

MILEPOST

GEORGIA

Summer 2019

THE GPS REVOLUTION

MAJOR MOBILITY INVESTMENT
PROGRAM UPDATE

ROUNDBOUTS GO FULL CIRCLE

GDOT
Georgia Department
of Transportation

SAFETY

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

Number of Roadway Fatalities Statewide (Quarterly)

TARGET	CYTD	Q1 JAN-MAR	Q2 APR-JUN	Q3 JUL-SEP	Q4 OCT-DEC
Reduction of 41 per calendar year as compared to the previous calendar year	2019 YTD	346			
	2018 YTD	340	730	1117	1514
	DIFFERENCE (YTD)	+6			

■ Increase in Fatalities ■ Decrease in Fatalities ■ No Change

CYTD means "calendar year to date." This is a rolling, cumulative sum. Thus, the fatality number displayed for Q2 includes the number of fatalities that occurred in Q1 and the number of fatalities that occurred in Q2, and so on. Data valid as of 5/17/2019.

Number of Work Zone Fatalities

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

TARGET	CALENDAR YEAR	Q1 JAN-MAR	Q2 APR-JUN	Q3 JUL-SEP	Q4 OCT-DEC	TOTAL
0	2019	6				
	2018	10	18	15	9	52

NOTE: Work Zone Fatalities are standalone numbers, not cumulative. Data valid as of 5/17/2019 pending processing of fatality reports.



*Data as of 5/17/2019

TOWARD ACHIEVING RESULTS

- Georgia DOT makes ongoing infrastructure investments to enhance safety. These include use of data and analytics to identify systemic safety projects such as improved pavement markings, cable barrier installations and rumble strips. Non-systemic projects in targeted locations include reduced conflict U-turn intersections (R-Cuts) and roundabouts. Road safety audits are also conducted.
- In FY 2019 over \$100 million is obligated to the Highway Safety Improvement Program (HSIP) for infrastructure safety projects; including \$12 million for High Risk Rural Roads (HRRR), \$9 million for Off System Safety and \$14 million for pedestrian safety.
- Georgia DOT has several marketing safety campaigns including:
 - Drive Alert Arrive Alive, which educates drivers about how changes in their driving behavior can reduce preventable crashes and save lives.
 - See & Be Seen is a pedestrian safety campaign where GDOT partnered with PEDS (pedestrian advocacy group) and worked with the Regional Commissions to educate pedestrians and motorists.
 - National Work Zone Awareness Week is observed each spring to call public attention to the dangers in roadway work zones.
 - Safety On My Mind, GDOT's employee-focused initiative, inspires a safety-first culture among staff.
- Georgia's Hands-Free cell phone driving law went into effect July 1, 2018. It is likely a contributing factor towards the slight decrease in fatalities from 2017 to 2018.

GEORGIA DEPARTMENT OF TRANSPORTATION

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Content subject to change based on new information.



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MILEPOSTS

FY 2019 PERFORMANCE MEASURES

— THIRD QUARTER —

SETTING GOALS

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

DATA DRIVES PERFORMANCE

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

PERFORMANCE MEASURES

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

MISSION AND GOALS

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

FIVE STRATEGIC GOALS

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

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

Fiscal Year 2019: July 1, 2018 - June 30, 2019

PAVEMENT & BRIDGE CONDITION

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

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

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

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

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

ON-SYSTEM (STATE-OWNED)			OFF-SYSTEM (LOCAL GOVT-OWNED)				
FY 2019	48%	51%	1%	FY 2019	39%	54%	7%
FY 2018	45%	54%	1%	FY 2018	34%	60%	6%
FY 2017	47%	52%	1%	FY 2017	34%	58%	8%
FY 2016	50%	49%	2%	FY 2016	37%	55%	8%

TARGETS: ■ Good ≥ 60% ■ Fair - under study ■ Poor ≤ 10%

Data valid as of 5/17/2019. Data updated from previously published information. Numbers may not total 100% due to rounding.

Total Number of Bridges

ON-SYSTEM (STATE-OWNED)			OFF-SYSTEM (LOCAL GOVT-OWNED)				
FY 2019	1,985	2,093	38	FY 2019	1,943	2,669	345
TOTAL: 4,116			TOTAL: 4,957				

■ Good ■ Fair ■ Poor

Data valid as of 5/17/2019

Annual time frame based on date of initial inspection.

TOWARD ACHIEVING RESULTS

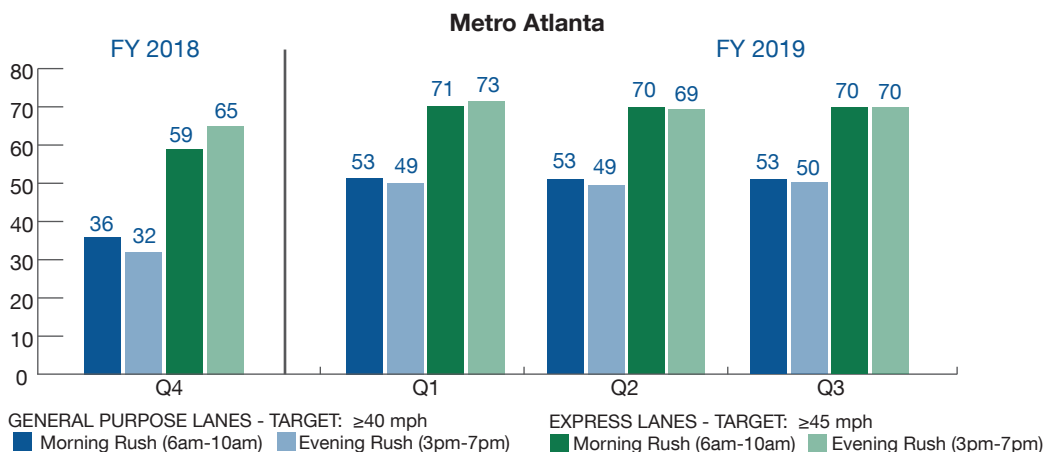
- As a result of the Transportation Funding Act, Georgia DOT now has funding to focus on deferred routine maintenance activities including pavement preservation and bridge rehabilitation or replacement. Compared to FY 2015, funding for roadway resurfacing nearly quadrupled in FY 2016 with similar funding in FY 2017, FY 2018, and again in FY 2019. This provides Georgia DOT with the ability to restore a 15-year pavement resurfacing cycle in contrast to the previous 50-year cycle. Additionally, funding for bridge repairs and replacements nearly doubled in FY 2016 and FY 2017 providing the opportunity to repair or replace both on-system and off-system bridges.

- The FY 2019 GDOT investment in routine maintenance is \$443 million; capital maintenance is \$416 million; and repairing and replacing bridges is \$301 million. This is more than double the investment before the TFA.

SYSTEM RELIABILITY

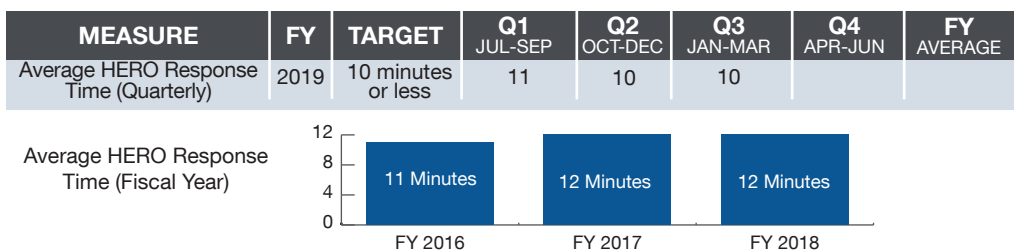
Invest to improve reliability, congestion and connectivity.

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



Highway Emergency Response Operators (HERO)

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



MEASURE	FY	TARGET	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN	FY AVERAGE
Number of Motorist Assists (Quarterly)	2019	NA	24,460	22,988	21,705		
Average Incident Clearance Time: Automobiles	2019	15 minutes or less	15	7	2		

Data is valid as of 5/17/2019

Coordinated Highway Assistance & Maintenance Program (CHAMP)

MEASURE	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN	FY AVERAGE
Number of Assists (Quarterly)	2019	13,780	10,819	11,264		

Data is valid as of 5/17/2019 NOTE: This metric was first tracked beginning in Q4 - FY 2018

TOWARD ACHIEVING RESULTS

- Georgia DOT's Major Mobility Investment Program (MMIP) is an initial list of 11 large-scale transportation projects that will improve mobility, and increase travel capacity, reliability and safety, help move freight more efficiently and provide economic benefits across Georgia.
- Georgia Express Lanes (GEL) provide a mobility choice for drivers to pay a toll to bypass congestion. They also benefit non-paying commuters by taking a significant percentage of cars out of the general purpose lanes. On the recently-opened Northwest Corridor in Cobb County, general purpose motorists are also reaping the benefits of express lanes. Average travel times between I-575 and I-285 in the morning peak have reduced from 26 to 13 minutes in the morning, and from 27 to 14 minutes in the afternoon.
- Incident management that facilitates efficient, safe and fast roadway clearance reduces the impact of crashes on motorists. In metro Atlanta, a primary mission of the HERO program is to clear disabled vehicles from the roadway to restore normal traffic flow. CHAMP performs a similar service in the balance of the state.

FUNDING & DELIVERY

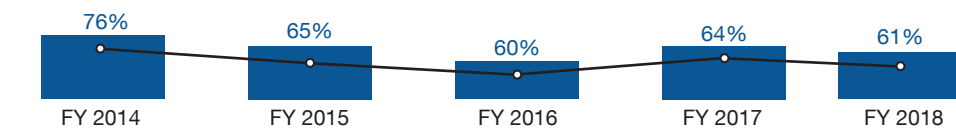
Deliver projects on time and on budget.

Tracks percentage of projects delivered on schedule and on budget.

Percentage of Projects Delivered on Schedule

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

TARGET	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN
80% or greater	2019	59% = 16 (on schedule) of 27 (total projects)	57% = 25 (on schedule) of 44 (total projects)	36% = 22 (on schedule) of 61 (total projects)	

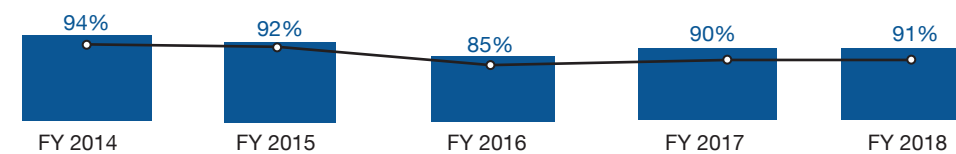


Data is valid as of 5/17/2019

Percentage of Projects Completed on Budget

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

TARGET	FY	Q1 JUL-SEP	Q2 OCT-DEC	Q3 JAN-MAR	Q4 APR-JUN
90% or greater	2019	89% = 42 (on budget) of 47 (total contracts)	85% = 52 (on budget) of 61 (total contracts)	97% = 58 (on budget) of 60 (total contracts)	



Data is valid as of 5/17/2019

TOWARD ACHIEVING RESULTS

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

MAKING IT BETTER



The spring 2019 issue of Milepost introduced Georgia DOT's emphasis on a culture of collaboration and innovation in which employees are empowered to share new ideas so that we continually grow and improve. This issue further demonstrates how GDOT continues to "make it better."

One way we're making it better is the innovative Major Mobility Investment Program, or MMIP. The MMIP projects are focused on mobility for the future, for both people and freight. These 11 initial projects expand travel options and provide for new transit opportunities, while reducing congestion and improving safety. Once the initial projects are complete, we estimate a five percent reduction in statewide traffic delay, which will have a significant impact – especially considering that everyday there are more than 330 million miles traveled on Georgia's roads. Progress on the MMIP is visible; the I-85 widening project is currently under construction, and we'll break ground on the I-16/I-95 interchange improvement projects near Savannah later in the year. Other MMIP projects have entered the environmental and public involvement phases. Read what's new with the MMIP in this issue of Milepost.

GDOT's FAA-regulated unmanned aerial systems (drone) program is also making it better. Find out how in "The Drone Zone" on page 15.

Partnership is also a premise of GDOT's culture of collaboration.

- The Bridges to Nowhere photo essay shows how GDOT partnered with a high

school to provide students invaluable lessons on building bridges. They built some fine structures with sticks and straws and household items. My hope is there may even be a few future GDOT engineers among this talented group of young people.

- GDOT District 7 demonstrates how partnership and innovation are contributing to the development of a non-proprietary (generic) ultra-high performance concrete using materials found in Georgia.
- And then there's GDOT's partnership with the Georgia Grown initiative. By using Georgia-grown trees and plant materials native to Georgia, we are helping to support the state's agriculture industry while we maintain the aesthetics of our highways, welcome centers and rest areas.

GDOT recently held its annual employee recognition awards. I congratulate all the winners, including those who received top statewide honors for their endeavors in 2018. It was my honor to be able to hand out the awards and participate in the ceremonies across the state. I was moved by the humility of our award recipients. Each winner told me that they didn't deserve all the recognition because they were part of a team, or that others helped them to achieve their recognition. To me, those words were the best award of all! You'll find a listing of this year's worthy recipients beginning on page 30.

