



ALABAMA DEPARTMENT OF TRANSPORTATION

Inside Lane

Winter 2019

ALDOT Responds to Hurricane Michael

Hurricane Michael was the strongest hurricane to strike the United States since Hurricane Andrew, causing unprecedented damage on the Florida panhandle and widespread impacts as far northwest as the Wiregrass Region of Alabama.

The hurricane made landfall on Wednesday, Oct. 10, as a Category 4 with winds of 155 mph. There is considerable speculation that Michael, like Andrew, will be upgraded from a Category 4 hurricane to Category 5. Andrew made landfall in Dade County, Florida, in 1992, originally as a Category 4 before being upgraded.

From early reports, Hurricane Michael was anticipated to be the strongest storm to brush Houston County and the Wiregrass. The storm hit the Wiregrass area late Wednesday afternoon, with the hurricane's outer bands causing heavy rain and strong winds across a wide area.

"We have been a part of an unprecedented catastrophic event," Dothan Mayor Mark Saliba said.

As residents of the Florida Panhandle and southern Alabama

were asked to evacuate in anticipation of the storm, ALDOT staff worked long hours to help keep traffic moving on evacuation routes. Major routes such as US-231, 331 and 431 and SR-167 saw high traffic volumes. Traffic signals along US-231 from Dothan to Troy were adjusted to give as much priority time as possible to northbound evacuation traffic, and locals were encouraged to use local roads. In the Southeast Region, maintenance- and construction-related lane closures were suspended to give priority to evacuation traffic.

As Hurricane Michael made its way across the southeast corner of Alabama, crews from multiple areas of the Southeast Region responded to reports of debris, flash flooding, and blocked and damaged roadways. Many worked through the night to help with the response efforts of emergency workers and power crews.

Once conditions allowed, crews began assessing damage, clearing roadways of debris and repairing damaged signals and signs. Crews had all routes reopened by the evening of Thursday, Oct. 11.



Hurricane Michael made landfall on Oct. 10 as the strongest U.S. hurricane since 1992.

"Our crews did an outstanding job preparing and responding to the damage from Hurricane Michael," said Troy Area Operations Engineer Sheri Ellis. "We had extensive signal damage across the Dothan area, and we worked extensively with the city of Dothan to ensure critical signalized intersections were operational. It was an all-hands-on-deck response by our maintenance crews, signal crews and sign crews."

Crews in Houston County worked long hours clearing debris to re-open state and U.S. highways affected by Hurricane Michael.

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Prospects Look Good for New Funding in New Year



John Cooper
Transportation Director

Voters by a significant margin gave Governor Kay Ivey a full term in the 2018 general election, giving her a mandate to advocate a strong agenda with the Alabama Legislature during the upcoming legislative session.

The general election added to the Republican majority in the legislature, with Republicans gaining five seats in the House for a 77-28 supermajority and gaining one seat in the Senate for a 27-8 supermajority in the Senate. With 38 new members of the House and Senate combined, nearly 30 percent of the legislature has changed with one election. House Speaker Mac McCutcheon and Senate President Pro Tem Del Marsh are returning to their leadership positions, which will preserve some stability with so many new members.

The leadership stability in the legislature, combined with Gov. Ivey's determination and success in "steading the ship" of state government, create a unique opportunity to address some of the public policy problems that have

plagued Alabama in recent years. One such issue is how we fund transportation.

News stories since the election have indicated that the legislature will make its most serious run yet to provide additional funding for transportation. The most likely scenario is passage of an increase to the state gas and diesel fuel tax rates. The local department governments have been operating on a state funding system that has remained unchanged since 1992, a system that long ago ceased to provide adequate revenues to meet the needs for us to maintain roads and bridges, address capacity needs and fund progress on several mega-projects that have evolved during the past 26 years.

The next regular session of the Alabama Legislature is scheduled to begin in March 2019, so that's where we'll see transportation funding addressed unless Gov. Ivey calls a special session prior to then. Conventional wisdom is that the legislature will be more likely to pass a funding bill during the first year of a four-year cycle, and we've certainly seen three years of failed attempts already—so maybe 2019 will be our lucky year.

We certainly need the additional funding. Rising maintenance and construction costs, combined with

the lack of growth in transportation revenues, has put the department in a situation where we're almost a maintenance-only operation. We have seen no more than \$100 to \$150 million in new capacity projects in recent years, and no more should be expected without a funding increase. We've seen no movement in Congress for additional funding, so for now, at least, it seems our best hope is an increase in state revenues.

Even with the likelihood of the department's first significant, new revenue in nearly three decades, it still won't go far enough to do more than address congestion relief, expand existing business corridors and increase certain maintenance activities. Mega-projects, what we might consider as aspirational in nature, will continue to await additional funds before we're able to make meaningful progress (such as the Birmingham Northern Beltline, Tuscaloosa Eastern Bypass, Montgomery Outer Loop, etc.). Still, the prospect of additional funding will help us address some of our most pressing needs with more immediacy. We look forward to the legislature taking on this important public policy issue. In the meantime, I appreciate you as a valued member of our workforce. Keep doing the good work you do, because it makes a difference every day for our state.

