worked with the Pleasant Hill Neighborhood Improvement Group and the Macon/Bibb Community Enhancement Authority to relocate homes, rehabilitate historic ones, and build 17 new residences. Work is underway to capture the oral and visual history of the Pleasant Hill neighborhood, to preserve the many stories and memories of the community for future generations to enjoy.

Improving the safety and operations of the interchange is paramount. The entire project represents an investment of nearly \$500 million, which includes funding for preliminary engineering,

design, right-of-way and construction. When complete, the project will provide operational improvements, reduce congestion, improve safety, provide better access to and from the downtown Macon area, and improve sight distances. The project—designed with a collector-distributor road system to separate through traffic from local traffic—is also expected to substantially reduce the crash rate in the area.

The project will improve the efficiency and safety of the I-16/I-75, I-16/Spring Street, I-16/Second Street, and I-16/Coliseum Drive interchanges. In the end, more than 39 bridge structures will be constructed, replaced, upgraded or improved.

Due to the scope of the work and to minimize the construction impacts to the traveling public, the project will be built in seven phases. The Department has already awarded the contracts for the first four phases (1, 1B, 2 & 3) with a total investment of \$268.8 million. The first phase completion is anticipated in summer 2018, with the other three to follow in 2021.

Improvements to the I-16/I-75 interchange will reduce congestion, improve travel time and enhance safety for all; and provide better access and efficiency for commercial vehicles traveling from the Port of Savannah and for local and regional deliveries.



Shoveling dirt. (L-R) Peter Givens; Rodney Barry, FHWA; STB Member Tim Golden; Rep. James Beverly; STB Member Dana Lemon; Macon Mayor Robert Reichert; GDOT Commissioner Russell McMurry; Macon-Bibb Commissioner Elaine Lucas; Macon-Bibb Commissioner Gary Bechtel; Sen. John F. Kennedy; Sen. David Lucas; D3 DE Michael Presley. Photo: Cedric Mohr, GDOT



Work in progress. The 51-year-old bridge on SR 299 over I-24 in Dade County was replaced under an innovative design-build contract using accelerated bridge construction. While the overall .16 mile long structure was rated as fair, it was a good candidate for replacement as it was beginning to show its age with concrete spalling and cracking. The new bridge maintains the same two travel lanes—they were widened to 12 feet each to meet current AASHTO requirements—and eight foot shoulders were added. Photo: Captured from mounted camera.

ABC = Accelerated Bridge Construction

Less impact on motorists, the environment - and that's just for starters

By Liz Rothman

In just over three days in May, Georgia DOT removed and replaced a bridge. Now we're not talking about a bridge over some peaceful babbling brook. We're talking about a bridge over a heavily-traveled interstate - with work in progress above as traffic flowed below.

The replacement bridge had previously been constructed in two segments next to the old bridge. The actual replacement process took 81 hours - the old bridge was closed and demolished, the new bridge segments were slid into place, and new approaches were paved and striped.

Over live traffic.

"The key to the bridge replacement was keeping Interstate 24 open, as that part of the interstate handles 65,000 vehicles per day, and one fourth of those are big rigs full of freight headed across the southeast," said Andrew Hoenig, GDOT project manager. "We closed SR 299 and moved the eastbound side first, and then we moved the westbound side. I believe this is the first time in the country where two moves over live traffic were done in one weekend."

"Minimizing traffic disruptions is a priority when planning bridge-related construction projects. Georgia DOT's first full ABC project was a huge success. We learned a lot and look forward to applying ABC best practices to future projects," said GDOT Commissioner Russell R. McMurry, P.E. "Innovations like accelerated bridge construction set the tone for future road and bridge construction in Georgia. This technology is changing the way we do business."

Why ABC?

- Shortened timetable significantly reduces traffic delays and road closures, and limits public inconvenience and environmental impacts.
- Can eliminate or reduce long detours and their direct and indirect costs.
- Can reduce planning and bridge construction efforts by years.
- Can help improve motorist and worker safety by performing construction away from traffic, and shortening travel lane restrictions and road closure durations.
- Potentially reduces project costs. For example, right-of-way costs were substantially reduced on the SR 299 bridge replacement.
- ABC methods, designs and materials produce safer, more durable bridges with longer service lives than conventional bridges.

Some aspects of accelerated bridge construction techniques will help expedite construction of the Courtland Street Bridge replacement in downtown Atlanta, expected to open by January 2019, with only a six-month detour versus what would be a two-year detour using traditional construction methods. Georgia DOT's Bridge and Innovative Delivery offices continue to look for suitable candidates for accelerated bridge construction.

See the 90-second time lapse video of the SR 299 ABC bridge replacement at <https://www.youtube.com/watch?v=Br526B-14JA>.

Welcome to the Georgia Department of Transportation!

What's on your mind?

By Liz Rothman

Whether you want to share what's on your mind, give us a piece of your mind or you just have a question, Georgia DOT takes what you have to say very seriously.

With about 3,800 employees covering divisions, offices and districts across the state, GDOT receives thousands of weekly comments and inquiries. That's why the department has enhanced our customer service inquiry response system to reply to public questions and comments quickly and accurately - whether the contact is through phone, our website or by snail mail.



33 years of combined GDOT knowledge. Customer Service and Relations Center team: (L-R) Carrie Hart, Sheila Smith (manager), Michelle Lee. Photos: Cedric Mohr, GDOT

I appreciate _____

_____ I have an idea

Why does GDOT _____

_____ I think that

I want to report _____

_____ Thank you for

When will you finish _____

_____ Who do I contact

What is the reason _____

_____ There's a problem at

It seems to me _____

_____ I want to commend

How do I _____

_____ I want you to know

In person or by phone

Georgia DOT's Customer Service and Relations Center (CSRC) is one branch of the customer service communications effort. The center, located off the lobby at the One Georgia Center main office in Midtown Atlanta, responds to and transfers calls, and provides a professional and welcoming setting to greet and register visitors, accept and route packages, and host recruitment, applicant services, and training and development. A customer service team answers phone calls during normal business hours. After hours callers may leave a message, normally answered the next business day.

"For the most part, people want to speak with someone now. They don't want to wait long," CSRC Manager Sheila Smith explains. "In August we handled 4,500 calls. For those related to GDOT, we either answer the question or route them to the appropriate individual. Some callers ask about drivers' licenses, car tags and titles, commercial trucking, and tolls, which are not GDOT services; so we route them to the appropriate agency."

Georgia DOT's customer service phone number is 404.631.1990.

Online

For inquiries that come through the CONTACT US link on the website home page, GDOT's inquiry management system is the tool for constituents to use to find out or provide feedback about services and projects, to report maintenance issues, to suggest operational or safety improvements, or to thank us for a job well done.

While constituents also use GDOT's social media platforms to ask questions or provide opinions, the CONTACT US online page is GDOT's official inquiry program. It logs the item into the system and a reference number is generated. A "Helpful Resources" list also answers common questions without the need for a formal request.

"Our team for online inquiries includes contacts in each district who are responsible for responding to district-specific items," said Digital Media and Communications Manager Katina Lear, who is also the CONTACT US manager. "The team approach allows us to answer questions and resolve inquiries efficiently - with the goal of resolving each within 72 hours."