Summer is here and that means more people are out and about driving, walking and biking. It also means summer construction is in full swing on highways across Georgia. This summer—and whenever you walk or drive—please remain aware, watch for work zones, and look out for pedestrians and others who may cross your path. Pedestrians, keep your head out of your apps and look up. We all share the responsibility to Drive Alert, Arrive Alive and See & Be Seen. Look for examples of GDOT's refreshed See & Be Seen pedestrian safety campaign throughout this issue.

I hope you have a wonderful rest of the summer and please enjoy this edition of Milepost!

Russell R. McMurry, P.E.

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On the cover: A drone's-eye view of a section of the I-16/I-75 Interchange Improvement project, designed to bring improved safety and mobility to the city of Macon and to the central Georgia region.

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ACROSS THE BOARD

GRANTHAM RECEIVES REGIONAL LEADERSHIP AWARD

State Transportation Board member Don Grantham received Augusta's Regional Leadership Award. Grantham, the Board's representative from Congressional District 12, is a former Augusta commissioner and CEO of Augusta-based Forest Sales Corp. He was appointed to the Georgia Ports Authority 45 years ago by then-governor Jimmy Carter. Grantham was elected to the State Transportation Board in 2011. He was instrumental in helping the Central Savannah River Area (CSRA) pass the Transportation Investment Act, which funds regional and local transportation improvements. In 2017, Grantham received the Augusta Metro Chamber of Commerce's Lester S. Moody Award of Excellence, their highest distinction.



BOARD RESOLUTIONS



Former State Transportation Board Executive Secretary Elizabeth Osmon receives a resolution from Board Chair Ann R. Purcell (CD 1) and Member Don Grantham (CD 12) for "her exemplary contributions, her loyal service and for her unwavering dedication to the citizens of Georgia." Osmon served as a trusted resource for the Board for 14 years.

PURCELL KEYNOTE SPEAKER AT WTS EVENT

Innovation was a key element of State Transportation Board Chairman Ann R. Purcell's remarks when she addressed the WTS Atlanta annual breakfast in June.

With Georgia ranked the 8th fastest growing state, GDOT is planning for the future with projects to accommodate unprecedented growth while also maintaining current infrastructure.

"Georgia DOT has been innovative in its approach and programs that are helping to ensure Georgia remains a leader by every measure," Purcell said. "One of the ways we've been innovative, particularly in recent years, is to encourage and promote the contributions of professional women in our workplace."

Purcell is in her second term representing Congressional District 1 on the State Transportation Board. She previously served 17 years in the Georgia House of Representatives where—among her numerous accomplishments—she helped develop the Transportation Investment Act of 2015.

WTS International is dedicated to the professional development of women in the transportation industry. WTS Atlanta has more than 200 members, including women and men.



Mark Burkhalter (right), former State Transportation Board member representing Congressional District 6, was honored for his exemplary contributions and loyal service to the state of Georgia and to the Board. Jeff Lewis (CD 11) presents the resolution to Burkhalter, who did not seek re-election when his term expired in March.

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.

TAKING IT TO THE MAX WITH JEFF LEWIS

State Transportation Board | Congressional District 11

Jeff Lewis finds the joy in life. Whether it was as a kid growing up in Georgia, his family life as an adult, his 16 years as a state legislator or serving on the State Transportation Board, Lewis sees life through a positive prism.

By Liz Rothman

Lewis has represented Congressional District 11 on the State Transportation Board since 2011 and is currently in his second term. CD 11, in northwest Georgia, includes Bartow, Cherokee, and portions of Cobb and north Fulton counties. Lewis chairs the Board's P3 Committee, is Vice Chair of the Property Utilization Committee and is on the Finance and Intermodal committees.

to incentivize economic opportunities – like the Georgia Tourism Act, which provided incentives for tourist-related attractions to come to Georgia; and the Video Franchising Bill that enhanced competition by bringing in the communications industry to compete with cable television providers. The internet and web-based platforms have since been added to the mix.



NATIVE SON

Lewis was born in Rome, Ga. and grew up with his sister—right outside his adult home of Cartersville—in a small town called White, where his parents still live. He has spent most of his life within 12 miles of his homeplace. The early years set the stage for what lay ahead. *Looking back, I can't think of anything I would change. My school, my friends, were lots of fun. We spent much of our time going fishing and hunting. Also, frog gigging, which is like fishing for frogs – you spear 'em. My childhood was positive. A great life experience.*

A FAMILY MAN

Lewis has been married to Kim for 28 years. They have three sons ages 17 to 24. *Being a father has been the most significant part of my life. It changes everything - your attitude, your outlook, your goals and ambitions. Our kids keep us active and healthy and on our toes. They are a lot of fun.*

IN THE HOUSE

Lewis' bachelor's degree in political science and philosophy and MBA in economics and finance were well-suited for where he was heading. *Kim and I had been married for one year when I told her I wanted to run for office. She let me. Then we surprised ourselves and actually won! That was in '92 and I stayed in the Georgia House of Representatives for 16 years. Most of my efforts were geared toward economic development, including tax-related legislation*



GETTING ON BOARD

Lewis' term in the house ended in 2009 and in 2010 he decided to run for the State Transportation Board. *Being in the legislature has been really helpful in serving on the transportation board. The district I represent runs the gamut from rural to suburban to urban, including part of the city of Atlanta. When you represent areas that are so diverse, it's incredible learning about the criteria to meet those different dynamics. Being on the board and in the legislature have been great educational experiences. It's amazing the different areas of knowledge you are exposed to. Utilities, health care, manufacturing, technology - you name it. That just blows my mind.*



NOT JUST ROADS AND BRIDGES

Lewis dispels a misconception many have about the State Transportation Board. *I have fun telling people that we're in the communications business when we deploy fiber in our rights of way. We're in the high-tech business when it comes to the infrastructure to complement and interface with driverless cars. We're in the psychology business when we look to influence driver behavior. And we have some of the most complicated financial workings. The State Transportation Board is not just about asphalt, steel and concrete. We're a lot more than that. We run the gamut of the whole human experience.*

BUSINESS WAS HIS PLEASURE

For much of his adult life, Lewis was in real estate management and outdoor advertising. He has since sold both businesses. *I owned and operated apartment rental complexes and commercial properties. The billboard company was mostly my day-to-day job. I enjoyed it. It was a lot of fun.*

NOTHING LIKE IT

Lewis loves college football. *While I started and ended my college days at Jacksonville State University, my two years in between at Tuscaloosa made me a true Alabama fan – Roll Tide. That's who I root for. I like the NFL also, but to me, there's nothing like college football.*



GOING TO EXTREMES

Lewis keeps moving with outdoor activities like running, hiking and camping. *I like, I guess you would call them – extreme sports – where there are several events inside a team race – an eco-challenge where you might bike and run and swim and paddle. More of a team effort than an individual effort. These days, I'm not much into fishing or hunting – don't have the patience. But stuff with constant motion – that's different.*

TREASURING THE RIDE

What does Lewis know now that he wishes he had known before? *I've learned that material success isn't everything and that it isn't an achievement of its own, per se. I've learned to enjoy and value the ride in getting to the goal. If you are a person of faith and God puts you through certain tests, one of the worst things you can do is to rush to the outcome because the valuable lesson could be somewhere in the process. As humans we tend to rush through the trials just to get out of them.*

GREAT ADVENTURES

Lewis loves travel. *I travel all the time. I like Europe a lot. I like traveling with family—especially my boys—to places that I've enjoyed. So far they've liked every place I've taken them to.*

STAYING POSITIVE

How does Lewis remain optimistic? *Like any human being, I've had disappointments and setbacks. And you grow from those. While no one welcomes those events, there is value in not dodging them or becoming a victim as a result of them. Just face them head-on and work through them with the right attitude. You will typically come out stronger and can declare victory on the other side.*

HEART OF GEORGIA RAILROAD CORRIDOR BENEFITS FROM CRISI GRANT

U.S. DOT's Federal Railroad Administration awarded Georgia a grant of just over \$2 million to upgrade the state-owned Heart of Georgia Class III railroad corridor. It extends for 138 miles connecting Central Georgia with the Cordele Inland Port at I-75 and the Port of Savannah. The grant is part of funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. Upgrades will reduce travel time by 90 minutes from the current 12-hour trip across the route, and increase efficiency, reliability, and capacity of freight rail service to industries and agricultural businesses in an economically stressed region in central Georgia.

SAVE THE DATE

GEORGIA HIGHWAY SAFETY CONFERENCE
AUGUST 11-14
SAVANNAH

Hosted by Georgia Governor's Office of Highway Safety (GOHS)

Visit www.gahighwaysafety.org

SASHTO ANNUAL MEETING
AUGUST 17-20
SAVANNAH

Georgia DOT hosts Southern Association of State Highway and Transportation Officials Annual Meeting.

Visit www.sashto.org

TRANSPORTATION RESEARCH EXPO
SEPTEMBER 13

ONE GEORGIA CENTER, ATLANTA, 11 AM-1 PM
7th Annual Transportation Research Expo. Transportation researchers at Georgia Transportation Institute's (GTI) member universities including Albany State University, Clark Atlanta University, Emory University, Georgia Institute of Technology, Georgia State University, Georgia Southern University, Kennesaw State University, Mercer University, Savannah State University, The University of Georgia and University of West Georgia are invited to display their active and recently-completed research projects sponsored by GDOT.

Information: gti@gatech.edu

GIS DAY
NOVEMBER 6
ONE GEORGIA CENTER, ATLANTA

Hosted by the GDOT Office of Transportation Data.

Features:

- Student map competition
- Presentations from GDOT professionals
- GDOT showcase
- Industry vendors

GDOT RECEIVES FEDERAL GRANT FOR CONNECTED-VEHICLE TECH

Georgia DOT was awarded a \$2.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant for connected vehicle (CV) technologies by the U.S. Department of Transportation's Federal Highway Administration (FHWA). Georgia is one of 10 states awarded grants to fund advanced technologies that improve mobility and safety for drivers, and enhance performance of the nation's highway system. GDOT will use the funds on roadside infrastructure to support the operation of CV technologies at 1,700 traffic signals and ramp meter locations in the metro Atlanta area.

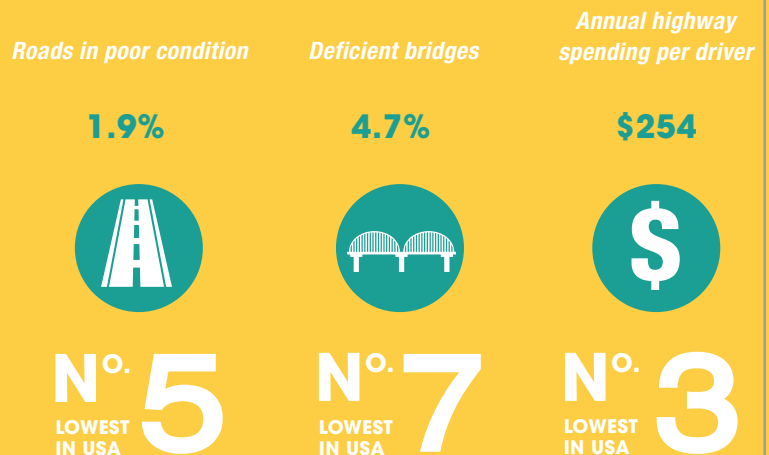
GEORGIA INFRASTRUCTURE MAKES THE GRADE

In terms of overall infrastructure Georgia ranks second best—at No. 49—among U.S. states, according to a report by MSN Money (the best is Florida at No. 50; the worst is Road Island at No. 1).

"In terms of transportation infrastructure, we aim to be the best in the nation," said Georgia DOT Commissioner Russell R. McMurry, P.E. "Thanks to funding levels more consistent with our needs in recent years, Georgia has made significant investments to upgrade and maintain our transportation network."

A number of transformative projects are in development or under construction in Georgia to continue to improve the functionality and safety of state interstates, major roads and bridges.

GA TRANSPORTATION INFRASTRUCTURE



BRANDON KIRBY



Brandon Kirby is the new district engineer for District 1 – Gainesville. He most recently served in dual roles as district preconstruction engineer and assistant district engineer. Kirby began his 22-year GDOT career as a transportation engineer associate and progressed through various leadership roles such as area engineer, assistant district construction engineer, and assistant state program delivery administrator. Kirby participated in GDOT’s Succession Planning program, Management Development Program (MDP) and Advanced Management Development Program (AMDP). He has a bachelor’s degree in civil engineering from Georgia Tech and is a licensed professional engineer.

IVAN J. (VAN) MASON



Van Mason is the new district engineer for District 4 – Tifton. He most recently served as the District 4 district construction manager. The 27-year GDOT veteran began his career as a civil engineer technologist and has held various positions in districts 3, 4 and 5 including district traffic engineer, assistant district maintenance engineer and area engineer. He attended GDOT’s Management Development Program (MDP) and Advanced Management Development Program (AMDP). Mason has a bachelor’s degree in civil engineering technology from South Carolina State University.