New Drive Safe Campaign

Have you seen our new
campaign for Drive
Safe Alabama?

Distracted Driving



"Distracted Driving" :30 Broadcast
Watch at vimeo.com/291592628/99362df73b

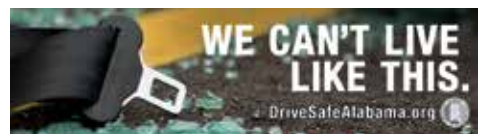
Seat Belts



"Seat Belt" :30 Broadcast
Watch at vimeo.com/291592650/71db580e22



Distracted Driving Outdoor



Seat Belts Outdoor

Engineering at Home in Peace, Abroad at War

As a Naval Reserves Civil Engineer Corps Officer, Richard Barkley has been deployed to Iraq and Afghanistan on missions that are sometimes strikingly similar to the tasks he performs domestically for the department.

Barkley, the Guntersville Area Materials Engineer, served in the Navy for 19 years, four enlisted and 15 as an officer. He has worked here for 27 years.

"I have always been fascinated with the military and had a desire to serve," the 49-year-old Valley Head resident said. "My grandfather was wounded in Germany during WWII. My brother, Roy, served in the Air Force, and my brother-in-law was in the Navy."

Barkley enlisted at 30 as part of a long line of department engineers in the Naval reserves, including former Division Engineer Dalmus Davidson, former Deputy Director Lamar "Bubba" Woodham, and former Chief Engineer Donald Vaughn, all now retired. Davidson guided him in enlisting and later becoming an officer.

Barkley noted parallels between the department and the CEC.

"Both allow you to be a part of something bigger than yourself, and both are concerned for the safety and well-being of others not in your organization," he said.

Both have placed Barkley in charge of projects and personnel. The Civil Engineer Corps are the officers in charge of the "Seabee" construction battalions that construct and maintain buildings, roads, bridges and runways.

"We are also responsible for executing and managing the planning, design, acquisition, construction, operation and maintenance of the Navy's shore facilities," Barkley said. "Planning, design, acquisition, construction, operation and maintenance are

also the major focus of the work on the roadways in Alabama."

During his first deployment to Iraq in 2005 with Naval Mobile Construction Battalion 24, he served as OIC (Officer In Charge) of a detachment for the Battalion building a 500-man camp for the Iraqi Security Forces. As operations officer for the Second Force Service Support Group, a Marine unit, he was responsible for maintaining and upgrading bases and runways.

His second deployment, to Afghanistan from June 2013 to July 2014, was part of the drawdown of forces. He worked as operations officer overseeing consolidation, demolition and downsizing of bases.

"We're not an offensive force; we're more of a defensive force," Barkley said. He explained that construction battalions are trained to fight if need be, but their primary purpose is providing and maintaining infrastructure.

That doesn't mean they're out of danger.

"Always, on base, you have incoming rounds," Barkley said. "You really don't think about it. An alarm goes off, you go into a bunker and wait until it sounds the all-clear and go back out."

Personnel dispatched to procure materials and equipment come under fire sometimes, but Barkley said he has never been shot at himself.

Barkley said being a reservist requires a significant investment of time.

"If you think this is one weekend a month, two weeks a year, you might as well not even start," he said.

"When I deployed the last time, it was the biggest responsibility. I was over all the operations of 687



ALDOT's Richard Barkley in Afghanistan in 2013

people. Planning projects. Executing projects. Sending people out. Working 16-hour days seven days a week."

The deployment lasted over a year. Such lengthy absences put a strain on his supervisors and colleagues, who must redistribute his duties, but they have worked to accommodate the leave, Barkley said.

It's also tough on loved ones.

"I am really most proud of my family and the way they have supported me in everything I have been able to do," Barkley said.

For Barkley, Veteran's Day is a time to honor those who have served and those who are currently serving all over the world.

"It is a time to connect with people I have served with and to remember the good times and the bad," he said.

"Keep in mind that every day, there are many people deployed and put in harm's way in every branch of service. And with each one who is deployed, there is a family waiting and hoping for them to return safely. The family sacrifices as much as the service member who is deployed. They have to keep things going at home—the children, house maintenance, yard and car maintenance—all while still doing their own jobs."

Barkley is one of hundreds of employees who have served on active duty, in the National Guard and Reserves.

"ALDOT respects the contributions of our employees who have served and continue to serve," Transportation Director John Cooper said. "We appreciate their service and sacrifice."

ALDOT's Tradition with the State Capitol Christmas Tree

Employees cut down, haul, install and help decorate the official state Christmas tree that sits at the top of the Capitol steps facing Dexter Avenue.

The 2018 tree was an Eastern Red Cedar standing at 35 feet tall and approximately 24 feet wide. The cedar was grown in Bullock County and donated by Mr. and Mrs. Ray Allen of Fitzpatrick, Alabama.