Visit the CONTACT US page at www.dot.ga.gov/BuildSmart/Pages/ContactUs.aspx.

Reminders:

For life-threatening emergency: **dial 911**

For urgent safety issue needing immediate attention: **dial 511**

For traffic question or HERO or CHAMP roadside assistance on an interstate or state route: **dial 511**



Michelle Lee assists a visitor at the Customer Service and Relations Center.

Partnering to save lives on Georgia's roads

By Liz Rothman

There were 1,387 traffic fatalities in Georgia as of the end of November. By the time you read this that number will—no doubt—substantially increase. And while a four percent decrease from the same time last year is trending in the right direction, no one would argue that four people dying on Georgia roads every day is a tragic loss of life. Georgia DOT's Drive Alert Arrive Alive campaign, introduced in 2015, calls attention to these alarming deaths – many of which are preventable.

WSB-TV endorses Drive Alert Arrive Alive. This past summer the department took a giant step in expanding the Drive Alert Arrive Alive safety message through a partnership with Atlanta's top-rated WSB-TV, whose broadcast area touches several of GDOT's seven districts. While WSB previously had its own driver safety campaign, the partnership converted their campaign to Drive Alert Arrive Alive. Not only does this increase the exposure of the message to a broad and diverse television audience, it also demonstrates high-profile support from popular on-air news anchor Fred Blankenship, who recorded a series of messages encouraging drivers to take responsibility, eliminate distractions, buckle up and watch for pedestrians. WSB-TV and Georgia DOT believe the Drive Alert Arrive Alive messages, which air through the end of the year, can help save lives. That's why WSB has committed time and resources to educating the public on the importance of safe driving habits.

Learn more about Drive Alert Arrive Alive and see the WSB-TV spots at www.dot.ga.gov/DAAA.

Other partners. The department renewed and expanded a partnership with the Georgia Association of Broadcasters to spread the safe driving message through media outlets in all GDOT districts statewide. The department also continues to work closely with the Governors' Office of Highway Safety to capitalize on its media investments.

Georgia DOT appreciates the efforts of our partners to continue to spread the Drive Alert Arrive Alive message to a statewide audience with the ultimate goal of eliminating preventable fatalities on Georgia's roads.



Drive responsibly.
It's as easy as 1-2-3.

1. **Buckle up.** Always wear a seat belt.
2. **Stay off the phone.** And no texting.
3. **Drive Alert.** Do not drive distracted, drowsy or impaired.



FY 17 It's a wrap

ACCOMPLISHMENTS

Georgia DOT's 100th birthday on August 16, 2016 was just one of many milestones reached in FY 17 (6/1/16-6/30/17).

- 337 projects completed or open to traffic at contract value of \$1.67 billion.
- 455 projects awarded for \$1.38 billion.
- 532 active contracts valued at \$4.86 billion.
- Efforts advanced for **Major Mobility Investment Program (MMIP)**, 11 projects designed to yield a significant reduction in congestion along key freight and passenger corridors statewide.
- Worked on more than 70 projects valued in excess of \$13 billion using innovative **design-build (DB)** and **design-build-finance (DBF)** agreements including:
 - Express Lanes projects: I-75 South Metro (open), I-75 Northwest Corridor (expected to open summer 2018) and I-85 Express Lanes Extension (expected to open fall 2018).
 - I-285/SR 400 Interchange Improvement Project (Transform 285/400) (anticipated completion 2020).
 - SR 400 Widening Project (completion anticipated fall 2018).
 - 53 bridge replacement and modernization projects.
- Bridge replaced in a weekend using innovative **accelerated bridge construction (ABC)** methods – a first in Georgia.
- **I-16/I-75 Interchange** Improvement project broke ground in Macon.
- Georgia's first **displaced left-turn** intersection (DLT)—formerly known as a continuous flow intersection (CFI)—opened at SR 400 and SR 53 in Dawson County.

- Rolled out **Coordinated Highway Assistance & Maintenance Program (CHAMP)** to serve interstates outside metro Atlanta - making Georgia the first state to provide statewide interstate highway assistance (Highway Emergency Response Operators [HEROs] provide service in Atlanta).
- Launched **See & Be Seen** pedestrian safety campaign to address increase in pedestrian fatalities.
- Last leg of the **Fall Line Freeway** completed. The 215 mile corridor traverses the width of the state from the Alabama state line in Columbus to Macon and then to Augusta at the South Carolina state line.
- Georgia DOT's **Business Help Center** opened to assist eligible small businesses and disadvantaged business enterprises (DBEs) in responding to opportunities funded by state dollars created by the Transportation Funding Act of 2015.
- Statewide **traffic signal software** upgrade attained deployment at 4,300 of 9,500 intersections.
- **Local Maintenance and Improvement Grant (LMIG)** Program distributed \$153.5 million to assist local governments with infrastructure improvements to local roads and bridges.
- **Quick Response (QR)** Program distributed \$20.6 million for 154 operational improvement projects.
- **Transportation Investment Act (TIA)** program in three Georgia regions marked five-year anniversary. As of August 2017, 335 projects were completed, 152 were in construction, 70 were in design. In FY 17, \$75.1 million was contracted for TIA projects, with \$435.1 million contracted to date.

LEGISLATURE

By Kristen Carruth

The 2017 Georgia General Assembly Legislative Session adjourned on March 30 with impactful transportation-related legislation passed and since signed by the Governor. These include:

- Amended FY 17 and FY 18 state budgets.
- GDOT's HB 328 alters vehicle overhang limits, weight limits, FlexAuto Lane restrictions, traffic signal definitions, and rules of the road.
- HB 413 requires GDOT's Commissioner to issue certificates for new pipeline construction prior to eminent domain exercise.
- SB 219 allows fully autonomous vehicles to operate on public roadways and provides legal definitions requirements.
- HB 472 allows platoons of automated vehicles to travel in close proximity.
- HB 481 provides state preemption of local drone regulations.

- HB 134 gives local governments increased latitude to administer TSPLOST.
- SB 183 allows SRTA increased contracting/revenue flexibility.
- SB 201 allows government employees to use sick leave for immediate family care.
- Resolution HR 282 created a House Study Committee on distracted driving.
- Resolution SR 152 created a Joint Study Committee on stream buffers.
- Resolutions HR 25 and SR 204 dedicate 40 total roads, bridges, and intersections.

Failed legislation includes HB 150, which would have allowed SRTA to set off debt; and SB 2, which would have instituted deadlines for Department permit/license issuance. HB 160 and SB 6, which intended to create a council for a regional transit system, failed, although the House created a commission (HR 848) to further investigate.



Photos: Cedric Mohr, GDOT

From eye candy to ecological accountability

Georgia DOT's Wildflower Program comes of age

By Sade Wilkins

The Wildflower Program began 43 years ago as a way to “color our roads” – to visually break up the sea of asphalt and create a calming effect on motorists as they drive on Georgia’s interstate highways and state routes. As society has progressed in interactions with the environment, GDOT has advanced too. The Wildflower Program has evolved from just planting beautiful flowers to ensuring environmental accountability.

But highway beautification is only the beginning. Last year, the State Transportation Board passed a resolution endorsing the Ray C. Anderson Foundation to “re-imagine our highway system into one that is safer and more sustainable.”