BRAD SAXON



Brad Saxon is the new director of Field Districts. The 24-year GDOT veteran has a wealth of departmental knowledge and an extensive background in district and general operations. He was most recently District 5 district engineer. Previous leadership roles include district construction engineer, district preconstruction engineer and assistant office head in the Office of Program Delivery. Saxon participated in GDOT’s Succession Planning program and attended GDOT’s Management Development Program (MDP), and the AASHTO National Transportation Leadership and National Transportation Advanced Leadership institutes. He is a licensed professional engineer and has a bachelor’s degree in civil engineering from Georgia Tech.

SELENA RIORDAN



Selena Riordan is director of the new Office of Alternative Finance. She has 23 years of government experience including the last eight years as GDOT’s budget director. She was previously assistant administrator in the Office of P3 and has served as the liaison with various offices and organizations on the Department’s P3 projects, as well as the Major Mobility Investment Program (MMIP) since its inception. Riordan has a bachelor’s degree in business administration.

ROBERT T. MCCALL



Robert McCall is the new district engineer for District 5 - Jesup. McCall most recently served concurrently as the D5 district maintenance engineer and the assistant district engineer. He has over 26 years of GDOT experience including management roles as district construction engineer and district traffic engineer. McCall attended GDOT’s Management Development Program (MDP) and Advanced Management Development Program (AMDP). He has a bachelor’s degree in civil engineering technology from Georgia Southern University.

GEORGE CHRISTENSEN



George Christensen is the director of the Office of Budget Services. He has 15 years of government experience including eight years as Georgia DOT’s assistant budget director. He worked at the Governor’s Office of Planning and Budget and held positions within GDOT in Cost Accounting, Budget and the Office of Financial Management. Christensen has a bachelor’s degree from Piedmont College.



Re: D2 Signal Team and Signals on SR 212

@C. Middlebrooks ... Over the last couple of years – I've reached out to Mr. Spires on multiple occasions when we've had issues with [the] traffic light at this intersection. He is always so responsive and ... courteous. He is professional and prompt. He ... always follows-up ... Mr. Spires and his crew have worked very hard, including weekend work, to accomplish the repairs ... He is a GEM. I know he'll retire one day but until then – hold on to him! He is a real asset and just a nice guy! You have a great group of people ... They do their jobs and they do them well ...

Editor's note: Ray Spires is GDOT's traffic signal tech supervisor in D2. Constituent also commended Assistant State Signal Engineer Victoria Coulter and contractors.

Re: GDOT Milepost Spring 2019

@D. Baldwin Great job on this magazine. I read the magazine cover to cover this weekend and I enjoyed it so much. It had a lot of variety and was educational for me. I look forward to the next one. Thanks.



Re: Safer Streets

@J. Delp ... thank you for the recent work on Memorial Drive and McDonough Blvd. I recently gave up my car for taking MARTA, biking, and walking. I feel much safer ... with the new striping ... I really appreciate the emphasis that you all put on safety for ALL users in these road designs. Thank you.

Re: CHAMP Truly Heroic

@B. Greene I hit the drive shaft of a Mack garbage truck in the center lane of I-75 in Dalton. My steering was immediately disabled ... thankfully I made it to the left emergency lane without hitting other cars ... I knew I was still in harm's way ... especially with the drive shaft still on the road ... I immediately called 911... Tim arrived and bravely removed the drive shaft off I-75. I couldn't believe how brave he was ... Tim then parked behind me in the left emergency lane and used lights/sign to help reduce the danger ... Tim stayed with me until the tow truck arrived, and got me and my car over to the right emergency lane. Tim even remained until the entire accident scene was cleared to keep everyone safe ... I never understood how truly heroic they [CHAMPs] are ... I was so lucky ... in many ways ... Tim was a huge part of that luck. Tim and your CHAMPS program saved a lot of lives that day. Thank you.

Editor's note: Writer is referring to CHAMP Operator Tim Stewart.

THE BUZZ

What's driving conversations around the state



Re: Bridges Near Mercer Go Orange

GDOT West Central @GDOTWest · Apr 8

#MercerUniversity is showing its school spirit in a partnership with the Georgia DOT! In Macon, the Stadium Drive bridge over I-75 and the Georgia 74 bridge over I-75 have been painted ORANGE - you can't miss them. Mercer U paid the \$15,000 for the specialty paint. **#GoBears**



Re: CHAMP made the day

@C. Randle I am so thankful for this service and for the CHAMP operators! My car blew a tire on I-75 today. I contacted 511 and a gentleman named Chris changed my flat tire. He was very efficient and polite. His help made my day as I had been driving for 4 hours before the incident and I had 2 more hours to go. Thank you!

Editor's note: The writer is referring to CHAMP Operator Chris Sanders in District 3.



Re: Public feedback from Major Mobility Investment Program Public Information Open Houses

“ The open house was conducted well. I am pleased that it was open until 7:30, and staff was available to answer questions. ”

“ Excellent setup and personnel, well trained and educated on the project. Everyone was extremely courteous and helpful with all my questions. No suggestions for improvements at this time. ”

BRIDGES

TO NOWHERE – A PHOTO ESSAY

Partnership with local high school provides lessons in bridge design and construction

By Nita Birmingham

A partnership between Worth County High School and the Georgia Department of Transportation showed students the value of an engineering education and an alternative career path to consider after graduation.

Teacher Michelle Smith has incorporated a “Bridge to Nowhere” assignment for 11 years, requiring physics students to build bridges out of Popsicle sticks, straws, toilet paper rolls, glue and other everyday items. This was the first time she collaborated with Georgia DOT.

“It worked beautifully,” Smith said. “I would like to have the opportunity to do this every year with my kids.”

GDOT Albany Area Manager Derrick Wilkerson participated in the exercise with area assistants Brian Donley (construction) and Jerry Wayne Smith (maintenance), Construction Tech Tomarra Hart-Hutchins, Transportation Tech Sean High and Civil Engineers Trinity Rivers and Cary Henderson. They gave students a crash course in bridge design and construction before teams pitched their proposals. GDOT employees then returned to the school for strength testing and High and Rivers built their own bridge to compete against the students.

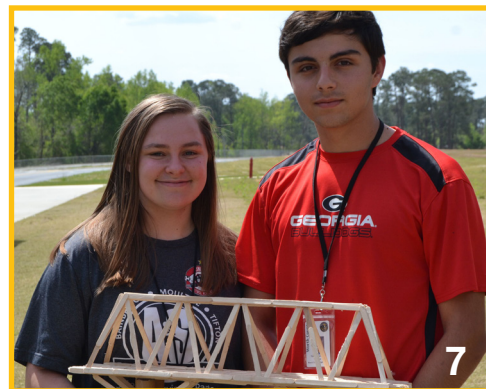
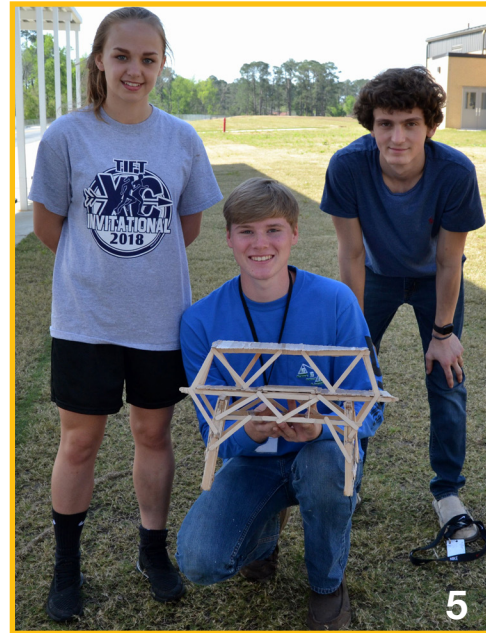
The collaboration met Wilkerson’s goal to pique interest in engineering and the Department. The 55 students who completed the assignment now know they don’t have to move away from home to have a decent career doing “something that’s kind of spectacular,” he said.

Photos by: Nita Birmingham

Featured photo:

3 Passing the stand test. The StArk Industries bridge, built by teammates Jessica Lane and Ray Spraggins (kneeling), performed well under the weight of student Michael Calloway.





- 1 Capsule Corps team - Gregory Williams, Jaylyn Green, Benijah Hicks and Austin Martin react as their bridge begins to buckle and twist. Band Director Tim Fancher looks on.
- 2 Mason Stone (left) and Morgan Carter (right), aka M&M Bridges, discover how heavy a five gallon bucket of water is. Bridges that passed this test moved on to the body weight challenge. This was the only rope bridge. It did not survive the bucket.
- 4 Engineers Cary Henderson and Trinity Rivers make sure Transportation Tech Sean High, who wore a weighted vest, doesn't fall off the GDOT bridge. The bridge did not fail.

- 5 The ABC Co. bridge built by (L-R) Ashley Lynn, Chance Causey and Brandon Brown was the only one still standing in the first testing group.
- 6 Tevin Thrower and Katherine Kimbrel hold what's left of their bridge after the stand test. The team Got Bridges Inc. was the second group winner.
- 7 Lane and Spraggins, the third group winning team, built the strongest bridge with the least amount of money because they "sold" their surplus supplies to other students. Each team had a \$1.5 million budget to purchase land and supplies.

THE GPS REVOLUTION



How Satellite Technology is Changing How Georgia DOT Does Almost Everything

By Penny Brooks

The new Delray Road/Jimmerson Road connector, part of the US 19/ SR 3 widening project in Upson County, is going to be like many rural roads in West Central Georgia - rising and falling with rolling hills.

As Project Superintendent James Smith bulldozes the earth, leveling it for the new roadway's foundation, he taps a small video screen. This bulldozer is outfitted with technology connecting it to the Global Positioning System, or GPS, and while the landscape has been staked and marked, Smith can use the GPS to read the land's elevations and precisely place the bulldozer's blade and ensure the ground is graded exactly according to design specifications.

"We used to need to manually measure the levels several times while grading," says Project Engineer Craig Sewell. "Using GPS makes the job a lot faster."

Since access to the GPS system of satellites was broadened in 2000, all aspects of American life have been influenced by the technology. Military, civil and commercial users have found multitudes of ways to utilize GPS for interactive tracking and mapping, and Georgia DOT is no exception. Every aspect of engineering at GDOT has incorporated GPS systems and devices to improve how work is accomplished.

"While it doesn't yet replace a good old fashioned site visit," says District 3's Traffic Operations Engineer Tyler Peek, "it makes our job much easier by being able to see what is on the ground and in the field for quick assessment."

When an intersection or stretch of roadway experiences a number of crashes, the traffic operations teams are able to take the data supplied by the Georgia Electronic Accident Reporting System (GEARS) and use it to analyze the intersections or roadways in question with a GPS-enabled geographic information system (GIS), or specialized mapping program.

"There are also components of our signal software and CCTV (closed circuit tv) that are GIS-referenced or enabled," Peek adds.

The use of GPS technology has greatly affected preconstruction tasks like field surveys. According to Location Manager David Taylor, the two field surveys that have changed the most involve lakes and borrow pits, which are depressions created by construction crews who have removed sand or gravel for use elsewhere. "In the past we would have to set base line stakes and pull a rope across lakes to cross section them, but now with GPS sonar we simply use the



As Project Superintendent James Smith grades the future roadway, the GPS system in his bulldozer ensures he's sticking to level specifications.



Many large construction equipment vehicles today are outfitted with GPS systems that help operators perform a variety of tasks, including excavating, grading and paving.

sonar attached to a boat and ride around the lake picking up the lake bottom terrain. A survey that would have taken a few days to a week can be completed in one or two days now. Borrow pits work the same away, but with a GPS receiver attached to a survey rod instead of a sonar system."

District 3's maintenance engineers see a lot of opportunity for GPS to improve their operations, saving the department time and money. Within the past three years the district has outfitted all brine trucks with GPS units to track and measure things like volume of brine used, but that's just the beginning. The engineers are looking into emerging systems and programs to map, document and track nearly all the "items" they handle and maintain, from roadways to pipes to guardrail to signage.

"Having a comprehensive database of everything we handle, including their locations, qualities and records of incidents and maintenance, would allow us to monitor it all more efficiently and dispatch crews more effectively," says District Asset Manager Ryan Kellett. "If I can have spatial recognition of these items - if I can see an item on a map and how it interacts with its environment and the other objects around it - I can track it, follow it and it'll help us allocate our resources better, whether they're people, equipment, chemicals, funds, whatever."

GEORGIA DOT IS NOW

GEORGIA GROWN

A state of natural beauty for roadsides and rest areas

By Liz Rothman

Georgia is The Peach State, but it's not all peaches (or peanuts or pecans or onions) here. From lumber, cooking oils and honey to beauty products, flowers and cotton, products abound that result from plant materials grown in Georgia. Georgia's horticulture industry contributes significantly to the state's economy.