ALDOT employees place approximately 35,000 LED lights

on the tree, along with a star topper and various ornaments that represent the counties in Alabama. This is a team effort that uses several people and various types of equipment to make it happen.

Each year, the public is invited by the governor to an annual tree lighting ceremony with music, recitations and a countdown to the lighting of the tree.



Robert Russell, Tommy Oliver, John Pitts, Keith Ganey, Reginald Daniels, Jerry Bradley, Brian Cross, Keith Parker, Jaxon Rudolph, Terrence Cooks



The Eastern Red Cedar on a farm in Bullock County



Employees working hard to get the tree ready to sit at the state capitol.



Swinging the tree into place at the top of the Capitol steps.

Wheeler Named Deputy Director of Administration

Maxine Wheeler was appointed Deputy Director of Administration on Jan. 1, 2019. Prior to this appointment, she served as Training Bureau Chief from September 2005 to December 2018.

As Deputy Director of Administration, she will maintain the administration and operation for six bureaus: Aeronautics, Air Transportation, Media and Community Relations, Personnel, Training, Compliance and Business Opportunities, as well as Special Counsel and the Office of Transportation Enforcement.

When asked about her new role she said, "My vision is to provide professional, quality service

to internal customers of ALDOT, as well as external customers to include our citizens, other state agencies, contractors and partners. I plan to examine the functions for which I am accountable to assess the efficiency and effectiveness of operations, communication processes and services provided. I will work to ensure quality services are delivered and for our employees to feel valued and appreciated, so that we can work as a team to support the department's mission."



Maxine Wheeler, Deputy Director of Administration



ALDOT Works to Ensure Smooth Gameday Experience

It was Kevin Costner who famously heard the whisper, “If you build it, he will come.”

Costner builds a baseball diamond where ghosts of all-time greats play. Soon, hundreds of cars are seen driving to the field as the camera zooms out at the end of the 1989 classic movie.

Just like the movie, people flock in droves to Tuscaloosa and Auburn on fall Saturdays for college football. The average length of an SEC football game is approximately three hours and 30 minutes, but personnel begin work much earlier.

Preparation around the stadium begins either the night before the game or as early as 5 a.m. on Saturday, depending on the opponent and kickoff time.

District Administrator Kevin Williamson, whose area of responsibility includes Tuscaloosa County, uses a crew of eight employees to place barricades and concrete barriers around the stadium. A truck filled with aggregate is then used as a gate for buses and dignitaries to provide an additional layer of security.

“It was a 26-hour day when Alabama and LSU played (in 2011) the Game of the Century,” Williamson said, referencing the matchup between the top two teams in the country. “The times differ for certain games, but our job is pretty well defined.”

Although starting the day early and removing traffic control late at night is tiring, Williamson said Alabama is accommodating and provides lunch and supper. The crew will even take turns watching the game from inside Bryant-Denny Stadium.

“The University treats us really nice and sends a letter at the end of each season thanking us for what we do,” Williamson said. “They’re great to work with.”

Assistant District Administrator Omar Armstrong in Lee County said they provide two workers for Auburn football games. They place barrels, cones and a message board at halftime to assist with traffic leaving campus.

“The same two guys have done it for about three years,” Armstrong said. “They do a great job and are certainly appreciated.”

It doesn’t stop with football. The Talladega Superspeedway, which holds 78,000, draws scores more on race weekends twice each year. District Administrator Stephen Blair in Alexander City, whose area includes Coosa and Tallapoosa counties, said his district coordinates with the Alabama Law Enforcement Agency and reviews traffic control plans to ensure a smooth driving experience for motorists.

“We start about a week before the race setting up message boards and portable camera monitors,” Blair said. “We put up cones and temporary signs around the district giving directions to different cities and overhead signs to help with race traffic.”

Traffic is heaviest on Sunday, but Blair said they coordinate with local agencies to effectively move traffic. Blair also credited Area Traffic Engineer Holly McCain in Alexander City for her ability to aid the process.

“It’s a volunteer situation on weekends where employees from around the area come,” he said. “They’ll be stationed at intersections with the state troopers, but it’s a normal eight-hour day during the week. Everyone works well together and gets it done.”



West Central Region employees set traffic control barricades in Tuscaloosa for a University of Alabama football game.

Welcome Center Workers Rescue Driver from Burning Wreckage

When a tractor-trailer crashed near the Welcome Center on Interstate 65 in Limestone County, workers at the center rushed to free the driver and pull him to safety as flames engulfed the truck.

According to a report by state troopers about the July 26 wreck, witnesses said the driver suffered an apparent seizure, causing the southbound truck to veer from the roadway into the metal guardrail in the median.

Two welcome center staff members, John "Bradley" McKinney, 36, and Michael Cain, 40, both Elkmont residents, had just returned to the welcome center after mowing grass at the Tennessee state line.

"We heard the vehicle crash, and the next thing, it was on fire, and our main thought was just to get to him," said Cain.