With two-thirds of crops dependent on pollinators like bees, butterflies and birds—all in significant decline around the world—fostering cross-pollination will help revive the population of these species. That is why GDOT is partnering with the Chattahoochee Nature Center to help plant a pollinator garden at the West Point Welcome Center on Interstate 85 in West Point. At the nearby Kia Interchange, the program is working with the University of Georgia College of Agriculture and Environmental Science to utilize wildflowers for the bioswales that serve as a natural filter for storm water runoff.

In October, Georgia DOT participated in the fifth annual RayDay event at Serenbe to spread the word about sustainability. Partnering with agencies like the Ray C. Anderson Foundation is allowing Georgia DOT to transform its green thumb into an ecological footprint.

“In the past our wildflower program was focused primarily on aesthetics. Now it is evolving into a program that also serves a role in our ecosystem with pollinator meadows comprised of carefully selected native flowers that attract certain kinds of butterflies, as well as honeybees and hummingbirds. These plantings might appear messy to some people, but we feel that as word gets out about our intentions, the public will come to appreciate this new aesthetic.” Landscape Architect Chris DeGrace, manager of the Wildflower Program



Every fall the Georgia Department of Transportation produces and distributes thousands of wildflower seed packets to create public awareness of the wildflower tag program with the goal of increasing plantings statewide.

The annual fee for the wildflower tag is \$35. Proceeds go into a special fund dedicated to supporting projects like the planting of wildflowers, trees, shrubs and ground covers.

For information about purchasing a wildflower tag visit www.dot.ga.gov/Wildflower. For information about the Ray C. Anderson Foundation visit <http://www.raycandersonfoundation.org/>.



Beyond Transportation

By Liz Rothman

Who needs high-speed internet and reliable cell phone service? Everyone. But many throughout Georgia rely on spotty or inconsistent cellular and slow internet.

Better days may be ahead as Georgia DOT explores two initiatives—broadband and wireless—that use the state-owned right-of-way (ROW) to expand the 511 Navigator system statewide, as well as enhance telecommunications for all Georgians.

“We are looking at the potential to use cutting-edge technology to improve the everyday lives of Georgians - not only by expanding and enhancing statewide traffic communications, but also by improving cell phone and broadband internet options for the public,” GDOT Division Director of Operations John Hibbard, P.E. explained. “These are public-private partnerships—P3s—that would be financed, developed, managed and maintained by private contractors on state-owned property.”

The department is reviewing responses from the broadband and cellular industries to Georgia DOT’s requests for information (RFI) about two potential programs.

- The **broadband** initiative would install conduit on the ROW along all Georgia interstates. The developer would sell or lease the conduit space to others who would install fiber-optic cable for private use. Fiber-optic technology transmits data through durable thin glass strands that carry a tremendous amount of data at exceptionally fast speeds. Installing this fiber would provide improved statewide internet coverage to meet the needs of rural communities while enabling GDOT to better connect all offices and improve traffic management throughout Georgia.

“80 percent of Georgians live within 20 miles of an interstate,” Hibbard said. “Installing this technology along the interstates should result in tremendous benefits for all Georgians, especially those in rural regions.”

- The **wireless** initiative would utilize “small cell” poles on the ROW of state routes to facilitate the change from 4G technology to 5G, which offers far greater speed and capacity. The developer would sell or lease space on the poles for use by wireless communications providers. Existing poles would be used when possible. Where a new pole must be installed, its placement along the ROW would be carefully considered, with public safety being the primary consideration. While small cell poles are much shorter than traditional cell phone towers—50 feet versus 250 feet—more are required because 5G travels shorter distances. This technology would meet the wireless communications needs of Georgia DOT, as well as those of the public.

“The potential benefits are enormous, not only for transportation management in Georgia, but also for people in their homes and businesses, and for the economic development that could result from increased connections,” Hibbard said. “Several states have had varying degrees of success with similar programs. We are looking at all angles to come up with just the right model for Georgia.”

Gov. Nathan Deal and state legislators are supportive of initial concepts. The next step, after the first of the year, is for Georgia DOT to solicit proposals.

News from the Districts

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.



The extreme effects of Hurricane Irma played out across south and east central Georgia. This photo was shot on US 17/SR 25 in McIntosh County. Photo: Jill Nagel, GDOT



District 1

Gainesville/Northeast Georgia
KATIE STRICKLAND
District Communications Officer
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One

Eclipse 2017: in the center of totality

The total solar eclipse on Monday, August 21 lived up to the hype, and did not disappoint those in the Northeast Georgia region. District One's Rabun County was in the center of "totality," receiving more than two minutes of complete darkness.

"We simply couldn't predict exactly how many people would head this way, as the weather would affect the viewing of the eclipse," said District Engineer Brent Cook, P.E. "But we needed to be prepared."

The northeast district formed an Eclipse Team to help citizens travel to and from the mountains. Area Four Manager Matt Needham and Assistant Maintenance Manager Dwayne Sexton worked with Rabun County officials and coordinated the use of GDOT changeable message boards and traffic cones. District One's CHAMP operators, along with HEROs, were on scene in case assistance was needed, and it was. Traffic control measures, such as setting up contra-flow, were required in the afternoon due to the volume of vehicles headed back out of town.

An event at Rabun Gap Nachoochee School sold over 10,000 tickets and a Drive Alert Arrive Alive commercial was broadcast. As district communications officer, I took part in the event by engaging drivers with the Drive Alert Arrive Alive call to action. A team of designers, engineers and area managers manned a table to encourage folks to not drive distracted. By pledging to do so, they were rewarded with ECLIPSE gum.

Displaced left-turn – a first for Georgia!

Georgia's first displaced left-turn intersection (DLT)—formerly known as a continuous flow intersection (CFI)—opened in May at SR 400 and SR 53 in Dawson County. A DLT is an operational improvement that allows left turning and through traffic to move at the same time.

"We shifted at a non-peak time for safety," District Engineer Brent Cook, P.E. said. "This allowed Georgia DOT staff and contractors to be in the lanes removing barrels, and checking on the aspects of the intersection with minimal traffic impacts."

The DLT reduces conflict points and allows more "green time" at the intersection by removing the SR 400 northbound/southbound left turn phase from the main SR 400/SR 53 intersection. Now "cross-over lanes" guide drivers intending to make a left turn, across SR 400 and then to separated left turn lanes where a traffic signal allows left turns onto SR 53 east or westbound. SR 400 NB and SB get a green light at the same time as the left turn lanes onto SR 53 EB and WB get a green light. SR 53 left turners still have a left turn lane and left turn arrow at the main intersection.

The DLT innovative design is a great cost saver as there are no ramps or overpasses constructed. The capacity of this type of intersection rivals a full interstate style interchange, while leaving a smaller impact to the area.



The Sun's corona during the total eclipse. Photo: Fred Tuck



GDOT reminded eclipse watchers to Drive Alert Arrive Alive. Photo: Katie Strickland, GDOT



Georgia's first. Completed DLT in Dawson County. Photo: Jason Dykes, GDOT



District 2

Tennille/East Central Ga.
KYLE COLLINS
District Communications Officer
kcollins@dot.ga.gov

Two

Tropical Storm Irma keeps district busy in September

From bridge inspections to traffic signals to clearing interstates and highways of downed trees and other debris, Georgia DOT and District 2 worked to open roads quickly and safely after the storm passed.