Recently, the Georgia Department of Transportation announced new requirements that state-funded projects will use trees and shrubs that meet the standards of the Georgia Department of Agriculture's "Georgia Grown" program.

"In working with Governor [Brian] Kemp and First Lady Marty Kemp, and in partnering with Commissioner Gary Black and the Georgia Department of Agriculture under the Georgia Grown provision, we stand to improve the beauty of Georgia's roadsides while helping to sustain our competitiveness in agribusiness," GDOT Commissioner Russell R. McMurry, P.E. said. "We at Georgia DOT are proud to do our part to support Georgia's leading industry and provide additional business opportunities for Georgia's nurseries."

GDOT now requires that when completing, maintaining and beautifying Georgia's interstate highways, state routes, welcome centers and rest areas, contractors use landscaping plant materials native to Georgia and that come from a Georgia nursery. There are similar requirements for grants, including those available through the Roadside Enhancement Beautification Council. These moves follow Georgia DOT's use of Georgia-grown trees and plantings in roadside beautification on the I-16 and I-95 corridors, as well as other locations statewide.

First Lady Marty Kemp previously announced that the Governor's Mansion is promoting Georgia businesses and farm families through the use of official Georgia Grown ingredients and products.

"Brian and I are very excited that the Georgia Department of Transportation is incorporating the Georgia Grown program into state-funded projects. This commitment will enhance the beauty of our roadsides and promote farm families and small businesses from every corner of our state," the first lady said.

Georgia Grown is a marketing and economic development program created by the Georgia Department of Agriculture to aid the state's agricultural economy by mandating that producers, processors, suppliers and distributors collaborate statewide. To foster a healthy ecosystem, Georgia DOT also works with the Georgia Department of Agriculture on the vital task of protecting Georgia's pollinators by developing resources to help landscape architects and contractors identify plant life that will perform well across the state. Visit www.georgiagrown.com.



Announcing the Georgia Grown partnership. (L-R) Gov. Brian Kemp; Executive Director of Georgia Green Industry Association Chris Butts; First Lady Marty Kemp; GDOT Commissioner Russell McMurry; Georgia Agriculture Commissioner Gary Black; and State Road & Tollway Authority Director Chris Tomlinson. Photo: Office of the Governor



"The opportunity to enhance our environment, add aesthetic value, promote pollinator health, and support our Georgia producers is a win for all Georgians. We have enjoyed a strong partnership with Georgia DOT through the Georgia Grown Trail and agritourism signage programs, and we are excited to build on that success by championing our state's strong horticulture industry."

**-Commissioner Gary W. Black,
Georgia Department of Agriculture**

COMING FULL CIRCLE WITH

WHAT'S DRIVING YOU ROUND & ROUND



By Ike Duru

More and more drivers are coming to appreciate the benefits of roundabouts. Yet, it's still a hot button issue among some Georgians. A quick social media post about roundabouts on Georgia DOT's Facebook page can quickly garner hundreds of comments within a few hours.

Some drivers love them: "YES! Please! More roundabouts! They're FANTASTIC! In my opinion, every 4-way stop and most intersections should be converted to a roundabout," said George E.

Some drivers dislike the idea: "We don't want more roundabouts. Uncomfortable to drivers and create confusion. Sometimes blind spots. They are a nightmare for public safety. Also very expensive," said Kenneth B.

And some drivers hate them at first, then love them: "When they started constructing this I thought it was so stupid. Now that it's done... I LOVE IT! It cuts 10-15 minutes out of my drive home because traffic used to line up at the stop sign," said Ashley H.

In response, Georgia DOT continues to work to enhance public understanding about the value of roundabouts in improving safety and reducing congestion and vehicle speeds near

communities and interstates. This year the Department plans to construct approximately 20 roundabouts throughout the state. Another 130 roundabouts are in the design or concept phase, replacing traditional intersections.

Roundabouts are here to stay. Here's why: According to the American Association of State Highway and Transportation Officials (AASHTO), they often help traffic flow better in comparison to conventional signals and can reduce crashes resulting in serious injuries or fatalities by 78-82 percent compared to conventional signalized intersections. A recent survey conducted by Georgia Tech's Transportation Systems Productivity and Management showed that before roundabouts were installed a majority of responders were against them. However, once they were fully operational and running, public approval increased.

"I think we're are definitely starting to see a change in the perception of roundabouts in Georgia; drivers and the public initially feel it's going to be confusing," said Michael Rodgers, Regents Researcher at Georgia Tech. "But in actuality, as they become more and more comfortable navigating them, most really come to appreciate them."



NOW, WHEN YOU SAY
YOU'RE GOING AROUND THE CORNER,
IT WILL BE MORE THAN JUST A FIGURE OF SPEECH.
FOR GEORGIANS ROUNDABOUTS ARE ALL IN THE NAME OF

SAFETY

OPERATIONAL PERFORMANCE

Roundabouts are becoming popular based on the numerous safety and operational improvements they provide. Roundabouts typically have lower operating and maintenance costs due to the absence of technical hardware, signal timing equipment, and electricity usage. They also offer high capacity. Numerous studies show significant safety improvements when conventional intersections are changed to roundabouts. Drivers typically experience a lower delay time in roundabouts when compared to signalized intersections.

Roundabouts provide environmental benefits by reducing idling time, as well as the number of stops required at a signalized intersection. Even at heavy traffic volumes, vehicles continue to slowly advance towards the intersection, rather than coming to a complete stop. This can significantly reduce pollution, noise quality impacts and fuel consumption.

The decision to use a roundabout versus a traffic signal is made case-by-case. Georgia DOT evaluates each potential intersection to determine which would be more effective. The Department chooses roundabout designs based on expected traffic flow, environmental factors, and road design standards. "The general mentality we take when constructing roundabouts is that we don't like to install anything larger than necessary," said Daniel Trevorrow, Georgia DOT Traffic Operations supervisor.

EDUCATION

Navigating a roundabout is simple, but it can be intimidating the first time a driver has to navigate one.

With roundabouts becoming more common on Georgia roadways, and all over the country, educating drivers on how to properly use them continues to be a top priority for Georgia DOT.

"Education is vital to the public's acceptance and the success of roundabouts," said Trevorrow. Before a roundabout is constructed, Georgia DOT hosts a public meeting for residents to learn more about the project and to provide their input.

"Most of our roundabouts are single-lane roundabouts," said Trevorrow. "Some incorrectly refer to roundabouts as traffic circles and rotaries. The correct names are single-lane roundabout, two-lane roundabout and mini-roundabout. Mini-roundabouts are often used in small, urban intersections to accommodate for higher capacity versus all four-way stops."

The curvature of a roundabout encourages lower vehicle speeds, generally between 15-25 mph. Furthermore, roundabouts eliminate cross-traffic turns (left turns), which directly correlate in a reduction of angled crashes.





Single Lane Roundabout



Multilane Roundabout



Mini Roundabout

It is imperative that drivers understand why roundabouts are needed and how they work. With roughly a fourth of all traffic fatalities in the United States linked with intersections, it's vital that safer designs are implemented. Because roundabouts may still be unfamiliar to some, the application of roundabouts requires extra education and outreach to a variety of different audiences.

HOW TO NAVIGATE A ROUNDABOUT

- When approaching a roundabout, slow down and observe advisory speed limit signs. Stop for pedestrians. It's the law.
- When entering a roundabout, yield to traffic already in the circle. Look left and then enter when there is a safe gap in the circulating traffic.
- When at the roundabout, drive counter-clockwise and obey signs at all times and stop for pedestrians in crosswalk.
- When inside the roundabout, DO NOT STOP. You have the right of way. Approaching the exit, use the right turn signal; watch for cyclists and pedestrians; and then slowly exit the roundabout. Use correct speed upon exit.

WHEN AN EMERGENCY VEHICLE APPROACHES A ROUNDABOUT

- Roundabouts provide emergency vehicles the benefit of reduced traffic speeds, which can make them safer to navigate than signalized intersections. Operators of emergency vehicles do not have to worry about a vehicle unexpectedly running the intersection and hitting them at a high speed.
- Roundabouts accommodate emergency vehicles. Drivers should adhere to the same rules as on any other Georgia road. When an emergency vehicle approaches, other drivers should carefully move their vehicle as far right as possible. If necessary, stop until the emergency vehicle passes. Even in the roundabout, move over to the right when in the circle. Do not block the exits.

ROUNDABOUT FACTS

- Roundabouts can be a safer and more efficient alternative to traditional intersections, which are one of the most common sites of crashes.
- Roundabouts require reduced speeds, giving drivers more time to react to other vehicles and pedestrians.
- Roundabouts can accommodate larger vehicles such as trucks, buses and tractor-trailers with large turning radiuses. Most of Georgia's roundabouts offer a "truck apron" in the design. This allows the rear wheels of larger vehicles to safely navigate the roundabout. For example, truck trailers can roll over the apron located around the central island.
- Roundabouts can save money. There is no traffic signal equipment to install, repair or maintain.
- Roundabouts can reduce congestion. When operating inside a roundabout, a driver typically experiences a lower delay time than at intersections with traffic lights or stop signs.
- Roundabouts significantly reduce pollution, noise impacts and fuel consumption.

IN THE DRONE ZONE

By Katie Strickland



Georgia DOT is a leader in transportation and safety is our number one priority. GDOT's drone program is one example of how we excel.

Drones, also known as small unmanned aircraft systems (UAS), are remote-operated hovercrafts equipped with a high definition camera and a satellite positioning system. This 3-pound device captures active construction activities and tracks progress of transportation projects from an aerial perspective.

"Drones help us create solutions by providing a better understanding of the challenges at hand," said District 1 Assistant District Traffic Engineer Jason Dykes. "When we capture video of an intersection that isn't functioning efficiently, we get a better idea of how the changes we make impact the traveling public. Drones provide a bird's-eye-view."

Maintenance crews use drones daily as a tool to increase safety and during times of emergency response.



According to Rob Mabry, D1 maintenance manager, "Crews recently employed a drone to quickly determine how to respond to an active rock slide on US 129/State Route 11 in Lumpkin County."

After management received news of the rock slide, drone pilots Matt Needham and Mitch Garmon investigated in hopes of identifying the source and severity of the problem.

After reviewing the drone videos and images, engineers determined an action plan. "This allowed us to develop an understanding of how serious this fissure on the side of the mountain was, without endangering our team," said Needham.

According to Needham, "Rocks could have fallen in the roadway creating a safety hazard for crews and the public. Flying the drone allowed us to see how wide the crack was without putting anyone in harm's way. The technology revealed that special equipment was needed to remove the loose rocks from the side of the mountain."

Consequently, the district rented a long arm track hoe and removed the loose boulders within 48 hours of the reported rock slide. This emergency response effort potentially saved lives.

Drone footage can also be the catalyst to quick response projects that extend a turn lane or refresh pavement markings. One example comes from the East Central Region. Recently a busy multi-lane intersection on US 441 in Milledgeville had undergone upgrades. Following the new pavement markings, District 2 traffic operations received complaints that the turn radius striping was not correct.

"Truck drivers were finding it difficult to make the dual lane left turn and stay within the marked radius," according to District 2 Safety Officer and drone pilot Larry Morris.

To save time and money - and to reduce human risk - Morris and drone pilot Josh Woodard were asked by traffic operations to obtain aerial photos. The flight lasted less than fifteen minutes and the information was obtained in order make the needed corrections.

Each of Georgia DOT's 15 licensed drone pilots have completed more than 20 hours of training and passed the Federal Aviation Administration's (FAA) section 107 exam before taking to the sky.

The Department's most common use of drones has been to provide documentation of construction and maintenance projects, according to Bob Maguire, manager of GDOT's drone program. The Department's official drone policy became effective in November 2017.

Maintenance crews have started using drones to measure material volumes on construction projects, which keeps survey crews from climbing atop material piles or going down into material pits to take measurements. Utilizing drones at Georgia DOT not only increases safety and saves time. These flying machines also soar over areas of the state to monitor the effects of natural disasters such as Hurricane Michael and Hurricane Irma.

"Drones are here to stay," Morris said. "The only limit is our imagination."



MAJOR MOBILITY PROJECTS

TO REDUCE CONGESTION ACROSS GEORGIA

By Vanessa Levingston

With 10.5 million residents, Georgia currently ranks eighth in the U.S. in total population. However, Georgia's ranking will most certainly climb because the population is expected to grow by an additional 4.6 million in the next 20 years. The Georgia Department of Transportation's Major Mobility Investment Program, or MMIP, is a key component of Georgia DOT's response to the transportation challenges we face today and those that will inevitably be created by Georgia's rapidly growing population. MMIP projects will expand upon and improve Georgia's regional transportation infrastructure to more efficiently and effectively carry both the current and expected volume of traffic that comes with population growth. The MMIP targeted transportation investment portfolio consists of 11 initial major projects focused on improving mobility regionally and statewide.