McKinney drove to the fence separating the welcome center grounds from the highway. He grabbed a fire extinguisher from the truck and jumped the fence, while Cain went under the fence.

The entire underside of the tractor, as well as the grass beneath, was on fire, McKinney said. Stopped motorists told them the driver was still inside and the driver side door was stuck. One was trying to break the driver side window with his hand.

McKinney broke the window with the fire extinguisher, then used the extinguisher to keep the flames off a bystander, climbed up and began to remove the driver's seatbelt.

"After he had removed the seatbelt from the driver, he jumped down because the fire had grown too hot," McKinney said.

McKinney, who said he could see the driver convulsing and foaming at the mouth, got the door open and climbed onto the guardrail.

A trucker threw Cain another fire extinguisher, and Cain sprayed the flames at McKinney's feet.

McKinney, on the guardrail, grabbed the driver under his arms, while Cain and another man grabbed McKinney. Heaving together, they dragged the driver from the truck.

"He was still having convulsions when we got him to the ground outside the truck," McKinney said.

They carried the driver farther from the truck, clear of the intense heat coming off the burning rig. As they poured bottled water over the driver to cool him down, the convulsions



Burning wreckage near Ardmore Welcome Center.



Ardmore Welcome Center staff members with Director Cooper.

stopped, but the driver remained unable to communicate. He was taken to a local hospital by ambulance.

"I had never seen a truck burn that fast," said another welcome center employee, Paul Pointer, 57, of Decatur.

Pointer and Welcome Center Supervisor Vickie McGee assisted by directing traffic, which had to be rerouted from the interstate through the welcome center parking lot.

McGee, 60, of Elkmont, said she was "very proud" of the job her staff did that day.

"It burned so quickly, and these guys moved so fast to get him out of there. Had they not, that guy would have burned up," she said.

McGee said she wished she knew the names of the truckers and motorists who stopped to help, so she could thank them.

At a ceremony in August, Transportation Director John Cooper honored McKinney, Cain, Pointer and McGee as Employees of the

Quarter for the North Region. Cooper praised the team for reacting without hesitation, despite the danger to themselves.

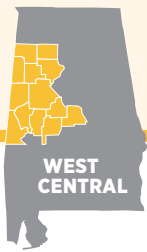
Cain said they were just doing their job. "I only did what I would want somebody to do for me," McKinney said. "I believe that any coworker would have done the same. We've got a lot of selfless people up here. We've got a good crew."

McKinney once experienced a life-threatening medical episode while on the job.

"He had turned blue around the mouth and was unresponsive," said McGee, who found him and revived him by performing cardio-pulmonary resuscitation.

Welcome center staff say they regularly help people in emergencies, such as performing first aid on a visitor who has fallen or climbing through the window of a car to help an overdose victim.

"It's hardly ever dull around here," said McGee.



West Central Region News

ALDOT Readies for Winter Weather

It's unusual to think about winter weather with the sun shining and air conditioner struggling to keep pace, but that's when the West Central Region starts preparing.

The department wants to keep as many roads open during extreme weather conditions and have motorists reach their destinations safely, so the best time to prepare for winter weather is not during the winter, but in late summer.

"There's a lot of preparation that takes place before for winter," said Hiram Garner, Field Operations Administrator. "We look at replacing snow plows, blades for motor graders and check hydraulic hoses for cracks. We'll also top off any materials that we might need."

The region, which cares for 13 counties, has 30 snow plows, 38 truck-mounted spreaders and six trailer-mounted spreaders. Dry salt, gravel, sand and brine, along with several other

ice-prevention and de-icing applicators, are stored in preparation for a winter weather event.

Garner said the region will likely improve its response time by installing satellite locations for materials. Rest areas in counties without a district nearby were some of the chosen locations.

"Some areas have an hour-long trip to go to the district and back for materials," Garner said. "By having these satellite sites, we can keep treating the road without having to wait as long."

District administrators and region personnel listen to national weather service webinars and local weather forecasters before instituting an action plan. Weather monitoring stations across the region provide ambient air, ground and road temperatures that let workers know which location needs attention.

Bibb and Chilton County District Administrator Tracy Fletcher said the district knows which individuals can operate certain machines, so they prepare accordingly by staggering workers so that someone is always available.

She added that the region is better equipped to handle winter weather than previous years due to the growth in communication between districts.

"We talk with each other about how the roads are looking and what everyone is seeing," Fletcher said. "We're better at communicating and seeing everyone's needs and what works better on certain roads and who needs to supply what. The biggest thing is not being afraid to say you need assistance and helping when you're able."



North Region News

Out with the Old, in with the New Area Office

As the dust settles from demolition of the nearly 40-year-old Tuscumbia Area Office, workers there are eagerly looking forward to construction of a new office on the same site on SR-20.

"We can't wait," said Department Operations Specialist Tera Jacobs, one of 50 employees now working from a modular office complex on site. "I think it's helped our people to see progress. It's improved morale for sure."

