

Please note the Centennial poster and informative District display attached.



PRESS RELEASE

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Celebrating a Century of Safety, Service and Innovation...

Georgia DOT turns 100 years old

TENNILLE – Today the Georgia Department of Transportation turns 100 years old.

Exactly a century ago—on August 16, 1916—the seeds were planted for what would grow into the Georgia DOT. The rutted dirt roads, not fit for bicycles and automobiles, were well on their way to becoming the paved infrastructure that is now the 10th largest in the nation.

The State Highway Department of Georgia was formally created by the Georgia legislature, as a result of the Federal Aid Road Act of 1916, which mandated formation of a state highway department in order to receive federal funds. In 1972, the State Highway Department of Georgia became the Georgia Department of Transportation.

From those dirt roads of 1916 to the paved roads crisscrossing the state in 1939 to today's modern transportation system, Georgia DOT's endeavors have improved mobility, enhanced quality of life and contributed to the economic development of Georgia. Innovations like intelligent transportation systems, the HERO program, express lanes, diverging diamond interchanges, fiber optics for incident management and a host of other achievements have contributed to Georgia's recognition as a leader in transportation innovation.

State Transportation Board (STB) member Jamie Boswell, who represents the 10th Congressional District, said it's hard to believe the transformation of the Georgia highway system.

"From growing up on a dirt road in Greene County in the 1940's to actually seeing Interstate 20 construction in the 1950's near our farm, we now have connectivity throughout our state and improvements continuing in all parts of Georgia," Boswell said. "I can't think of anything that

has had a greater economic impact than what has been accomplished by the Georgia Department of Transportation. Thanks to all the employees over the last 100 years for making this happen. And we are just beginning.”

Earlier this year, Gov. Nathan Deal signed a proclamation declaring 2016 as Georgia Department of Transportation’s Centennial Year and recognized Georgia DOT for constructing, maintaining and operating a transportation system that has increased mobility and enhanced quality of life while providing economic growth that continues to make Georgia the number one state for business.

Don Grantham, the STB’s 12th Congressional District representative, said the numerous changes over the last century placed emphasis on different modes of transportation.

“Road improvements have enticed travelers to come through our state to not only see the beauty but to enhance and encourage economic growth,” Grantham said.

Commissioner Russell R. McMurry said Georgia DOT is proud of its legacy of employees striving to provide the best possible transportation system for Georgia’s citizens. He also recently contemplated the future.

“While a centennial is a time to reflect on the past, it is also a time to look ahead to new challenges,” McMurry said. “Drones, connected vehicles, self-driving cars - these are just a few of the evolving technologies that will have a tremendous impact on transportation in the not-too-distant future. In the next century, Georgia DOT will continue to embrace change and rise to meet new challenges, break new barriers and positively affect more lives.”

Georgia DOT celebrates the centennial throughout 2016. For all things centennial, visit www.dot.ga.gov/centennial. There you’ll find a statewide event calendar, decade-by-decade timeline, historical items, videos, and award winning student art. You can even take a Centennial Road Trip. #GDOT100

Georgia



corrin elizabeth

District Two: East Central Georgia



Celebrating a Century of Simply the Best in Safety, Service and Innovation

Photo courtesy of Bill Arnold
The paving of State Route 16 at Mile Post 20.8 East of Sparta by Hancock Paving Construction, Hancock County, 1935.

District Two comprises 27 counties in East Central Georgia. Four of these counties (Burke, Laurens, Emanuel and Washington) are included in the group of 10 largest counties in the state.

The City of Swainsboro — Called the "Crossroads of the South" because of transcontinental U.S. Highways 1 and 80 intersect there.

Greene County — A mud hole in the eastern part of the county was responsible for the first Georgia railroad.



Overview:

- Countries Served: 27
- Square Miles: 11,473
- Interstate Centerline Miles: 187
- State Routes Centerline Miles: 3,329
- Bridges: 1,862
- Airports: 18
- Transit Systems: 20



August 16, 1916 — The State Legislature appoints seven prominent figures to begin the Georgia Highway Commission. They were authorized to act upon all duties prescribed by Congress under the Federal Aid Road Act.

January 1, 1924 — Annual report states that the total cost of roads and bridges to date is \$20,241,065.97. The estimated cost of roads and bridges under construction is \$7,613,210.36 and the estimated cost of new projects for which funds have been provided and plans approved is \$5,296,620.50 for a total of \$33,150,896.83. This overall figure would represent the completion of 2,926.1 miles of the system's 5,500 total miles.