Several Major Mobility Investment Program projects are either under construction now or beginning construction soon.

Phase one of the **I-85 Widening Project** from I-985 to SR 53 in Gwinnett, Barrow and Jackson counties is the first MMIP project to have begun construction. The project adds 26 new lane miles built into the median of I-85, expanding the interstate from two to three lanes in both directions.

The **I-16@I-95 Improvement Projects** near Savannah will break ground later this year. These projects reconstruct the I-16/I-95 interchange and widen I-16 to add 10 new lane miles between I-95 to I-516 in Chatham County. They also include collector-distributor (CD) lanes and the installation of Intelligent Transportation System (ITS) technology to link to Georgia NaviGator. The I-16/I-95 interchange reconstruction will replace the existing loop ramps located on the west side of I-95 with new turbine configured ramps, the first in the state of Georgia. It will also improve the existing I-95 North to I-16 West loop ramp to accommodate the barrier-separated I-95 northbound CD lane to support the entering and exiting traffic from I-16.

The initial 11 MMIP projects include three interchange improvements, three interstate widenings, one commercial vehicle lanes project, and four projects dedicated to expanding the Georgia Express Lanes network. The MMIP consists of 75 miles of general purpose lanes, 163 express lanes miles and 77 miles of commercial vehicle lanes. When the projects are complete, GDOT expects a 5 percent reduction in traffic congestion statewide in the year 2030, as opposed to doing nothing.

For information about all MMIP projects visit, www.dot.ga.gov.

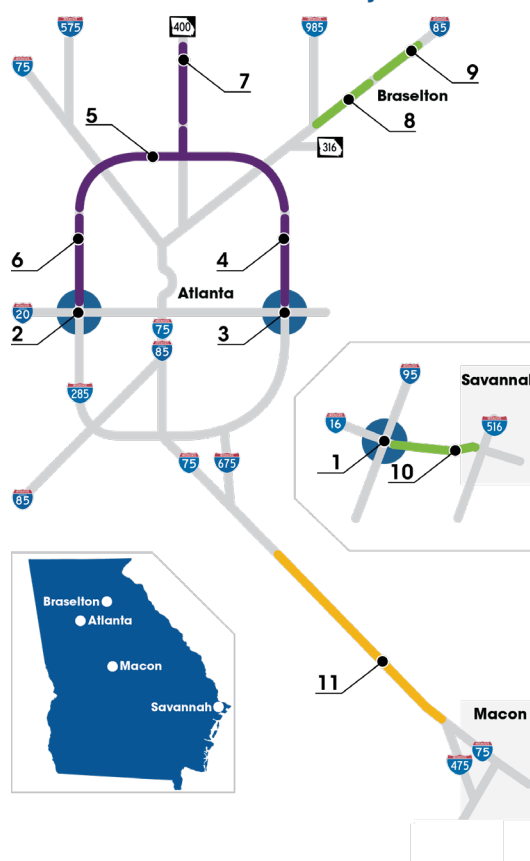
Four MMIP projects are express lanes.

Express lanes are tolled, managed lanes that offer motorists and transit riders a choice to bypass congestion on interstates and major highways in metro Atlanta. Express lanes tolls are dynamically priced based on demand and offer a significant improvement in mobility and congestion relief for metro Atlanta. They provide an attractive option for motorists and opportunities for more reliable trip times for transit providers. Four express lanes projects are currently operating in Georgia, and an additional four are part of the MMIP.

While the recently-opened Northwest Corridor (NWC) Express Lanes is not an MMIP project, it demonstrates the very real and tangible motorist benefits of express lanes. With nearly five million express lane trips registered since the lanes opened in September 2018, travel speeds average 30 percent faster than the general purpose lanes during peak travel times. As a result, both the morning and evening rush hours on the NWC have been reduced by over one hour, benefiting both express lanes users and drivers in the general purpose lanes. The NWC, along with existing express lanes on I-85 and I-75, demonstrates the quality of life that can be obtained from these significant improvements to the region's transportation system through express lanes.

Vanessa Levingston is Georgia DOT's communications manager for the Major Mobility Investment Program.

Where Are the Initial 11 Projects?



Interchange Reconstruction:

1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:

4. I-285 Eastside
Henderson Rd to I-20
5. I-285 Top End
I-285:
Paces Ferry Rd to
Henderson Rd
SR 400:
I-285 to North Springs
MARTA Station
6. I-285 Westside
I-20 to Paces Ferry Rd
7. SR 400
North Springs MARTA Station
to McFarland Pkwy

Interstate Widening:

8. I-85 North
I-985 to SR 53
9. I-85 North
SR 53 to US 129
10. I-16
I-95 to I-516

Commercial Vehicle Lanes:

11. I-75
SR 155 to I-475

UPCOMING MMIP EXPRESS LANES PROJECTS:

SR 400 Express Lanes will consist of two buffer-separated express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Road in Fulton County and one buffer-separated express lane in each direction from McGinnis Ferry Road to McFarland Parkway in Forsyth County. In 2018, former Governor Nathan Deal set aside \$100 million in bonds to support bus rapid transit (BRT) infrastructure along the project corridor.
Projected construction start: 2022

I-285 Eastside Express Lanes will feature one buffer-separated express lane in each direction on I-285 between I-20 and Henderson Road in DeKalb County.
Projected construction start: 2022

I-285 Top End Express Lanes will consist of two new barrier-separated express lanes in both directions between Paces Ferry Road in Cobb County and Henderson Road in DeKalb County, and express lanes on SR 400 from the North Springs MARTA station to Glenlake Parkway.
Projected construction start: 2023

I-285 Westside Express Lanes will offer one buffer-separated express lane in each direction on I-285 between I-20 in Fulton County and Paces Ferry Road in Cobb County.
Projected construction start: 2023



Workers are drilling to install new posts at the Mulberry River bridge, a mainline bridge at the Barrow/Jackson county line. Three overpass bridges are also being replaced as part of the I-85 Widening project.

OTHER UPCOMING MMIP PROJECTS INCLUDE:

I-285 at I-20 East Interchange includes reconstruction of the I-285 southbound to I-20 eastbound connector and the I-20 westbound to I-285 northbound and southbound connectors.
Projected construction start: 2022

I-285 at I-20 West Interchange reconstruction will remove left-hand exits to improve speed; and includes the addition of I-20 westbound collector-distributor lanes from the interchange to Fulton Industrial Boulevard and the addition of a lane on I-285 southbound from Donald Lee Hollowell Parkway to the interchange.
Projected construction start: 2023

I-85 Widening (SR 53 to US 129) Phase two of the I-85 Widening project will widen I-85 from one to three lanes in both directions from SR 53 to US 129 in Jackson County.
Projected construction start: 2025

I-75 Commercial Vehicle Lanes will consist of two barrier-separated lanes for commercial vehicles on I-75 northbound between I-475 in Bibb County and SR 155 in Henry County.
Projected construction start: 2025



The I-85 Widening project adds one lane in each direction from Hamilton Mill Road in Gwinnett County to SR 53 in Jackson County. To mitigate right-of-way impacts, paving is occurring inside of the existing roadway for the new lanes.



HERO MANAGER

JASON JOSEY

KEEPS IT REAL WHEN TALKING ABOUT HIS HEROS

By Sade Wilkins

Highway Emergency Response Operator (HERO) Manager Jason Josey's passion for his work is apparent to anyone who comes in contact with him. Sometimes overlooked as first responders on the highways of metro Atlanta, HEROs are traffic incident management professionals - on the job for nearly a quarter of a century - who are highly visible and much appreciated. Josey shares his passion for the job with the HEROs for whom he's responsible.

Josey explains that in the course of a given shift, HEROs must deal with everything from flat tires to serious crashes, from motorists running out of gas to overturned tractor trailers.

HEROs often work incidents in and along highways with motorists continuing to pass by at high rates of speed.

"As HERO manager, my fear for my team is the motorists zipping by on the highway," Josey says. "We've lost two operators in the 25 years that the HERO program has been in existence. That's two too many. We lost them in simple acts either helping out a motorist or conducting traffic control."

When he began his career as a HERO, Josey immediately fell in love with the work. He intuitively knew that the job was more



than simply changing tires, giving battery jumps and providing gasoline to stranded motorists. While ultimately HEROs may often call the EMT, fire department or police, until those responders arrive a HERO must know how to quickly stabilize any situation.



“As the first responder on the scene, you have to be prepared to deal with whatever issue you run into. You have to keep your eyes open so you can make an assessment of the situation quickly and act accordingly. You’re out there on the highway with your cup of coffee, then you turn the corner and all of a sudden there is a car upside down. If you panic, that person inside the car may die - so you cannot fake the training. The highway doesn’t know or care how old you are or how long you have been a HERO.”

Josey was born and raised in Atlanta and says he thought he knew the city well prior to becoming a HERO. However, he professes that working in incident management in Atlanta has humbled him, giving him a much greater insight. Regularly interacting with motorists on the highways, he has gained a better understanding and appreciation of the wide range of human emotions. An average day for a HERO may mean interacting with a motorist on their worst day. Josey says to imagine a random Tuesday, for instance, connecting with and assisting a driver who is suffering from something as serious as a severe crash or as minor as running out of gas. HEROs deal with this kind of pain and frustration daily.

“When you stand up and talk to the very same people after stabilizing a situation it grows you as a person. You’re in receipt of your karma and their joy,” Josey notes.

Fourteen years in the role sometimes has Josey still seeing the faces of those who have been killed in crashes on every stretch of Atlanta interstate. He says there is not a day when he does not think of the fatalities that he has seen. It goes with the job. He laments, “You can’t be desensitized by death. I don’t care who you are.”

Josey says that even seasoned military veterans, firefighters and police have told him that the job of HERO is not for them. Josey firmly believes that it takes a certain kind of individual to hit the highways with a smile and engage with this kind of stress on a regular basis as a HERO, and

adds that the best way to help HEROs cope is to allow them to be expressive with each other in a professional way. Josey is currently working with the Department’s human resources office to develop a program that helps manage the emotional and physical reactions to traumatic incidents.

“If you ever come to the HERO headquarters, you will notice off the bat that it is loud and joyous. It’s always a bunch of people cracking jokes and having a good time discussing the job.”

On the easier days, HEROs report back to the office following a shift, pack their things and go home. On the toughest days they hang around a little longer and spend time with colleagues. Laughter helps them cope during those poignant moments. They joke with each other to bring a chuckle, and Josey says that in a way, that’s therapy.

“When I’m in meetings, it’s rare that I will send someone to tell people in the hallway to be quiet,” says Josey. “Because I understand what they’re seeing and dealing with out there, and the last thing I want to do is tell anyone to settle down.”

Josey expresses pride that other agencies have patterned their incident management units after Georgia DOT’s Highway Emergency Response Operators. Transportation officials from other cities and states have visited to gain valuable perspective on how to launch or expand their own highway incident response programs.

“Our HEROs in Georgia have always led the way,” says Josey.



*Hero Manager
Jason Josey*



PEDESTRIAN DEATHS IN GEORGIA HIGHEST EVER LAST YEAR

Overall roadway fatalities were slightly down

By Liz Rothman

*Pedestrian struck.
Median barrier.
Head on collision.
Lost control.
Failed to yield.
Tree.
Fence.
Embankment.
Bicyclist struck.
Concrete traffic barrier.
Motorcyclist lost control.
Ditch.
Rear end collision.*

These brief descriptions from the daily fatality report are a glimpse into why someone dies as a result of a motor vehicle crash. But a few words don't tell the whole story.

What caused the pedestrian to be struck? Why did a vehicle strike the median barrier? How did a driver lose control and hit a tree, plow into a fence or roll down an embankment?

"Most roadway fatalities are the result of unsafe behaviors that involve distraction, impairment or driving too fast for conditions," said Safety Program Manager Dave Adams of GDOT's Office of Traffic Operations. "That means many deaths are preventable. If drivers and pedestrians would change risky behaviors, we would see a significant reduction in motor vehicle fatalities and injuries."

Those unsafe behaviors include not only the activities of drivers, but also the actions of people walking, bicycling, scootering or running.

In 2018, overall traffic fatalities in Georgia were 35 less than in 2017. Sounds promising until you realize that there were 1,514 fatalities - an average of over four deaths a day.

People on foot are especially vulnerable. This tally includes **264** pedestrians (17 percent of the total). It's the highest annual pedestrian death toll ever in Georgia - a **54** percent four-year increase.

In 2018, 57 percent of fatality collisions were due to single vehicle crashes, up substantially from 2017 when 44 percent were single vehicle. This is a strong indication of poor driver behavior, Adams said.

Also, just 41 percent of fatality victims were identified as wearing a seatbelt, while 59 percent were either not using a restraint (45 percent) or it is unknown if they were using one (14 percent). Even what could be considered a "minor" crash can cause fatalities if the occupants are not buckled up.

About halfway through 2019 (as of 6-17-19) overall fatalities are down 4 percent and pedestrian fatalities are down 20 percent compared with the same time last year. However, Adams cautions not to consider this a trend as multiple factors like time of year, weather and holidays contribute to fluctuations.