Demolition began Aug. 13 and ended Sept. 13.

"We're working with an architect and hope to have a new facility under construction by spring of

2019," said North Region Engineer Curtis Vincent. "The goal is to be in a new building and out of the modulars within 2½ years."

As of early February, plans were nearly complete.

Area Operations Engineer Mark Dale said part of him was sad to see the old office, constructed in 1979, torn down.

"I was here almost 30 years in that building, but it got to the point where it didn't really function anymore," Dale said.

Moisture and mold problems created concerns for employees' health. Last winter, flooding damaged furniture and carpet

throughout a quarter of the building, and recently a small fire began in a lighting ballast.

Dale said many of the issues were related to outdated heating and air conditioning systems, which were leaky and costly to maintain.

Over the years, the staff grew and the building became crowded as the office took on additional functions. Some workers were moved into office trailers out back, and storage areas inside the main building were converted to offices.

Civil Engineer Jonathan Pate said his office in the old building was a closet. Now he works from a cubicle in the main modular unit.

"For me, the cubicle is actually a nice upgrade," Pate said.

Dale said the new facility is being designed with a mind toward the larger staff, wiring and other needs of the computer age, and efficiency in record storage. A new materials lab will also be included in the layout.

"It's going to be nice to have a new facility to represent the department up here in the Shoals area," Dale said. "We've got to have the facilities to adapt and do what we need to do in the future."



ALDOT Experiments with Roller Compacted Concrete for Roadway Surface

The department has completed a project that used Roller Compacted Concrete for the first time on a busy interchange on I-59/20.

The location along Exit 104 (McAshan Drive) on I-59/20 southwest of Birmingham is known for a high volume of truck traffic, which was continually causing damage to the asphalt pavement along a stretch of more than a half mile. The exit is the location of an active

truck stop, the Jefferson County Metropolitan Industrial Park and a large distribution warehouse.

The East Central Region worked with the Central Office to plan the project. The City of Bessemer, Jefferson County and the Federal Highway Administration participated in funding this innovative pavement restoration project so that the roadway would support the area's heavy truck traffic.

The department was looking for a location to test Roller Compacted Concrete under roadway conditions. Although the concrete is not as thick as traditional concrete pavement, it provides the structural strength needed in areas of heavy truck traffic.



Changes Ahead for District 6 in Montgomery Area Southeast Region

District 6 in the Montgomery Area of the Southeast Region is getting a new district office. When the department restructured to regions in 2014, District 6 absorbed all of Lee County, which meant the current district office in Seale was no longer centralized for the district. To serve the district more effectively, a new location was needed.

The new facility is in Salem off US-280, about 10 miles from I-85. This new location allows for a quicker response time to incidents on I-85 through Lee County. One of the most notable features of the new site is that it will have

fuel pumps. While most district offices have fuel pumps, the site in Seale did not.

The first phase of construction began in the spring of 2017 with Pemberton Inc. of Montgomery as the contractor. The second, and final, phase of construction is expected to be completed by spring 2019 by Whatley Construction Co. of Opelika. The district office was designed by Barry Robinson with Robinson and Associates Architecture of Montgomery.



The Southwest Region did not get through the 2018 hurricane season without first facing the floods from Tropical Storm Gordon. During any significant storm event, the department must work around the clock to ensure the safety of the public as the storm impacts our roadways.

Engineers, district administrators and maintenance crews monitor significant storms by sitting through a series of webinars and meetings to discuss tides, wind speeds, storm surge and flooding potential. Crews position equipment, such as message boards, barricades and tractors, next to the roadways ahead of time should they need to close roads once the storm makes landfall and begins to flood.

"We close the roads when we find them flooded, so it could be before the storm actually hits depending on landfall location, or it could be after the storm hits if our inspectors find the roads flooded after winds have died down," said

Baldwin County Assistant District Administrator Nick Hunter.

Highway 90 (the Causeway) is at sea level, and in turn, it floods quickly due to storm surge, especially during high tide. It is closed before the peak of the storm hits, as it is normally already flooded. Maintenance engineers must also assess whether the doors of the Wallace and Bankhead Tunnels should be shut and surrounded by bags of sand, which absorb water and prevent flooding.

Once winds slow below 40 mph, inspectors drive assigned routes and call in hazards such as debris in the road way, flooding and any sort of roadway damage that requires immediate attention. Maintenance crews then deploy for what is known as the "first push," when they push debris from the roadway so that they are clear for emergency personnel.

"One of the most dangerous aspects of working storm events would be the unknown hazards associated with debris removal,"

Fighting the Flood



Debris being removed on Dauphin Island Parkway.

said Hunter. "Not knowing exactly what the storm surge has washed ashore or what potential hazards it has created in the area," district administrators constantly communicate with law enforcement, city officials and the Mobile area traffic management center to relay these safety and roadway hazards to one another, as well as the public, until the roadway is once again safe and usable.