Cleaning up. Jasper County Maintenance Foreman Morris Shannon leads his crew's clean-up efforts on SR 11 outside Monticello after Irma passed. Photo: Kyle Collins, GDOT



Signal repair. District 2 Traffic Signal Tech Kevin Gunn fixes a malfunctioning signal off US 441 in Eatonton on Tuesday, Sept. 12. The district quickly reduced signal problems after the storm passed to help high traffic volumes heading home to Florida and the Georgia coast. Photo: Kyle Collins, GDOT

Fallen deputy honored

This summer the city of Dudley held a dedication event to honor Deputy Kyle W. Dinkheller, a member of the Laurens County Sheriff's Office whose life was tragically cut short in 1998 when he was murdered during a traffic stop. The interchange at I-16 and Exit 42 was named in his honor.



With respect. Kirk Dinkheller and Twiggs County Sheriff Darren Mitchum unveil the Deputy Dinkheller sign erected off I-16 in Dudley. Photo: Kyle Collins, GDOT

Study on reducing collisions underway

Traffic and engineering officials with Columbia County and Georgia DOT came together in late June to begin a Roadway Safety Audit of the Bobby Jones Expressway in Martinez. Safety and operational improvements to this highly traveled corridor will be selected in the coming months.



Safety audit. GDOT District Traffic Manager Kedrick Collins, Columbia County Traffic Engineering Manager Randy Prickett and Engineering Services Division Director Steve Cassell analyze the Bobby Jones Expressway and Washington Road intersection for future safety enhancements. Photo: Kyle Collins, GDOT



District 3

Thomaston/West Central Ga.
KIMBERLY LARSON
District Communications Officer
klarson@dot.ga.gov

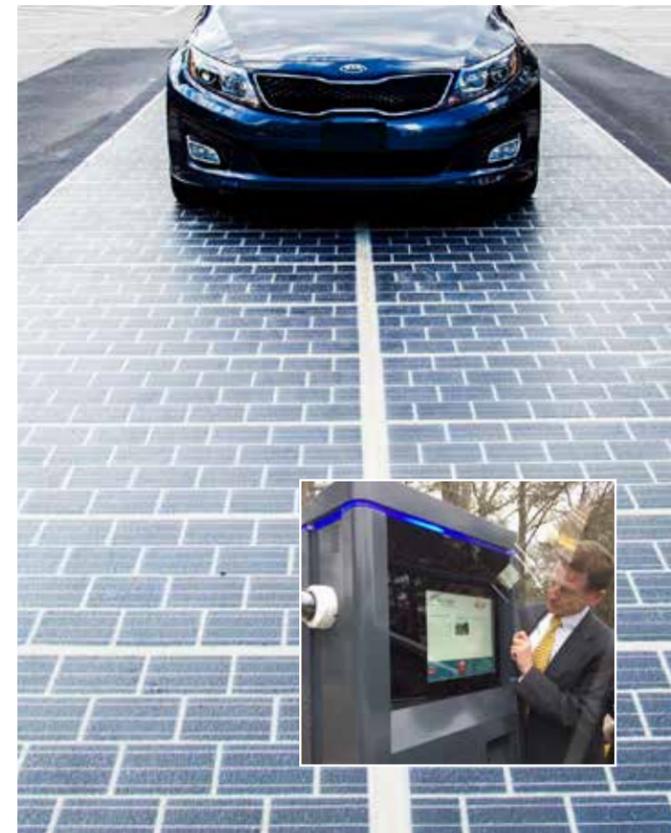
Three

Partnership with The Ray continues to flourish

The Ray is an 18-mile stretch of I-85 in West Georgia that is a model for the highway of the future. It is a namesake project that embodies the vision of the late Ray C. Anderson (1934-2011), a globally recognized leader in green business, and founder and chairman of Interface, Inc., the world's largest carpet tile manufacturer.

At the Wattway Solar Road Test Site in the West Point Visitor Information Center, solar panels were placed in the parking lot. The thin, heavy-duty, skid resistant PV pavers were applied directly over existing paving and provide clean, renewable energy while allowing for all types of traffic.

Also, newly installed is WheelRight Tire Pressure and Tread Depth Monitoring - a state-of-the-art, drive-over tire safety system, that measures tire pressure and—for the first time anywhere in the world—tread depth, which will help keep highways safer.



Wattway solar panels and WheelRight tire safety. Photos: The Ray



Bioswales. The Ray and the Georgia Department of Transportation installed five acres of native grasses and pollinator plant seeds in the median and northbound lane gore area of Exit 6 on I-85 near LaGrange. These areas, known as bioswales, are shallow drainage ditches filled with vegetation to slow water movements and capture particulate pollutants, heavy metals, rubber and oil during rainstorms. Photo: The Ray

Good Golly, Miss Molly

Little Richard's childhood home in Macon has been relocated. As part of the I-16/I-75 Interchange Improvement project, the home was moved from its original location and across the interstate to begin rehabilitation into a cultural and historical resource center for the community.



Moving Experience. Relocating the home of Rock and Roll Hall of Famer Little Richard is one of many ways Georgia DOT worked with the Pleasant Hill community to maintain its rich history and culture in light of massive interchange improvements on I-16 and I-75. Photo: Kimberly Larson, GDOT



District 4

Tifton/Southwest Ga.
NITA BIRMINGHAM
District Communications Officer
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Four

Busy Weather Year Continues for District Four with Tropical Storm Irma

Tropical Storm Irma brought sustained winds and gusts that knocked out traffic signals, toppled trees and left behind an estimated 15,513 cubic yards of debris in District Four in September.

The storm arrived late the night of Sunday, Sept. 10. There were 262 incidents across the district at the height of the storm. Once the wind weakened the following afternoon our 250 maintenance employees made quick work of clearing roads. That night construction employees visually checked routes to verify reports of debris and to ensure lanes were clear. No major signs were damaged, but traffic signals took a beating. Nine technicians worked until 11 p.m. to replace 50 damaged signal heads.

"I think we did a good job and I'm very proud of our employees," District Engineer Ritchie Swindell said. "It is in times like these that the DOT family has an opportunity to shine for our citizens in Georgia and this past storm was just another time that District 4 shined!"

This was the third major weather event to strike the district this year. Tornadoes heavily damaged a portion of the district on two occasions in January.



Cleanup on SR 300 in Worth County. Assistant Maintenance Foreman Richard Taylor uses an excavator to move debris. Equipment Operators 3 James McClain (left) and James Allen Barry use chainsaws to tackle a pile of debris. Photos: Nita Birmingham, GDOT



Hard to say goodbye. Assistant District Engineer/Preconstruction Engineer Brent Thomas retired at the end of September after 30 years with the Department, all in District Four. We will miss his extensive knowledge, his sense of humor and his willingness to help others. Good luck, Brent!
Photo: Nita Birmingham, GDOT



After the winds. Bridge Maintenance Equipment Operator Allen Crumbley starts picking up debris from the westbound lanes and shoulder of US 82 in Atkinson County. Photo: Nita Birmingham, GDOT



Resurfacing recognition. The resurfacing of SR 38 in Thomas County won a National Asphalt Paving Association 2016 Quality in Construction Award. (L-R) Assistant Area Engineer of Construction Michael Atkinson; Construction Project Manager Michael Sumner, who supervised the project; and Area Engineer Neil Tyson from the Moultrie area office. Photo: Nita Birmingham, GDOT



New DE in D4. We welcome Ritchie Swindell as our new district engineer. When Swindell hasn't been guiding the district through a major weather event, he's been making his way around our areas to meet employees. Here he is with Area Three employees at the Arlington maintenance barn. For more information about Swindell, see page 4.
Photo: Donna Stinson, GDOT



District 5

Jesup/Southeast Ga.
JILL NAGEL
District Communications Officer
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Five

Irma!