Georgia DOT's Drive Alert Arrive Alive and See & Be Seen campaigns urge drivers and pedestrians to share the responsibility for safety.

BEHAVIOR CAN MAKE THE DIFFERENCE BETWEEN LIFE AND DEATH.

1. Drive or walk with no distractions. For drivers hands-free phone use is Georgia law. Drivers must use hands-free technology when using cell phones and other electronic devices. Walkers keep your eyes out of your phone. Pay attention.
2. Don't drive or walk impaired - drowsy or under the influence.
3. Consider roadway conditions and the weather. Don't drive too fast for conditions. It's not just the speed limit that counts.
4. Buckle up. Seatbelts save lives.

ENSURE EVERYONE ARRIVES ALIVE.

DRIVERS

- o Yield to pedestrians. And slow down – speed kills.
- o When approaching a work zone, use extra caution. Stay alert. Don't speed. Drive like you work here.
- o Obey Georgia's Move Over Law by moving over one lane when approaching stationary highway maintenance and construction workers, HERO and CHAMP operators, law enforcement or emergency vehicles, firefighters, paramedics, tow truck operators and utility service vehicles flashing emergency lights. If it unsafe to move over, slow down below the posted speed and be prepared to stop.
- o Before you get into the car, call 511 or visit www.511ga.org for 24/7 real-time traffic information.

PEDESTRIANS

- o Cross where you can see and be seen.
- o Keep your head up. Be aware of your surroundings.
- o Make eye contact with drivers.

Safety is Georgia DOT's top consideration in the planning, design and construction of projects. The department is committed to reducing fatalities on Georgia's roads with a goal towards zero deaths. Partner with us in this effort to save lives.



1,514
FATALITIES

on Georgia roads in 2018 –
including 264 pedestrians

**SHARE THE
ROAD**

**DRIVE
ALERT
ARRIVE
ALIVE**

**SEE &
BE SEEN**



NEWS FROM THE DISTRICTS

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

The 2019 State Equipment Safety and Training Conference, held in April in Dublin, provides safety training and promotes skills advancement for state highway heavy equipment operators. In the Rodeo skills competition, District 5 won overall and districts 2 and 3 came in second and third. Here judge Clinton Turpin from District 1 sets tennis balls in position for large vehicle drivers to straddle with their wheels.



District 1

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BRANDON KIRBY, DISTRICT ENGINEER

WATERWAY WORK ZONES

Whether you are steering a boat with a hull or a vehicle on wheels, safety in work zones exists for a reason. The goal is to protect both the traveling public and workers on job sites. When approaching a work zone while driving on a roadway, it's pretty obvious what to expect. You'll see signage, equipment, workers and barrels in place to create a protective barrier. These signs, barrels and road cones clearly indicate when to slow down, which lanes are for travel, and which ones are closed for construction.

However, what kind of warnings are present if the work zone you've entered isn't on the road? What if it's in the water instead?

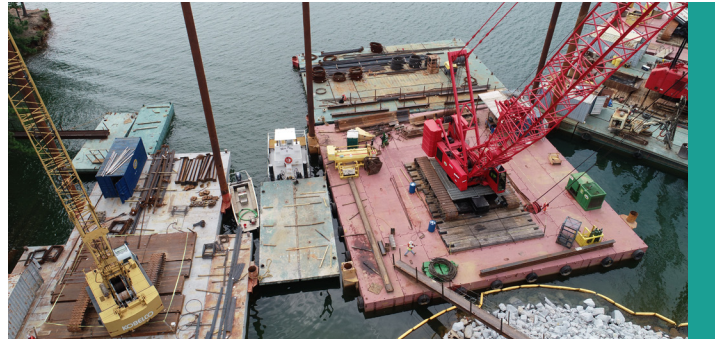


Lake Lanier sees thousands of boaters annually, and those enthusiasts must understand not only the rules of the lake, but also the rules in waterway work zones. The understanding is crucial since six bridge replacement projects are in process or recently completed over Lake Lanier.

- Longstreet Bridge, State Route 11/ US 129
- Bells Mill Bridge, State Route 11/ US 129
- Browns Bridge, State Route 369
- Two Mile Bridge, State Route 369
- Six Mile Creek Bridge, State Route 369
- Boling Bridge, State Route 53

Since the Lake was built, over 60 years ago, these bridges have been vital to traffic flow. These new bridges are constructed beside the old structures. The first replacement bridge—State Route 53 Bridge, also known as Boling Bridge—opened to traffic in August 2018. As of June 2019, Six Mile and Two Mile have also opened to traffic.

During construction on waterway bridge projects, two or three barges float in the lake with cranes and other equipment on them. There are also flashing beacons mounted on the underwater structures, orange barrels, and a no wake zone surrounding the work zone. These processes and procedures are in place to ensure the safety of everyone involved.



Currently, on the State Route 369 Browns Bridge replacement, barges are present, topped with cranes and drill rigs. As the underwater support structures are poured, additional safety measures are added to the tops of the rebar to alert boaters of the underwater support column.

While the traveling public is accustomed to seeing orange barrels and cones for roadway construction, boaters may not think of construction on the waters of Lake Lanier as an active work zone. That's why Georgia DOT partners with the Department of Natural Resources (DNR) to produce public safety videos for social media.

DNR Game Warden Ryan Locke explains the top reasons why boaters need to slow down when approaching a work zone on the lake. "Number one is that Lake Lanier is one of the busiest lakes in the southeast and where these bridges cross over the water is where the lake comes in to a funnel, so you've got all this boat traffic narrowed down to a small area."

Number two, Locke continues, "Then you've got underwater construction going on and underwater objects like caisson and rebar." If a boater isn't paying attention and collides with the underwater structures, it can result in injury as well as costly damage to both the boat and the support structures.

"Safety is our number one priority for drivers and boaters," emphasizes District 1 District Engineer Brandon Kirby. "This summer we continue to work with the public, the Army Corps of Engineers, and the Department of Natural Resources to raise awareness of these work zones on the lake."

PASSING THE BATON

Brent Cook, a 27-year Georgia DOT veteran, retired on June 1. He served as district engineer since 2014. About his retirement, Cook said "The people here have been like my second family. We have accomplished so much in the last four years - from responding to natural disasters to having a major role in improving transportation in the region. I am very proud of my team." We wish him all the best.

Brandon Kirby, former district preconstruction engineer and assistant district engineer, is District 1's new district engineer. Kirby is a 22-year GDOT veteran and a Gainesville native who attended high school in south Hall County. When asked if he enjoys the new position, without pause Kirby responded. "I love being district engineer. I'm passionate about our staff, our region and the responsibilities with which we are entrusted."



District 2

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CORBETT REYNOLDS, DISTRICT ENGINEER

AUGUSTA TRANSPORTATION MANAGEMENT CENTER RESULT OF TIA FUNDING

On time and ahead of the world-renowned Masters Golf Tournament held in Augusta in April, the newly constructed Transportation Management Center (TMC) opened to an enthusiastic crowd of dignitaries, guests and press on March 19.

Planning for the TMC began in 2002 with the Augusta Metropolitan Planning Organization commissioning the development of a master plan for an advanced traffic management system. As a result, today's TMC is equipped with modern traffic engineering technology to improve traffic flow and transportation efficiency in real-time.

Augusta-Richmond County Mayor Hardie Davis said the TMC places the locality on a smart-city path and in a different league. "Today is a day of us stepping into the future," Mayor Davis said. "It is collaborative efforts like this that will make Augusta better today and tomorrow."



State Transportation Board Member Don Grantham cuts the ribbon.

The Transportation Investment Act (TIA), managed by GDOT, made the TMC a reality with \$4.5 million in funding for installation of a 7-mile traffic engineering fiber optic network throughout Augusta-Richmond County to support the TMC's ability to coordinate and monitor traffic activities in real-time. Primary contractor R.J. Haynie and Associates said it took approximately 18 months to construct the physical hub and all field traffic signal equipment upgrades. Augusta Richmond County Traffic Engineering administers the system.

TMC technology allows traffic signal technicians and engineers to improve safety and reduce delays throughout major corridors. John Ussey, assistant director of Traffic Engineering said city engineers can directly communicate with over 200 traffic signals and access 85 new high-definition pan-tilt-zoom cameras to assist with monitoring traffic throughout the area. These improvements allow better coordination of major roadways, faster response time if a traffic signal malfunctions, and improved high-level event monitoring.

Emergency preemption is a major plus with the added smart technology. For example, this preemption utilizes sensors on both



the signal and first responder fire truck or ambulance. Regardless of the current traffic signal cycle, the system gives priority to those who need it most.

"No matter what direction the emergency vehicle is coming from, it will turn green for them so they can go where they need to go faster than they could before," Ussey said. "This system is built to improve fire and ambulance response."

The TMC will also integrate local transit to improve on-time bus service. Ussey said with nearly 275 signalized intersections in the city and county there is plenty of work left to connect all corridors. "We want to continue to add to this system as quickly as we can," Ussey said. "Our goal is to have all signals connected to our network so we can keep the public safe and moving."

During Master's week, TMC operations and dispatched smart systems received a serious examination. Signal technicians and engineers simultaneously monitored all roadways leading to patron parking, adjusting traffic flow in real time as necessary. The arrival of rain during the event required multiple adjustments when play was suspended and then reopened outside of normal peak times. Quick connections to 30 traffic cams at the TMC made this easier.

"With the technology available—such as monitoring cameras and our adaptive signal timing systems—we were able to adjust to the changing weather conditions and course closures in a more streamlined, efficient manner with all of the real-time information that the TMC provides," Ussey said.

State Transportation Board Member Don Grantham, who represents Congressional District 12, GDOT's east central region, emphasized what it meant to have the support of TIA for the TMC project.

"The TIA program is a sense of pride in the Augusta region," Grantham said. "The one-cent people spend has given us so many wonderful things we would never be able to have if we didn't have those funds to not only do road projects, but things of this nature. We can make our citizens safer and show them we are using their dollars in a proper manner."

In 2012, voters in three Georgia regions - River Valley (RV), Central Savannah River Area (CSRA) and the Heart of Georgia Altamaha (HOGA) - approved a 10-year one percent sales tax to fund regional and local transportation improvements. The Southern Georgia (SG) Region passed the legislation in 2018. Prior to the votes, regional roundtables of local elected officials, with significant public input, selected projects for each region's Approved Investment List. Combined, these lists represent 1,023 TIA-funded projects.



District 3

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MICHAEL PRESLEY, DISTRICT ENGINEER

BUILDING REAL AND SYMBOLIC BRIDGES

District proves a woman's place is at the worksite

The sun has finally risen over the horizon and Civil Engineer II Britni McCullough's attention is focused on a team of construction workers slowly closing a lane of traffic on Interstate 75 northbound in Lamar County, setting a diagonal line of orange cones. McCullough is the project manager for the refurbishment of the High Falls Road Bridge over the interstate, and the closure of both a northbound and a southbound lane under the bridge isn't work to be taken lightly. Closing the lanes ensures that the crews working under her guidance have the space they need to safely jack the bridge deck and replace the caps, which act as buffers between the deck and the columns.

The High Falls Road Bridge project is one of four bridge refurbishments McCullough is currently overseeing, and all four projects are located on heavily-traveled interstates within District 3.

McCullough has worked as a construction engineer with Georgia DOT for two and a half years. "I really enjoy construction," she says. "It's exciting to see the end result of a design or concept that has been many years in the making, costing millions of dollars, come to fruition."

A generation ago, the sight of a woman in a hard hat and sturdy boots on a Georgia DOT work site might have seemed like a novelty, but in 2019 it's becoming more common, especially in District 3. Twenty percent of District 3 engineers are women and they can be found throughout the organization – in construction, maintenance, traffic operations and preconstruction.



Assistant Area Maintenance Engineer Eureika Thomas dispatches a work crew to reopen a lane closed due to guardrail repair.

Many of the District 3 female engineers say they knew from an early age they wanted a career in engineering. Civil Engineer II Erika Coons says when she was a young girl, she was encouraged to be a teacher, but found her future working with the men in her family. "My grandfathers and dad all wanted to be engineers, but



Civil Engineer II Britni McCullough currently manages four major bridge rehabilitation projects in West Central Georgia, including the High Falls Road Bridge over Interstate 75 in Lamar County.

none of them pursued it. I worked alongside them on various electrical and mechanical projects, and it really sparked my interest."

As a young woman, who enjoyed math and solving complex problems, Assistant Area Maintenance Engineer Noelia Jaramillo started at Georgia DOT 16 years ago and has worked her way through several positions, including construction inspector I and II and erosion-sediment control liaison. She appreciates the career mobility she's had while at the Department, as well as her ability to make a difference in her community. "My work at GDOT contributes to building a safe environment for the traveling public, ensuring quality roads and bridges and preserving our natural environment," she says.