During significant weather events, maintenance crews, district administrators and engineers must make sacrifices to protect the public. "One thing most people do not know about working these storms is how dedicated every employee is to providing a public service, regardless if it means leaving their families for the duration of the storm event," said Hunter.



Class 3 Safety Vest

Projects on routes with a high traffic volume are usually done at night when the traffic volume is decreased. While there are many benefits for nighttime work, there are also risks.

Some of the benefits of nighttime work zones include reduced traffic volume, cooler temperatures and reduced impact on the traveling public and surrounding businesses.

The risks that workers face in this environment are less attentive and impaired drivers, reduced visibility and higher speeds.

To improve the safety of employees in all work zones, the department revised the Guideline for Operation 1-5: Wearing of Hard Hats, High Visibility Safety Apparel and Whistles, in April 2018. The Guideline for Operation revision stated, "all workers wearing high visibility safety apparel must also carry an easily accessible department-

Tips to Stay Safe in Nighttime Work Zones

approved whistle... to be used to alert co-workers of potentially hazardous situations." The revision also gives the option to use personal safety horns in case the whistle may not be heard. Assistant State Construction Engineer Jeff Benefield stated, "The hope is for the whistle and horn to be a useful tool on work sites."

In addition to having whistles and horns, workers should wear a Class 3 Safety Vest (pictured) to increase visibility. Safety vests should fit properly and should be worn over jackets during colder weather. All workers entering a work zone should know the jobsite safety and traffic control plan, both of which are

designed specifically for that work zone. Being familiar with the plans will allow the worker to know where it is safe to walk or stand.

Being prepared to enter a nighttime work zone by knowing the safety plan, wearing appropriate safety apparel and following the revised guidelines by having a department-approved whistle easily accessible are safety measures often complemented by use of use of police officers and speed monitoring to warn drivers to slow down. Many interstate projects with high speeds will also have a law enforcement presence with lights on at nighttime work zones.

Outstanding Employee Awards

The employee recognition program is an opportunity for employees to nominate fellow coworkers they think went above and beyond their normal work duties. We should be very proud of the accomplishments our department has made, and the Employee of the Quarter recognition program allows us to shine a light on those dedicated employees who make the department outstanding.

We award our hard-working coworkers because they are the employees we want to be like. They arrive early, they stay late, they are almost always caught with a smile, and they're simply very good at their jobs. Each quarter, we recognize great employees from a variety of different professional backgrounds.

Summer Quarter 2018

On Aug. 15, 2018, the outstanding Employees of the Summer Quarter from the five regions, as well as the central office, were recognized at a ceremony at the central office in Montgomery. This quarter of 2018 was especially distinct because the North Region offered us four outstanding employees. Transportation workers from the Ardmore Welcome Center were praised for reacting without hesitation after a southbound tractor-trailer crashed into the median guardrail on I-65 near the welcome center.

The Outstanding Employees of the Summer 2018 Quarter

Jernell Anderson, a Senior Right of Way Specialist from the East Central Region

Jimmy Carroll, a Transportation Manager from the Central Office

Steven Drake, an Agronomist from the West Central Region

William Dunaway, a Transportation Maintenance Superintendent from the Southeast Region

Monica Taylor, an Administrative Support Assistant from the Southwest Region

Vickie McGee, a Transportation Worker Senior

Michael Cain, John McKinney and Paul Pointer, all Transportation Workers from the North Region



Jimmy Carroll



Steven Drake



William Dunaway



Monica Taylor



Vickie McGee



Michael Cain



John McKinney



Paul Pointer

Not Pictured: *Jernell Anderson*

Fall Quarter 2018

On Wednesday, Nov. 14, 2018, the director attended a ceremony for the Outstanding Employees of the Fall Quarter. This group included a procurement manager, two Traffic Management Technicians and a maintenance supervisor. Each employee exemplifies professional traits that make them stand out to their coworkers. Like the Summer Quarter, the North Region honored two employees for their bravery and heroism while responding to an accident.

The Outstanding Employees of the Fall 2018 Quarter

Kathy Jordan, an Administrative Support Assistant III from the East Central Region

Valerie Mason, a Transportation Tech from the West Central Region

Joyce Sims, a Transportation Tech Sr. from the Southeast Region

Frances Thomas, a Procurement Manager in the Central Office

Gary White, an ATS Maintenance Supervisor from the Southwest Region

David Hickman, a Traffic Management Technician III from the North Region

Bryant Bonds, a Traffic Management Technician II from the North Region



Joyce Sims



Frances Thomas



Gary White

Not Pictured: *Bryant Bonds, Valerie Mason, David Hickman, Kathy Jordan*

Do You Work With an Outstanding Employee?

Nominate Them for Employee of the Quarter

The Employee Recognition Program is a great way to honor exemplary employees every quarter, and we encourage everyone to participate. This is an opportunity for employees to nominate their coworkers who have gone above and beyond the call of duty.