District Five covers 26 southeast Georgia counties including the entire coastal region. When Hurricane Irma was forecast as a potential threat to Georgia, implementation of the emergency plan began under the leadership of District Engineer Bradford W. Saxon, P.E. and District Maintenance Engineer Robert McCall. Weeks before Irma reached Georgia district crews had mobilized equipment and supplies to staging areas and secured facilities. I-16 contra-flow crossover locations were cleared of debris and equipped with barrels in the event contra-flow was activated to expedite evacuation to safeguard the citizens of Georgia.

At 5 a.m. Saturday, Sept. 9 Georgia DOT and Georgia State Patrol coordinated the process to reverse I-16. Just over two hours later contra-flow began from Savannah to Dublin. At 4 p.m. contra-flow ended and eastbound travel lanes were opened to motorists traveling east.

At noon on Sunday, Sept. 10 the Sidney Lanier Bridge in Brunswick and the Talmadge Memorial Bridge in Savannah—the only cable-stayed bridges in Georgia—were closed for safety due to their high elevations and Irma's anticipated gale force winds.

In Monday's early morning hours the district began to experience Irma's effects. As it moved through the region, it left downed trees, flooding and extensive power outages in its wake. District maintenance crews had all state routes operational within 48 hours barring a utility conflict. Signal crews repaired or replaced a hundred traffic signals.

In addition to the 255 deployed district staff, 10 bridge inspection teams inspected 121 bridges in the six coastal counties. After inspection, the Sidney Lanier and the Talmadge Memorial bridges were reopened to traffic Tuesday afternoon. Two US 301 bridges in Camden County were closed due to flooding; water receded 24 hours later and the bridges were reopened to traffic after inspections.

For weeks, crews worked tirelessly—sun up to sun down—removing debris, repairing roadway shoulders and drainage structures and repairing or replacing signage. They also assisted local coastal areas that sustained the most damage. Safety is Georgia DOT's top priority – for the public and for our employees. We are thankful our crews sustained no serious injuries while working during this weather event.



Coordination through technology. The District Emergency Operations Center (EOC) in Jesup coordinated with Georgia Emergency Management and Homeland Security Agency (GEMHSA) in Atlanta and with crews in the field.



Contraflow on I-16. All traffic westbound. Photo: Jill Nagel, GDOT

Congratulations District Five - 2017 State ROADEO Champs!

For the 12th consecutive year D5's heavy-equipment operators won first place overall in the State Roadeo competition. District 5 placed in four categories out of six at the 2017 event, held in Dublin. The competition promotes skill advancement, as well as boosts the morale of the operators.

D5 State Roadeo Winners

Single Axle Truck 1st Place: Robert Norwood,
3rd Place: Demetrius Ford

Motorgrader 1st Place: Jerry Harper, 3rd Place: Tony Clark

Backhoe 1st Place: Trey Bennett, 2nd Place: Chad Thigpen

Tandem Axle Truck 1st Place: Bennie Melton

Teamwork! Front (L-R) Robert Norwood, Demetrius Ford, Trey Bennett, Chad Thigpen, Tony Clark. Back (L-R) Leland Sands, Jr., Thomas Varnadore, Bennie Melton, Jerry Harper, Alex Jenkins, Timothy Tyson, Jeff Weathers, Ray Harris, Ramsey Clark.
Photo: Gina Sheppard, GDOT



District 6

Cartersville/Northwest Ga.

MOHAMED ARAFA

District Communications Officer
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Six

Efficient project management & solid teamwork...

This roundabout was completed two years ahead of schedule

Traffic at the intersection of SR 225 and Mount Carmel Church/Mitchell Bridge Road in Murray County was previously controlled by a four-way stop. But analyses showed that the intersection had seen an unacceptable increase in crashes over a seven year period.



Photo: David Sullivan, GDOT

Something had to be done to enhance the safety of the traveling public. Traffic Operations concluded that the best option to reduce crash frequency and severity, and improve the operation of this intersection, would be construction of a four-legged roundabout.

Why a roundabout? In many cases roundabouts are safer than traditional stop sign or signal-controlled intersections. Where these were previously used for traffic control, studies by the Federal Highway Administration show that roundabouts typically achieve a:

- 37 percent reduction in overall collisions
- 75 percent reduction in injury collisions
- 90 percent reduction in fatality collisions
- 40 percent reduction in pedestrian collisions

Two years ahead of schedule. In October 2016, Georgia DOT awarded a contract valued at nearly \$2 million to Talley Construction Company, Inc. of Rossville, Ga. for construction of the roundabout. The anticipated completion date was May 31, 2019.

As with all Georgia DOT projects, steps were taken to ensure that the project was completed on schedule and on budget. The roundabout project team was particularly keen not just on beating the deadline, but on completing their project ahead of

schedule. They created a solid construction plan; delegated work appropriately; used the right tools; tracked progress and even allowed time for things to go haywire, as they sometimes do in such construction projects.

The result? Almost unprecedented! The roundabout opened to traffic in April 2017. Work was finished in less than 41 percent of the time a project of this magnitude usually takes. The roundabout was impressively completed TWO YEARS ahead of schedule!

Bridge to the future...replaced over a single weekend

Believe it! The bridge on SR 299 over I-24 north of Trenton in Dade County was replaced in 81 hours in May! How was that possible?

For the first time in the Peach State, GDOT used the accelerated bridge construction (ABC) method and technologies to replace this bridge. Using ABC technologies allowed the removal of the old bridge and installation of the new bridge in an unbelievably short time, reducing planning and bridge construction efforts by years and changing along with it the way GDOT does business. ABC accelerated project times significantly reduce traffic delays and road closures and potentially reduce project costs.



Photo: David Sullivan, GDOT

The timely innovation comes when approximately 20 percent of our state's aging bridges need repair or replacement and our highways are already congested without the added strain of road closures. This represents the state's first bridge replacement project undertaken with full ABC methods. For GDOT, this is just the beginning.

For additional information about accelerated bridge construction, see page 7.



District 7

Chamblee/Metro Atlanta Ga.

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District Communications Officer
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Seven

Hard to say goodbye. But so satisfying.



Sharon Witherspoon, who retired in September as district utilities supervisor, left an indelible imprint on District 7—and on the department—in her 32 years of service. She began her career at GDOT in 1986 as a construction inspector in the District 7 Area 1 office. With tenacity and expertise, she rose through the ranks to signal engineer, assistant construction project manager, permit inspector engineer, metro utilities engineer and to her final role as district utilities supervisor, where she oversaw day-to-day operations of maintenance activities and personnel.

A true leader, Witherspoon demonstrated many talents. Most importantly, she poured her knowledge into anyone who was smart enough to listen.