Construction Project Engineer Amanda McCart recently completed work as project manager for the new Poplar Road interchange on Interstate 85 in Coweta County. She says she's dealt with a few situations where being the woman-in-charge was tricky. "There have been times when contractors and some members of the public didn't realize I was the project engineer and those people would direct their questions to the men in work crews working for me. I do have the support of the men working in my projects, though, and that encourages me when handling any negativity."

Erika Coons understands completely. "Not only am I female, but I'm short in stature, so I've been mistaken for a shadow or an intern, or sometimes I'm just overlooked. I've learned to embrace the underestimation as a means for me to show everyone what I know and can do. Once your contractors and co-workers learn you have just as much knowledge and determination as they have, you gain their respect."

Assistant Area Maintenance Engineer Eureika Thomas has some advice for aspiring female engineers considering Georgia DOT for their futures: be flexible but firm. "You have to juggle a demanding career with so many variables. Every day brings some new challenge and when I think I've seen it all, that's when I experience something completely unexpected. You just have to be ready to jump in and get dirty."

20%

of District 3's engineers are women. They are throughout the organization – in construction, maintenance, traffic operations and preconstruction.



District 4

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VAN MASON, DISTRICT ENGINEER

SIGNS FOR THE TIMES



Highway Maintenance Foreman Dale Price uses the new cold press table to apply the numbers "31" to a blank state sign for a road detour.

Most people were settling in for the night as our district sign shop crew churned out detour signs and loaded trucks April 3 for a Coffee County crash. After notification of an extended state route closure for an overturned tanker truck hauling hazardous material, employees were quickly on their way.

The speedy turnaround was possible because the shop now has the equipment to make signs. "It will save us money in the long run. It enables us to quickly respond to emergencies and be more independent so we're not relying on someone else to do our work," then-District Engineer Ritchie Swindell said. "It's a great thing."



Highway Maintenance Foreman Tim Walker peels transfer paper off an arrow on a panel sign to replace a damaged Liberty Expressway exit sign in Albany.

District Sign Manager Cedric Robinson expects it will reduce the inventory the shop needed to keep in the past, which will save the Department money in manufacturing and shipping costs. The shop doesn't stockpile every possible sign needed for District 4 because "it would take a warehouse probably three times our size," Robinson said.



Equipment Operator Anthony Walker reviews a detour sign. Designs made from a library on the computer go to a plotter for printing on reflective vinyl sheeting.

Previously the District ordered signs from Georgia Correctional Industries, which would take a minimum of 30 days. Robinson now has access to software with a library of about 2,000 signs. All comply with the Manual on Uniform Traffic Control Devices (MUTCD), the federal guidebook that Georgia DOT follows.

Designs are printed on a plotter loaded with a reflective vinyl film roll. The shop has red, green, yellow, white, black, brown and purple film in stock. The printed image is cut and a cold roll press table is used to apply it to metal. The table eliminates bubbles or other imperfections that would arise if employees tried to apply the image using pressure from their hands or a squeegee.

Robinson has ordered a collection of blank signs – a state of Georgia outline for state route designations, yellow for intersections and directional arrows, etc. After the crash in Coffee County, employees were able to peel off the "SR 31" image made for that emergency and reuse the metal.

"As we get into it more we'll just be recycling old signs in the field," Robinson said. New signs will not be needed unless one is in such bad condition that it can't be repaired or covered with a new film overlay.

LEADERSHIP CHANGE

District Engineer Ritchie Swindell retired after 30 years with the Department. During a reception held in May, the sign shop presented him with a plaque inscribed:

Money can't compensate for your time, sweat, prayers, laughter, advice, sleepless nights, and above all your devotion to District 4 and fellow GDOT brothers and sisters! My what a high bar you have set!"

New District Engineer Ivan J. "Van" Mason most recently served as district construction engineer. He has been with GDOT since 1992 and has held leadership roles in construction, maintenance and traffic. (See page 6)



District 5

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ROBERT T. MCCALL, DISTRICT ENGINEER

GDOT SHARES UPDATES FOR I-16/I-95 IMPROVEMENT PROJECTS



Artist Rendering

Georgia DOT held Public Information Open Houses on June 6 to share updated project information about the I-16 at I-95 Interchange Reconstruction and I-16 Widening from I-95 to I-516 projects in Chatham County. Despite the stormy weather, the two informal sessions drew over 100 residents who learned about engineering design changes from the project team.

The main design modification is to the I-16 at I-95 interchange configuration. The interchange flyovers presented to the public in June 2016 have been changed to a partial turbine interchange on the west side of I-95, which improves capacity and safety, lowers elevations, and therefore - reduces the cost. This is Georgia's first utilization of turbine configuration ramps in an interchange. New high mast lighting and intelligent transportation system (ITS) technology will also be installed.

The open houses showcased numerous displays of different project components as well as the entire project layout to aid in addressing individual citizen concerns. Overall public input was positive, with most questions involving potential traffic impacts during construction and sound barrier locations.

The I-16 projects will expand the roadway from four to six lanes beginning at I-95 to I-516, increasing capacity for more than 100,000 vehicles. The project will also increase the contra-flow median cross over lane from one to two lanes on I-16, the only hurricane evacuation route in the state that can be contra-flowed during mandatory hurricane evacuation.

I-16 is one of Georgia's busiest freight corridors, connecting I-75 to the Port of Savannah. With the deepening of the port, more freight

traffic is anticipated, and these projects allow greater capacity and safety features to expedite cargo to and from the port and improve transit times and safety for commuters. Georgia DOT anticipates breaking ground this fall.

Keep up to date with project events by subscribing to the e-newsletter at 1695improvements@dot.ga.gov or by voicemail at (404)-347-0185. You can also visit the project webpage on GDOT's website.



The I-16/I-95 improvement projects are the second and third of the initial 11 Major Mobility Investment Program (MMIP) projects, which will add over 300 new lane miles, create an additional \$1 billion in personal income, stimulate \$2 billion in statewide economic growth, and reduce travel delays by 5 percent throughout the state. See page 12 for more about the Major Mobility Investment Program.

CONGRATULATIONS TO...

Brad Saxon, former D5 district engineer, is now the director of Field Districts. (See page 6)

Robert T. McCall is the new district engineer for District 5. He most recently served concurrently as D5 district maintenance engineer and assistant district engineer. (See page 6)



2019 STATE EQUIPMENT ROADEO CHAMPIONS

GDOT districts participated in the State Equipment Roadeo in April at the Equipment Safety & Training Conference in Dublin, to determine the best operator in six categories: Single Axle Dump Truck, Double Axle Dump Truck, Tractor Mower, Backhoe, Motor Grader and Lowboy. L-R: Rob McCall, Demetrius Ford, Kelvin Wilcox, Tony Clark, Trey Bennet, Chad Thigpen, Mark Manning, Kyle Copeland, Alex Jenkins, Brian Scarbrough



District 6

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GRANT WALDROP, DISTRICT ENGINEER



New Highway 120 bridge. Retaining wall is a safety feature.

Innovative and forward-thinking

BRIDGE COMPLETED AHEAD OF SCHEDULE, WITH MINIMAL COMMUNITY IMPACT

Innovative, forward-thinking bridge replacement teams are bringing a new frontier in bridge construction - minimized community impacts.

GDOT staff know that planning, designing and constructing grand structures of such size and strength, just half a century ago, would have been mere fantasy. Engineering technology has since caught up and has managed to keep the delicate balance between ambitions, technical abilities and the potential disruptive impact of transportation projects on a community's mobility, business and lifestyle.

The 2017 construction of the bridge on State Route 299 over I-24 in Dade County is Exhibit A of that innovative forward thinking approach. Utilizing the Accelerated Bridge Construction (ABC) method, Georgia DOT replaced that bridge in an amazing compressed 56-hour time period.

Some methods of minimizing community impacts boil down to just selecting a bridge construction alternative that best achieves that objective. A good example is the project to replace a bridge on State Route 120 over Beech Creek in Haralson County. The old bridge, built in 1953, was classified as "structurally deficient." This did not mean that it was unsafe or about to collapse. It simply meant the bridge required repair, rehabilitation or eventual replacement because its deck (riding surface), superstructure (supports immediately beneath the driving surface) or substructure (foundation, supporting posts and piers) were rated in poor



Highway 120 replacement bridge under construction to the right of old bridge.

condition. To cost effectively address these deficiencies, GDOT bridge engineers recommended replacing the bridge.

In 2016, Georgia DOT awarded a contract valued at over \$9 million to C.W. Matthews Contracting Company, Inc. of Marietta to construct 0.549 miles of a new bridge and its approaches. The project team came up with a brilliant construction plan that minimized the impact of the bridge construction on Highway 120 traffic and allowed the highway to remain open during construction. Highway 120 was shifted approximately 15 feet to the south side of the existing alignment. The bridge was stage-constructed with traffic reduced to one lane across the bridge, using a temporary traffic signal during bridge construction. Work on the project began in October 2016 and the new bridge opened to traffic in October 2018 – with minimal impact to motorists.



District 7

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KATHY ZAHUL, DISTRICT ENGINEER

BUILDING DURABLE BRIDGES FASTER THROUGH COLLABORATION AND INNOVATION

New and innovative ideas + a great partnership can be the keys to success and forward movement.

Georgia DOT understands this and has implemented a partnership with the Georgia Institute of Technology to help build stronger bridges. The 36-month collaboration, which began in April 2018, is primarily designed for Georgia Tech to provide a non-proprietary mix design for ultra-high performance concrete (UHPC) based on materials that can be found in Georgia.

“Currently, there is not very much competition for the manufacture of UHPC anywhere in the United States,” said Nathan Wilson, Georgia DOT bridge design engineer. “By providing a non-proprietary mix, contractors can bid on projects without relying solely on commercial bag mix concrete. We want to use local materials so that we don’t have to ship the constituents of the UHPC to Georgia from across the country. This cuts down on lead times and total cost of the UHPC.”



Contractors use UHPC on the Elliott Road over Walnut Creek Bridge project in Henry County that opened in May 2019.



Northside Drive Bridge over Peachtree Creek was built in 1926. UHPC will be used to construct its replacement.

So where does innovation come in? It seems complex, but yet it’s actually quite simple. UHPC provides a concrete strength more than five times greater than what Georgia DOT typically uses in the construction of bridge decks. This strength comes from a mix design that contains cement, silica fume, fine aggregates, chemical admixtures, water and steel fiber reinforcement. The extraordinary strength of this material and other characteristics can simplify and speed up construction.

“As designers and contractors become more familiar with UHPC, the option for accelerated bridge construction using this innovative material becomes more easily implemented,” said Wilson. “UHPC methods can be used on more projects to reduce bridge closure

time, promote worker safety and improve the overall quality and durability of bridges.”

GDOT has successfully used UHPC on two newly-built bridges: SR 211 over Beech Creek in Barrow County and Elliott Road over Walnut Creek in Henry County. Two additional bridges are set to use UHPC for upcoming construction. One is in Fulton County - District Seven’s Northside Drive Bridge over Peachtree Creek.

The Northside Drive Bridge replacement project, set to start construction in January 2020, will undergo the same “mixture face-lift.” When complete, this project will provide new bridge approaches on Northside Drive and a new bridge over Peachtree Creek with two 10-foot lanes, a 10-foot left turn lane, a 2-foot shoulder, 4-foot bike lane, a 5-foot sidewalk on the western side from Wesley Drive to the bridge, and a 5-foot shoulder on the eastern side.

A 15-foot pedestrian bridge will also be constructed next to the new bridge on the road’s eastern side, to connect existing multi-use paths in Atlanta Memorial Park and Bobby Jones Golf Course to the Peachtree Creek Trail. In addition to regular lane closures, there will be a traffic detour in 2021, with completion anticipated in August 2021.

While commercially available UHPC is more expensive than conventional concrete, its use—when made from materials available in Georgia—offers District 7 and districts statewide the potential for a cost effective, more sustainable future infrastructure.

TOP

STATEWIDE HONORS

Wayne Shackelford Leadership Award

The Wayne Shackelford Leadership Award is the Department's highest tribute. It is presented to a Georgia DOT employee who consistently demonstrates exceptional leadership, commitment to the Department, and service to the public.

BRENT STORY

The 2018 recipient is Brent Story, who possesses a wealth of knowledge and experience, and continually proves to be an invaluable asset. Story, Office of Design Policy & Support transportation engineering administrator, has established a culture of trust with employees, inspiring confidence in their decision-making and making them feel valued and motivated to perform at the highest levels. Story championed the need to develop concepts to produce better designs and better projects, leading the Department in preparing the next revisions of highway design processes and standards. He is a positive role model, an excellent manager and leader, known for thinking ahead to the next generation of design requirements. He can always be relied on to make sound decisions. His leadership and foresight in recognizing the next "big thing" helps the Department efficiently implement numerous policies, programs, and standards while minimizing disruptions.



Community Service Award

The Community Service Award is presented to an employee who, through volunteerism or other community service, improves the quality of life for others. There are two 2018 recipients.