To nominate a coworker, please fill out a nomination form that can be found on Media and Community Relations' intranet page. If you work in the Central Office, please e-mail the nomination form to Amanda Deem at deema@dot.state.al.us. For employees working in the regions, please send nomination forms to your Region Public Information Officer.

Each nomination must be approved by the nominated employee's supervisor. All nomination forms are sent to a nomination committee and chosen for each quarter.

Recognizing Outstanding Rest Areas and Welcome Centers



[Ardmore Welcome Center in Limestone County](#)
Outstanding Welcome Center for the Summer Quarter 2018



[I-59 SB Rest Area in St. Clair County](#)
Outstanding Rest Area for the Summer Quarter 2018



[Robert S. Hardy Welcome Center in Cleburne County](#)
Outstanding Welcome Center for the Fall Quarter 2018



[US-231 Rest Area in Dale County](#)
Outstanding Rest Area for the Fall Quarter 2018

Opelika Council Votes to Rename Bridge for Late Engineer

The Opelika City Council passed a resolution to name the Second Avenue Bridge in memory of Sharron Robinson Fuller, an Opelika resident and ALDOT employee who died in a vehicle crash in November 2018. Fuller was 47 years old when she died on US-280 West, near the North College Street intersection.

She worked with the department for 26 years as a Project Manager and Assistant District Manager. The Second Avenue bridge in Opelika was Sharron's first major project as a Project Manager for ALDOT.

The resolution designates the bridge to be named the Sharron Robinson Fuller Memorial Bridge.

Sharron was married to John Fuller, with whom she had two children, Kathryn and Houston.



Sharron Robinson Fuller



Sharron Robinson Fuller Memorial Bridge Sign



Sharron Robinson Fuller Memorial Bridge

Leadership Academy Prepares New Crop of Emerging Leaders

A new class of employees completed the Leadership Academy in October, making it the fourth crop of graduates since inception of the program in 2017. Participants advance their knowledge and skills as they learn about the

department's history, communication, character and ethics, supervision, strategic planning and employee development. With graduation of this fourth class, 91 employees have now completed the Leadership Academy.



Front Row (L to R): *Lori Conway* (Innovative Programs), *Kathryn Anderson* (West Central Region), *Ron Johnson* (Research & Development), *Christy Coan* (Legal), *Amber Seymore* (East Central Region), *Dewayne Ehlers* (East Central Region) and *Haley Ansley* (Media & Community Relations).

Middle Row (L to R): *Kris Kiefer* (Southeast Region), *Jake Moore* (North Region), *Sean Mobley* (Maintenance), *Nick Taylor* (West Central Region), *Jud Young* (North Region), *Tyler Pettis* (Air Transportation), *John Jennings* (Materials & Tests) and *Freddy Naranjo* (Quality Control).

Back Row (L to R): *Shane Trippany* (West Central Region), *Brad Darden* (West Central Region), *Jesse Hamilton* (Bridge), *Brandon Beck* (North Region), *Daniel McIntyre* (Design) and *Michael Taylor* (Computer Services).

ALDOT's Office of Transportation Enforcement

The department saw subtle changes in January 2014 with the creation of the Office of Transportation Enforcement. While this change goes unnoticed by most employees, there are now four sworn enforcement officers among the workforce.

Revisions made to the Alabama Fuel Excise Tax Act during the 2011 legislative session shifted the enforcement of Alabama's motor fuel tax laws from the Alabama Department of Revenue to ALDOT. The new legislation authorizes us to employ sworn law enforcement officers to enforce transportation, public safety and revenue offenses.

The Office of Transportation Enforcement is an official law enforcement agency within the department. The office operates under the Administrative Bureau. Its specific focus deals with the enforcement of Alabama's taxes on gasoline and motor fuels and violations of Titles 32 and 40 of the Code of Alabama. The office is recognized as an official criminal justice agency by the Criminal Justice Information Services Division of the Federal Bureau of Investigation.

The office's mission is to enhance fuel tax collection efforts by working with state and local law enforcement agencies to identify, verify and analyze the bulk transportation of hazardous materials through the state. This includes monitoring and verifying barge, pipeline, rail and road movements for fuel tax identification and collection purposes, as well as conducting

inspections and audits of terminal and retail locations to cross reference the movement of hazardous materials. The office also conducts internal reviews and investigations and oversees ALDOT security personnel and operations.

The staff of sworn officers have extensive state, local and federal law enforcement and regulatory experience and are authorized to issue citations, tickets, complaints and subpoenas, and investigate suspected crimes and enforce Alabama laws in any county in the state. The office also works with local, state and federal agencies on areas of mutual concern.

The Office of Transportation Enforcement was instrumental in developing the Alabama Focus Group on Skimming, a group of state and federal law enforcement and regulatory agencies working to suppress the use of electronic "skimming" devices illegally placed on commercial gas pumps for obtaining credit card account information. Current members of the focus group include ALDOT Enforcement, the U.S. Secret Service, the Alabama Attorney General's Office, the Alabama Department of Agriculture and Industries, the Alabama Law Enforcement Agency, and representatives from Alabama's fuel sales industry.