What is next for Witherspoon? "I'm just looking forward to the second half of my life," she said. "I'm eager to see what life has to offer after spending 32 productive years at Georgia DOT."

On September 28, co-workers past and present paid tribute to Witherspoon at a gathering in her honor.

Sharon – you are a shining light. We appreciate you and your dedication to the Georgia Department of Transportation.

ACCOUNTABILITY 101

Flat Shoals Bridge Project - Back on Track

The Flat Shoals Bridge project, originally slated for completion in September 2017, experienced unforeseen utility issues that resulted in an 18-month delay. Two factors affected the schedule - revisions associated with a proposed 8" water main attached to the bridge and an existing 24" water main that crosses under I-285. Residents and business owners justifiably raised questions about the delays.

On June 19, Georgia DOT leaders held a joint town hall meeting with local officials to discuss next steps. District 7 District Engineer Kathy Zahul and Congressional District 5 State Transportation Board Member Stacy Key acknowledged inconsistent communication with the community and emphasized a renewed commitment to accountability and transparency.

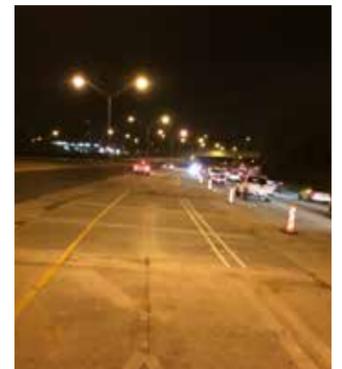
Communication has since flourished and the project is on target for completion in February 2019. In a September "Conversation With The Community," GDOT provided updates about traffic shifts and pedestrian improvements including crosswalks and signage. The department appreciates the patience and understanding that the community continues to display.

Prepare. Respond. Strengthen.

While the collapse of the I-85 overpass at the end of March was at the forefront of the district's focus, another challenge two weeks later also required immediate attention - the buckling of the road surface on the heavily traveled I-20 westbound.

From notification at 11:45 am on Monday, Apr.17 to open to traffic at 6:30 a.m. the next day—in time for the morning commute—the D7 team worked diligently, in collaboration with DeKalb County, to locate, assess the problem and to make the repairs in 19 hours – a record time. The cause was determined to be a damaged drainage pipe under the roadway.

"I cannot overemphasize how proud we are of our employees and their commitment to the motorists of Atlanta," Georgia DOT Commissioner Russell R. McMurry, P.E. said. "This was something that could not be planned for and, once again, our team rose to the challenge and did what needed to be done."



Urgent repairs on I-20. Made in just 19 hours. Photos: Reuben Woods, GDOT



Artist rendition

About the project. With the population growth in DeKalb County, the I-285 at Flat Shoals Bridge Reconstruction project is designed to improve the safety and efficiency of the interchange with two through lanes in each direction, bike lanes on both sides, and dual left-turn lanes from SR 155 NB and SB onto I-285 EB and WB. The interstate exit will be widened with dual left-turn and dual right-turn lanes onto SR 155/ Flat Shoals.

Letters, Emails, Notes & Tweets

Feedback about the new CHAMP roadside assistance and maintenance program is phenomenal.

I am writing to thank you for the tremendous help provided to me ... by your CHAMP program and to commend the employee who helped me.

We lived for much of our lives in Georgia, but [we're] now in Alabama. While returning home from a trip on I-85, a tire went flat ... Fortunately, about the time I got my spare out of the trunk, a CHAMP truck pulled up. He had seen us while headed in the opposite direction ... He was professional and courteous, quickly getting us back on the road, and talking me through the options for repair/replacement of my flat. What could have been a dangerous, lengthy delay turned into a minor inconvenience.

Obviously, I'm now a big fan of the program. But beyond that, I think the employee represented GDOT so well that I want you to know about him. Unfortunately, I do not know his name. I hope this e-mail will eventually get to him, and the program supervisor, so that he can receive the recognition he deserves ...
J. Wooten

Editor's note: Cliff Hardesty is the CHAMP operator referenced.

... I was traveling back from Florida and got a flat on 95 North in Georgia after passing by Savannah. I have AAA ... While waiting for their assistance, Mr. Travis Anderson from CHAMP pulled up and offered his assistance. He was heaven sent! He was professional, sincere, knowledgeable and just made me feel at ease. Not only did he change my tire within 5 minutes, but he helped me unpack and repack my trunk. I was traveling with my 3 children and my dog and so our trunk was fully packed. ... thank you to your program as well as Mr. Anderson for his help that day. God Bless you all, angels on the highway!

... We got to Georgia and were on I-95 South at the 100 mile marker when a HUGE piece of plastic ... hit our car. Luckily, it didn't hit the windshield but it did hit the radiator, a/c condenser and cut the line to our power steering.

We called AAA which took 3 hours to come when all was said and done. However, we were blessed to have Scott Hayes CHAMP 80 come to our rescue. He could not have been any nicer and helpful. First thing Scott did was put the electronic sign up to Slow Down and Move Over which was helpful with all the traffic going by. He made sure we were safe and no one was hurt, asked if we needed anything and he was able to help us find the nearest Honda [dealership].

I don't know if Maryland has this type of service but I have boasted to EVERYONE how wonderful this service was to have in Georgia. Thanks for the CHAMP program and a huge special thanks to Scott Hayes... Champ 80, our hero.
J. Ruehl

I'd like to inform you of our recent experience with one of your employees: Mike Masters. Today we ran out of gas on I-16 East. Mr. Masters stopped and offered his assistance. He explained who he was and who he worked for. He put gas in our car and followed us to the gas station. It was very hot outside and he gave us some cold water. I'd just like to say that he was very professional, kind and thoughtful. So accolades from us to MIKE MASTERS!

...I was 1,042 miles into a projected 1,049 mile trip, just north of the rest area near Exit 38 on I-95 southbound, when I experienced a catastrophic tire failure. I wrestled my vehicle to the right shoulder and eased into the grass. Before I could inspect the damage and open my trunk, a white service vehicle stopped and displayed emergency lights.

The driver introduced himself as Hunter and informed me that the Georgia

Department of Transportation offered free emergency road service on that section of highway. He offered to change what was left of my tire. That was, easily, the simplest decision I had to make all day.

He set about with NASCAR-like efficiency to accomplish this goal. Three pumps of an aluminum floor jack, five zzzts of an air wrench and the spent carcass was removed. Five more zzzts and the embarrassingly feeble, factory spare was in place. I was back on the road in 10 minutes (and driving in the right-hand lane).

The next time you are delayed by a GDOT project remember, they actually do things that are not just designed to aggravate the normal driver.
B. Piper, letter to the editor, Brunswick News

Editor's note: Hunter Pilkinton is the referenced CHAMP operator

My family had a flat around 9:30 pm on I-95 near Richmond Hill, and while we were in the process of digging all of the tire changing equipment out of the loaded car, a DOT employee named Ed Mosley pulled up. He used his compressor to make quick work of lug nuts, used his hydraulic jack to lift the car, and used his compressor to top off the air in the spare. He was a delightful guy, too. Nice to run into a very pleasant, extremely competent person who seemed to really enjoy helping people. Made a major hassle seem to be a very small bump in the road. Liked getting out of the danger zone of an interstate shoulder in a hurry, too. Love the CHAMP program...