SARA KUHN

Recipient Sara Kuhn, an ecologist with the Office of Environmental Services, has been with GDOT for only a short time, but is already a great addition to the Ecology Section. Equally impressive is her outside service; she not only gives student tours at the Atlanta Botanical Garden, but also serves as a volunteer advocate on a crisis hotline devoted to combating the devastating effects of rape and sexual assault. Sara helps create a safe, nurturing environment for survivors with a focus on full-term trauma recovery. Sara is selfless in her devotion to helping others and is happy to discuss these difficult issues to help raise awareness.



SHUN PRINGLE

Recipient Shun Pringle, district utility manager of District 7, volunteers to shape the futures of young people. He is director of basketball and coach for a youth association in DeKalb County where he coaches and mentors boys 5-14 years old; on the board of the United Christian Athletic Association in DeKalb County and the state of Georgia; and volunteers with the Kappa Alpha Psi Fraternity Guide League Program, which trains young men in grades 8-12 for leadership, achievement and service. Pringle is also chair of GDOT's District 7 Employee Relief Fund.



Innovator Award

The Innovator Award is presented to an employee who makes a difference in the way that GDOT conducts business.

SAM HARRIS

The 2018 recipient is State Safety Program Manager Sam Harris of the Office of Traffic Operations. As project manager, Harris worked with internal and external staff to develop the Measurement, Accuracy, and Reliability Kit, known as MARK 1. Launched for live use in January 2018, MARK 1 allows GDOT to better assess and manage the performance of each Regional Traffic Operations Program (RTOP) corridor on a monthly and quarterly basis. The development of the original site automated a manual reporting system, saving hundreds of hours each month and \$500,000 annually. Since its initial deployment, the site has continued to expand with new metrics and programs. The MARK 1 tool has been adopted by Virginia DOT.



Heroism Award

The Heroism Award is presented to an employee who, through a heroic act or a life-saving measure, exhibited excellence in the line of GDOT duty or in everyday life.

SCOTT ROBERTS

The 2018 recipient is Scott Roberts, right of way specialist in District 3. Roberts, his son and a colleague were traveling on I-16 in Laurens County when another car lost control, tailed, flipped multiple times and landed in a culvert. Roberts pulled over and told his son to call 911 and tell the operator there had been a wreck at mile post 49 on I-16. He climbed down to check on the driver, who was bleeding badly. He used a blanket from his car to keep compression on a laceration on the driver's head. To keep her from going into shock, Roberts kept her calm and used his National Guard medical knowledge and DOT training until paramedics arrived. His medical knowledge and knowledge of Interstate mile markers made this task look simple. Fortunately, the motorist survived.



Emergency Response Award

The Emergency Response Award is a new top statewide recognition. Responding to emergencies is one of the things Georgia DOT does best. And there is no shortage of emergencies in Georgia.

OFFICE OF EQUIPMENT MANAGEMENT

The 2018 Emergency Response Award recipient is the Office of Equipment Management (OEM). Whether infrastructure or quick response emergencies; ice, snow, tornadoes or hurricanes; and every type of emergency that impacts Georgia's highways, GDOT employees respond with an "all hands on deck" approach. This is especially true of the Office of Equipment Management. Their ability to perform their jobs well is the very basis of GDOT's emergency response. Their long hours and dedication are part of what makes GDOT great.



Team Award

The Team Award recognizes a team that makes exceptional contributions and has served as an inspiration as well as a model for collaborative and productive work with a measurable impact to the operation of the department.

DISTRICT 4

The 2018 Team Award recipient is the District 4 Hurricane Michael Response Team. Hurricane Michael dealt a devastating blow to southwest Georgia in fall 2018. The teamwork necessary to respond to this event was almost immeasurable and the entire District 4 team responded, rising to the challenge and spending countless hours away from their families by staging at facilities overnight on the night of the storm – even while some experienced damage to their own homes. They worked tirelessly for weeks following the storm to ensure that residents would have safe roads. As former District Engineer Ritchie Swindell noted, "I have been part of a great many teams ... but none is as extraordinary as the District 4 employees ... District 4 employees are "Simply the Best!"



Representing the D4 Hurricane Michael Response Team

Safety Awards

The Safety Awards acknowledge excellence in safety programs. Throughout the year, GDOT gathers data about injuries, crashes and other losses, conducts a year-end analysis of safety activities and evaluates improvements. GDOT offices and districts are moving safety forward.

HERO

Most Improved Safety Award

DISTRICT 2

Truly Achieving Safety Award

DISTRICT 3

Safety Innovation Award

DISTRICT 7

Still Reaching Safety Award



COMMISSIONER'S ACHIEVEMENT & MERIT AWARDS

The Commissioner's Achievement Award is presented for outstanding service or achievement, a creative idea or innovation that has a positive impact. The Commissioner's Merit Award is presented for exceptional service, achievement and high quality work that positively impacts citizens, the workforce, business partners or operations.

DISTRICT 1

JONATHON DILLS
Commissioner's Achievement Award

JESSICA BEACH
Commissioner's Merit Award

D1 TEAM
Emergency Response Award

DISTRICT 2

LARRY MORRIS
Commissioner's Achievement Award

KYLE COLLINS
Commissioner's Achievement Award

GINA SHEPPARD
Commissioner's Merit Award

D2 TEAM
Emergency Response Award

DISTRICT 3

MCKENZIE MATHISON
Commissioner's Achievement Award

GREG JONES
Commissioner's Merit Award

D3 TEAM
Emergency Response Award

DISTRICT 4

HR TEAM
Commissioner's Achievement Award
Margaret Brown, Kelli Smith,
Linda Simon, Brandi Weeks

DONNIE CARTER
Commissioner's Merit Award

DISTRICT 5

MARGIE SLOAN
Commissioner's Achievement Award

STACEY CZECH
Commissioner's Merit Award

FRANKLIN LAMB
Commissioner's Merit Award

CHRISTY LOVETT
Commissioner's Merit Award

D5 TEAM
Emergency Response Award

DISTRICT 6

TODD CRISP
Commissioner's Achievement Award

JEANINE COLEMAN
Commissioner's Merit Award

D6 TRAFFIC OPS TEAM
Commissioner's Achievement Award
Mike Long, Vince McCants, Stan McCarley,
Emma Mejia, Danny Roberson, Steve Sanders,
Donovan Tucker, Austin Wang

D6 TEAM
Emergency Response Award

DISTRICT 7

SCOTT GIBSON
Commissioner's Achievement Award

D7 UTILITIES TEAM
Commissioner's Merit Award
Danah Bonny, Keshia Cofield, Shun Pringle,
Mike Satterfield, Willie Simmons,
LaTania Webster, WadeWoodard

D7 TEAM
Emergency Response Award

OTHER OFFICES

BRIAN BROOKS
Accounting
Commissioner's Achievement Award

CULTURAL RESOURCES TEAM
Environmental
Commissioner's Merit Award
Kate Shearin, Terri Lotti, Sandy Lawrence,
Heather Mustonen

WILLIAM DUNWOODY
Construction
Commissioner's Achievement Award

**STATEWIDE WATER RESOURCES &
HYDRAULICS GROUP**
Commissioner's Achievement Award
Drew Martin, Brad McManus, Daniel Pass
Brent Story

AP TRAVEL TEAM
Finance
Commissioner's Merit Award
Eddie Chancey, Bridjette Crawley,
Jasmine Stephens

MIKE BOYD
Information Technology
Commissioner's Achievement Award

PAT DOWNS
Intermodal
Commissioner's Merit Award

KAYCEE MERTZ & ASHLEY FINCH
Intermodal
Commissioner's Achievement Award

AV TEAM
IT Division
Commissioner's Merit Award
David Jones and Markell Elder

**JOINT SOUTHERN GEORGIA
PLANNING TIA TEAM**
Office of Chief Engineer
Commissioner's Achievement Award
William Eastin, Tom McQueen,
Kelvin Mullins, Eric Wilkinson

PAMELA CROMWELL
Legal Office
Commissioner's Merit Award

MARY COOLEY
Materials & Research
Commissioner's Merit Award

MATT GLASSER
Permits & Operations
Commissioner's Merit Award

ERNAY ROBINSON
Permits & Operations
Commissioner's Achievement Award

TED HICKS
Planning
Commissioner's Achievement Award

XAVIER JAMES
Program Delivery
Commissioner's Achievement Award

DISTRICT 1

Richard Abbey
Gricelda Arroyo Ayala
Ralph Beaver
Jessica Blankenship
Brian Brisendine Jr.
Gary Eavenson
Harold Eubanks
Christopher Gaffney
Jason Goss
Anthony Hancock
Parker Hardy
Farrell Henslee
William Horne
Jamie Huff
David Lee
Benjamin Lempke
Dustin McCroskey
Nicholas Moon
Gerall Smalls
Fletcher Smith
Ryan D. Talmadge

DISTRICT 2

Samuel Adams
Brandon Bell
Latisha Cooper
Benjamin Dalton
Mykeemius Darrisaw
Jarvarski Ford
Jameson Martin
John Moon
Gary Walker
Ricky Winfrey

DISTRICT 3

Ebisidor Agberebi
Jemarquis Baker
Octavious Beasley
Brandon Chandler
Theo Fields Jr.
Tanner Harris
Gerald Johnson Jr.
Brittney Jones
Tristan Jones
Caleb Kane
Jennifer Little
Chad Maddox
David B. McCoy
Laurie McDaniel Liberto
James Neill
Benjamin Niebel
Roderick Paschal
Bronquaviud Pennyman
Carlo Pierre
Shun'Tez Pugh
Vincent Rodgers

**DISTRICT 3 -
Continued**

Reginald E. Salter
Jeremiah Story
Cedric V. Thomas
Aiyetoro Threatt
Cody White
Roy Wilson
Loranzo Woodard

DISTRICT 4

Rubin Bennett Jr.
Kendarious Bethea
Thomas Brown
Jean Destin
Carl Felts
Cary Henderson Jr.
Marea Henry
Ansley Lanier
Joshua J. Lindsey
Jacob Litteral
Hardy Lott
Shawne Marchant
Willie McCormick
Alan McLeighton
Jarred Melton
Justin S. Morton
Trinity Rivers
Troy Roesner
Marcus C. Singletary
Alexander Veiga
Leon Williams

DISTRICT 5

Stacey Adams
Zachary Atkins
David Baker Jr.
Frankie Chieves
Joseph Conrad
Eric Edwards
Sharina Everett-Carr
Robbie Finch II
Tracy Googe
Kitchell Gore II
Andrew Grimes
Jamie Johnson
Michael W. King
Brian Lanier
Jon Musselwhite
Letavius Nesmith
Samuel Nettles
Steven Newkirk
Amanda Snively
Quinton Sweet Jr.
Christopher Vickers
Marty Woods

DISTRICT 6

Manara R. Ali
John M. Bautista
Stefan Caldwell
Paul Cochran
James Goley
Jeremy Gray
Richard Johnson
Mark Law
Bricen Mulkey
Zackary Scott
Marshall Smith
Caanan Watts

DISTRICT 7

Kyron Andrews
Brishona Bass
Tangelia Broom
Saraquena Butts
Corey Capers
Leonard Cardoza
Adrian Cauthen
Esteban Cordova
Allise Crump
Alana Denney
Kimbrly Durrett
Trellany Gray
Stephun Jones
Donald Lee
Kendal Manson
Jere Martin Jr.
Tasia Millward
Udochukwu Ogbuehi
Joseph A. Powell
Christopher Robinson
Lanza Smith Jr.
Akara Tan
Calvin Washington
Olivia Williams
Megan Wilson

**OGC & OTHER
GEORGIA DOT
OFFICES**

Olufunke Adenodi
Brittany Allen
Menelik R. Alleyne
Steven Boockholdt
Katie Braid
Willie Burns Jr.
Alexander Dodge
Madeleine Figueroa
Shelley J. Fraser
Cherity Gabrielle
Brandon Handfield
Beverly Harris
Lindsey Hooks
Travis C. Jones
Stephen Jordan
Akissi Kouame
Beau Lewis
Ahsha McQuain
Garret Palmer
Mihir Patel
Rachael Rosenstein
Aria Sellers
Itsuki Shindo
Evita Simmons
Katrina L. Smith
Naquita K. Smith
Peter Uttero Jr.
Gregory L. Webb
Gilliam Wilson
Kenneth Zittrauer

*Fulltime non-temporary hires
1/1/19-3/31/19*

SAVE THE DATE

Event will Feature:

- Student map competition
- Presentations from GIS professionals
- GDOT showcase
- Industry vendors



GIS DAY

NOVEMBER 6, 2019

Hosted by GDOT Office of Transportation Data





HEADS UP.

IT'S A LIFE SAVER.

264 pedestrians were killed in Georgia last year – the highest in state history. Pay attention when you drive or walk. Safety is a shared responsibility.

**SEE &
BE SEEN**

For Pedestrian Safety

GDOT
Georgia Department of Transportation

**DRIVE
ALERT
ARRIVE
ALIVE**