- 1924** — At the time of the Annual Report there were
- 715 Old Bridges - Total length, 78,500 ft
 - 674 New Bridges - Total length 100,158 ft
 - 59 Bridges Under Construction
 - Total length - 10,221 ft

1926 — The first US Route 1 marker was unveiled at a ceremony in Augusta in spring 1926. The marker was at the corner of Fifth and Reynolds streets. The route was also State Route 12.

1938 — Construction of the Balls Ferry Bridge on State Route 57 at the Washington/Wilkinson County line. Previously area residents only had three ways to cross the Oconee River: by boat, the Balls Ferry or the railroad bridge location three miles to the north.

1957 — District Two headquarters moves from Augusta to Tennesse. A ribbon cutting is held on September 12, 1957.

1958 — Construction of a bridge over the Oconee River in Greene County on the site of Reid's Ferry, which used to operate there. This is where GA Highway 44 connects Greensboro with Eatonton.

1963 — Construction on I-16 begins on a 16.2 mile segment in Laurens and Treutlen counties. That portion opens to traffic on October 11, 1966. Additional stretches open in stages during the 1970s.

1978 — The last part of I-16 is opens, completing the connection between downtown Macon and Savannah.

1980 — I-520 is constructed in stages, with the first opening in 1980 between I-20 in Augusta and Doug Barnard Parkway (Exit 10).

1998 — The section of I-520 between Doug Barnard Parkway and Laney-Walker Boulevard (Exit 16) opens.

2004 — The section between Laney-Walker Boulevard and US 1/US 78/US 278 (Exit 17) opens to traffic, with I-520 entering South Carolina.

2009 — Phase 2 of the Palmetto Parkway stretching from Exit 17 to I-20 in North Augusta opens. With completion of this final stretch, I-520 is a loop that begins and ends at I-20, thus violating the numbering standard for Interstates. Loops should technically begin with even numbers (For example I-620).

2015 — District Two offices move to a new building located at 643 Hwy 15 in Tennesse. (See image at bottom)



Greene County, 1976. It is said that a mud hole was responsible for the railroad coming to Greene County. When cotton mill machinery shipped from England to Augusta was hauled to Athens by way of Greene County, the wagons got stuck in the mud at the point shown in the photograph. The factory then received a charter from the Georgia Legislature to construct a railroad.

Photo courtesy of Vanishing Georgia, Georgia Archives



Image courtesy of www.aaroads.com



Greene County, 1949-1950. Two girls look at one of the signs placed at the Greensboro city limits. The sign indicates the population is 2,883 and that Greensboro is "the little city with big hospitality."

Photo courtesy of Vanishing Georgia, Georgia Archives



Left: Highway Department, Division 2 Rescue Squad and Bus, State of Georgia, taken in the 1960s. Left to right: Al Johnson, Tommy Boyd, Clarence Garner, Joe Jordan, Ed Brinson and Horace Armstrong.



DISTRICT DEPARTMENT OF TRANSPORTATION
TENNESSE, GEORGIA
RIBBON CUTTING
SEPTEMBER 12, 1957

Dept. of Transportation District Office Ribbon Cutting on September 12, 1957 in Tennesse. Those pictured are: State Rep. Harvey Roughton; District Engineer Marlon Patrick; Washington Co. Commissioner Levi T. Dukes; State Highway Engineer M.L. Shadburn; Unknown; Highway Board Chairman Roy Chalker; Governor Marvin Griffin; Highway Board Member John Quillian; Highway Board Member Roger Lawson; Tennesse Mayor L.W. Smith Sr.; and Washington Co. Commissioner Ray Anderson.



Photo courtesy of Vanishing Georgia, Georgia Archives
McDuffie County, March 15, 1973. Line of trucks stalled on I-20 north of Thomson during a snowstorm. The trucks were near the intersection of I-20 and Georgia Highway 17 leading into Thomson.



Photo courtesy of Vanishing Georgia, Georgia Archives
Greene County, Sept. 5, 1958. Construction of a bridge over the Oconee River on the site of Reid's Ferry which used to operate there. This is where Ga. Highway 44 passes in order to connect Greensboro with Eatonton. A new bridge was later slated for construction since this area was to have been under water as a result of a lake created by the Wallace Dam, built on the Oconee River in 1972.

New District Two Office located at 643 Hwy 15 in Tennesse.