Editor's note: CHAMP operators service highways outside of HERO territory in metro Atlanta. CHAMP is made possible through funding created by Georgia's Transportation Funding Act of 2015.

Stacy,
I wanted to commend one of your Supervisors ... Thomas Avery. Due to Hurricane Irma, we have had a lot of traffic coming out of Florida on Highway 27... a local elderly man was traveling eastbound in the westbound lane on the Bainbridge By-Pass. Our 911 had dispatched law enforcement but our Deputies were several miles away when Supervisor Avery was confronted by this wrong-way driver... and took it upon himself to stop this vehicle. He risked his life and saved others from injury ... the consequences could have been horrendous. I wanted you to know how much we appreciated ... his unselfish assistance in what could have been a grave situation.
With warmest regards,
Wiley Griffin, Sheriff, Decatur County

Editor's note: From a letter to D4 District Maintenance Engineer Stacy Aultman regarding Thomas Avery, District 4, Area 7 assistant area engineer.

On I-85 bridge construction

Dear Commissioner McMurry:
Congratulations and many thanks for the outstanding accomplishment by you and the staff at GADOT for the professional handling of the emergency repairs and replacement of the damaged sections of I-85.
Sincerely,
G. Barnes, P.E.

We received many positive posts on social media about the fast rebuild. Outstanding! Kudos! Wow! Amazing. Way to go. And our favorite ... You all rock!

Some had other thoughts...

Now y'all get to work paving potholes all over the Metro. You can begin with Cobb Pkwy.

Editor's note: Earlier this year Cobb Parkway in Cobb County was resurfaced from Barrett Parkway South to the Fulton County line. Three years ago it was resurfaced from Barrett Parkway North to Bartow County line.

Kudos on the progress so quickly. That said ... you guys really need to figure out a better traffic plan for the metro area ... Because the current situation is impossible and getting worse by the day. We need a better long-term plan...

Editor's note: In 2018 the I-85 widening project in Gwinnett, Barrow and Jackson counties will be the first of 11 projects to enter construction under the Major Mobility Investment Program – statewide projects designed to yield a significant reduction in congestion along key freight and passenger corridors. Visit www.GARoads.org.



WSB Radio issued a public thank you.



At a baseball game the Atlanta Braves honored GDOT and contractor C.W. Matthews for the rapid I-85 rebuild.

I-20 pavement rehab in McDuffie/ Columbia counties

created headaches for motorists. When the project was completed District 2 Communications Officer Kyle Collins posted a celebratory video on Facebook. Here are a few of the comments he received...

- Hallelujah and thank you for all your hard work. It is appreciated.
- Yesssss it was pretty slow but quite frankly it will never be as bad as rush hour in Miami so I am grateful...
- And just like that the quality of my life improved.
- ...I'm sure y'all are just as thankful for it to be done as the commuters.
- Thanks gang...we have tried to be patient – usually!...=)
- Thanks! I know the people traveling it every day had a lot of frustration but if you travel I-20 or other major roads in South Carolina and Tennessee you will see how fortunate we are to have the Georgia portion of I-20 in such good condition.

On Irma

Shout-out to the @GADeptofTrans HEROs who helped me on the downtown connector this evening after I plowed into a huge tree limb. Angels!



@GADeptofTrans Thanks for opening SB I-75 Express Lanes to all traffic not just pass holders! You're a peach!

Editor's note: Kudos to the State Road and Tollway Authority (SRTA) for all their efforts

On Wildflowers

Flowers brighten lives. So when District 4 Communications Officer Nita Birmingham posted photos on social media of wildflowers plantings, she received lots of positive feedback. (These plantings are made possible through Georgia DOT's Wildflower Tag Program.)

- ...You couldn't help but smile. Definitely puts you in a better mood...
- Love to see these beautiful flowers every year as we travel on Highway 82. Thanks for planting them and thank GOD for doing the rest.
- I go by these flowers every day and it is a very beautiful spot. Thanks for doing this. This coming from a professional driver!

US 82 in Berrien County. Photo: Nita Birmingham, GDOT



Welcome New Employees

We are pleased that you have joined the ranks of our dedicated employees who are committed to keeping Georgia DOT *simply the best*.

- Doris Annette Abernathy, District 1
- Darien Adams, Traffic Operations
- Jeffery Kenneth Adkins, District 4
- Ayodeji Aladegbami, District 7
- Kimani Jibri Hines Alexander, Traffic Operations
- Avery Scott Allen, District 1
- Kehinde Paul Alonge, Roadway Design
- Adam Dale Anderson, District 1
- Benjamin James Anzovino, Bridge and Structural Design
- Kimberly Caroline Armstrong, HR Operations
- Joseph Einar Arney, District 6
- Alicia Rosemary Ashburn, District 4
- Brandon Levontae Askew, District 2
- Ramesh Bala, Information Technology
- Addonis Alfred Ryrton Battle, District 4
- Robert C. Bell, District 6
- John Howard Berneche Jr., District 5
- James Deonta' Boggs, District 5
- Diana Richelle Booth, District 4
- Clinton Bradford Jr., Traffic Operations
- Gavin James Brantley, Traffic Operations
- Ashley Morgan Bridges, Materials & Research
- Wanda Denise Bridges, Traffic Operations
- Russell Allen Brooks, Traffic Operations
- Michael Francis Brostrom, District 1
- Rubin Leonard Brown II, District 5
- Armita Delorse Brown, District 2
- Brittany Brown, District 4
- Robert Curtis Brown, District 4
- Sylvester Antonio Brown, District 7
- Byron M. Browning, Equal Employment Opportunity
- Robert Lee Burns Jr., District 5
- Logan Ray Camp, District 1
- Kevin Bruce Capehart, District 6
- Kirkland Dion Carden, Urban Planning
- Craig Clark, District 5
- Jonathan Andrew Clark, Materials & Research
- Evelyn Ruth Collins, District 2
- Jason A. Cooper, District 4
- Charles Aaron Coulter, District 6
- David J. Curtis, Roadway Design
- Kevin Reed Davidson, District 1
- Henry Davis Jr., District 4
- Lakeisha Maria Davis, Traffic Operations
- Charlie Lee Dawson Jr., District 4
- Dennis Charles Delong, District 1
- Violeta Ivanova Deneva, Transportation Data
- Kyle J. Diaz, Traffic Operations
- Charnele C. Dobbins, Procurement
- David E. Dockery, District 6
- Michael Curtis Doster, District 1
- Jason Tyler Dubberly, District 5
- Tanner West Dutton, District 5
- Sanchez Deonte Edwards, District 6
- Johnny Bill Fabin Jr., District 5
- LaRonda Shekenna Fletcher, District 1
- Taira James Fowler, Roadway Design
- Henry D. Gantt, District 6
- Staceland Q. Gardner, Information Technology
- Janet Gaston, District 2
- Sandra J. Gilmore, District 2
- Jeffrey Scott Gioia, Traffic Operations
- Alec James Glass, District 1
- Nicholas Lavon Glass, District 4
- Amber N. Gleaton, Traffic Operations
- Christina Celine Yuvienko Go, Urban & Multimodal Design
- Brandon Caleb Goforth, District 6
- Nedric Demetrius Green, Urban Planning
- Paskell Dorran Griffin, District 4
- Joel Courtney Guest, Traffic Operations
- Darius Jamal Haggard, District 4
- Wayne Thomas Hall, District 5

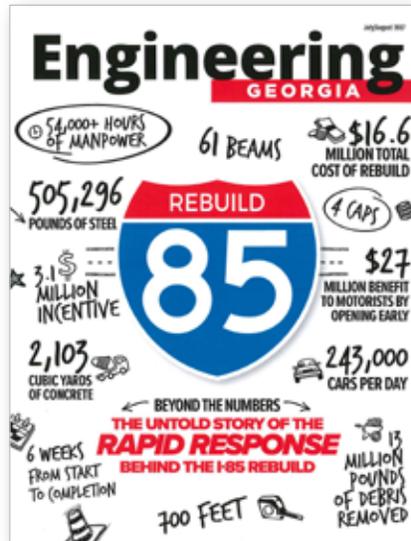
- Kayla Renee Hancock, District 4
- Marquett Antwan Hannah, District 2
- Crymes Gainer Harrell, District 4
- Kevin Mathew Harris, District 4
- Taylor Joann Heinz, Design Policy, Location Bureau
- Jacari Deontae Hines, District 2
- Andy Jonathan Holloway, District 1
- Brante Hood, District 2
- Michael Maurice Hopkins, Performance-Based Management & Research
- Larry Brian Hufstetler, District 6
- Sharon Katherine Irick, District 6
- Antwain J. Jackson, District 3
- Kuankedra Terrea Jackson, HR Operations
- Crystal W. James, Office of the Commissioner
- Jarina Laneka James, HR Training & Development
- Midhu Ann John, Bridge and Structural Design
- Daryl Ethan Johnson, District 5
- David Jerome Johnson, District 4
- Makalya Rayshon Jones, Traffic Operations
- Timothy James Jones, District 3
- Shanae' Breanne Jordan, District 2
- Tshiteya Jonathan Kalonji, Roadway Design
- Joe Paton Kearce Jr., District 4
- William Dougland Kee, District 3
- John Tyler Keese, District 1
- Karen Smith Kennedy, District 3
- Subodha Khanal, Transportation Data
- Daniel Donghyun Kim, Bridge and Structural Design
- Tejas Dotak, Transportation Data
- Jonathan Philip LaFleche, Roadway Design
- Mark Alan Lambert, Transit Programs
- Marilyn Michelle Landers, General Accounting
- Hong Thi Le, Bridge and Structural Design
- Terry Edgar Lee II, HR Operations
- Michelle Lafurne Lee, HR Operations
- Kevin Stuart Liske, Transportation Data
- David Ross Loudermilk, District 1
- Chadwick Carrol Luke, District 4
- Ronald Lee Lurry, District 4
- Melissa Y. Lymon, Traffic Operations
- Steve Mango Jr., District 4
- McKenzie Ann Mathison, District 3
- Mathew Sean McAllister, District 5
- Wayne Allen McCarty Jr., District 4
- Tony Lee McCaslin, District 6
- Desmond A'Keem McCormick, District 5
- Alissa Mildred Miles, Materials & Research
- Robert Warren Miller, District 4
- David Samuel Miranda, Traffic Operations
- Justin Alan Mock, District 2
- Rhodesia Ramirez Montgomer-Render, District 3
- Stephen Alan Montgomery, Roadway Design
- Alan Tatham Moose, District 6
- Andrew B. Morris, Bridge and Structural Design
- Gregory James Moss, District 2
- Adam Tyler Mote, District 1
- Erasmus T. Moyo, Materials & Research
- Curtis Tremaine Murphy, District 4
- William G. Murray, District 5
- Randall Alen Myers, District 4
- Michael Ryan Nobles, District 3
- Alec Max Ohler, Bridge and Structural Design
- Faith Monique Palmer, Transportation Data
- Yogendra Chandrash Patil, Strategic Development
- Michael Tasker Patton, District 1
- Charles A. Payne, Traffic Operations
- Jacob Ryan Phagan, District 3
- Stan Thanh Phan, District 2
- Brandon C. Pilcher, Intermodal
- Lawrence J. Pinkston, District 2
- Natasha Lin Pokrywka, Roadway Design

- Deshaun Eddie Polite, District 7
- Judy Martin Prince, District 1
- Carl Adam Reading, District 5
- Kimberly LaTasha Redd, Procurement
- Vivian Reid, HR Training & Development
- Sherrad Roshan Reviere, District 3
- Randy Edwin Rhodes Jr., District 5
- Travis Bryan Rice, District 1
- Thomasina Richards, HR Operations
- Matthew Carlisle Risher, Urban Planning
- Wendolyn S. Roberson, Materials & Research
- Noble Alexander Rogers III, District 7
- Bryan Christopher Rogers, District 3
- Perry Rogers, District 2
- Henry Lamar Ross, District 5
- Dennis Salter, District 4
- Damian Sanchez Carrasquillo, District 1
- Juan R. Sanchez, Information Technology
- Frederick William Schiller, Bridge and Structural Design
- Cynthia Mayhew Schultz, District 6
- Brent Scoggins, Traffic Operations
- Phillip Maurice Searcy, District 3
- Randall Sellers, District 7
- Kimberly Stewart Seveur, Equal Employment Opportunity
- William Harley Sheffield, District 4
- Timothy Allen Shirley, Traffic Operations
- Rodney Antonio Simon, District 7
- Stephen O'Neal Smallwood, District 1
- Charles Main Smith, District 7
- Thomas L. Sparks, Traffic Operations
- Brian Andrew Stanfield, Roadway Design
- Tekeemus Rameik Stephens, District 7
- James D. Stoker, District 4
- Bobby Joe Stone, District 4
- Aziz Tabiti, Roadway Design
- Courtney Denise Taylor, District 2
- Kimberly Nyesia Taylor, District 2
- Stanley Roberto Thelisma, Bridge and Structural Design
- Cecilie Brianna Thomas, District 3
- Sidney Maurice Thomas, District 4
- Kenneth J. Thompson, HR Operations
- Timothy Eugene Tinson Jr., District 4
- Minh Chon Tran, District 5
- William Eston Tripp II, District 5
- Brian E. Troupe, District 4
- Charles Laverne Vann Jr., District 5
- Lindsey Nicole Vincent, District 5
- Zelina Maria Wa-Dutum, HR Operations
- Brittany Ann Wagner, Strategic Communications
- Casey Ravon Waits, District 6
- Dinasis Kentrez Walker, District 3
- Tommie Walker, District 2
- Edward Harris Waters, Traffic Operations
- Jesse M. Wheeler, District 5
- Tony Allen Wheeler, District 2
- Janet L. Whitaker, HR Operations
- William White Jr., District 2
- James Michael Wigley, District 6
- Rena Danette Wilbanks, District 1
- Stacy F. Wilbon, Information Technology
- Yves M. Wilkerson, Intermodal
- Jimmy Williams Jr., District 2
- Darren Keith Williams, Materials & Research
- Timothy Wilson, District 2
- Devonte Jamaal Woodard, District 3
- William Anthony Yates, District 4
- Michael John Zawlocki, Traffic Operations
- Blake Charles Zellner, District 1

Fulltime non-temporary hires 1/16/17-6/16/17

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