To learn more about the Office of Transportation Enforcement, email enforcement@dot.state.al.us, or call Lynn Childs, Program Administrator, at 334-242-6371.



Enforcement officers routinely inspect fuel terminal facilities across Alabama.



Corey Maske, chief of ALDOT's Office of Transportation Enforcement, conducts an enforcement check with a fuel hauler.



Are You That Driver?

You're on your way to work and see a driver aggressively changing lanes and speeding around other cars to race ahead. Then, you notice that the driver breaking traffic laws is a fellow employee.

Others notice where the aggressive driver works, too. Remember, we stand out when we're driving a marked department truck or a vehicle with a state tag. With safety being a top priority in our mission, employees need to be champions of safe driving. Whether driving a state fleet vehicle or our personal vehicle, driving safely is for our own benefit, and it's the right example to set for others.

"Being hit and injured in a crash has made me even more aware of the need to make safety the top priority when I'm driving," said Cheri Folmar, IT System Tech with Computer Services in the Central Office. "I'm constantly aware of the cars around me and do my best to leave room or slow down so that I have enough time to react if they don't follow the rules of the road."

Out to run an errand in Montgomery on her lunch break, Folmar was hit from behind while stopped at a traffic light. The circumstances of the crash indicate that the driver was distracted and didn't notice that Folmar was in a line of traffic stopped for the light.

Folmar suffered a neck injury. She underwent months of medical treatment followed by surgery.

To reinforce your commitment to safe driving, take the Drive Safe Alabama Safe Driver Pledge. The pledge is found on [DriveSafeAlabama.org](http://drivesafealabama.org) in the Learning Center. <http://drivesafealabama.org/learning-center/safe-driver-pledge>

Be sure to check out the Drive Safe Alabama website and follow the Drive Safe Alabama Facebook and Twitter pages for a daily dose of motivation to stick to your pledge.

Gov. Ivey Visits the Central Business District Project

Gov. Kay Ivey joined the department in August to announce the completion of critical entrance and exit ramps associated with the ongoing Central Business District Bridges project in downtown Birmingham.

Ivey visited the project on Wednesday, Aug. 15, to announce that the entrance and exit ramps from I-59/20 and I-65 would open by August 31. The announcement was made from the top of the ramp leading to I-65 South from 17th Street North, the tallest ramp in the multi-year project to re-design the interchange of I-59/20 and I-65 and then replace the existing 59/20 bridges through downtown.

The new ramps included on-ramps from 11th Avenue North (at 17th Street) leading to I-65 North and South, as well as I-59/20 South toward Tuscaloosa, and exit ramps from I-65 North and I-59/20 North to 17th Street.

East Central Region Engineer DeJarvis Leonard said the new ramps will improve traffic flow. The new ramps will eliminate scenarios in which drivers had to cross multiple lanes of traffic to take certain exits around downtown.

"It eliminates all the conflicts at the I-59/20 and I-65 interchange," Leonard said. "Where drivers used to have to cross four lanes of traffic just to

exit at 17th street, you can now get on a bridge that carries you over the interstate. You never get into conflict with the main line traffic."

Ivey said the ramp openings were a sign of positive momentum created during her administration.

"Since I became governor, we have seen nearly 16,000 new jobs created," she said. "This momentum will not stop, and infrastructure investments like this one are a right step in the right direction. And with the continued growth of Alabama's economy, there's an even greater demand for improvement in our infrastructure."



Gov. Ivey with some of the East Central Region employees.



Gov. Ivey announcing the planned opening of the ramps from atop the on-ramp to I-65 South from 17th Street North in downtown Birmingham.



Demo of CBD Bridges over Carraway Boulevard.

Employees See First Cost-of-Living Adjustment in a Decade

A three percent cost of living raise for state employees went into effect Oct. 1, marking the first across the board increase since 2009.

The cost of living adjustment was approved during the 2018 legislative session and signed into law by Gov. Kay Ivey. The bill enacting the three percent raise was sponsored by Sen. Clyde Chambliss, R-Prattville, whose district includes a heavy concentration of state employees in Autauga, Chilton, Coosa, Elmore and Tallapoosa counties. Rep. Dimitri Polizos, R-Montgomery, ushered the senate bill through the House of Representatives.

The last cost of living adjustment was a 3.5 percent increase in fiscal year 2009. State employees have been eligible for merit raises since Jan. 1, 2014, ending a merit raise freeze imposed by former Gov. Bob Riley in 2009 after the 2008 economic downturn affected revenues to the State General Fund.

History of COLAs Since 1999

Fiscal Year	State Employees	Total Cost (in millions)
1999	8.0%	\$96.0
2001	2.0%	\$24.4
2002	2.0%	\$24.4
2003	3.0%	\$40.5
2006	6.0%	\$86.1
2007	5.0%	\$77.9
2008	3.5%	\$62.8
2009	3.5%	\$67.1
2019	3.0%	\$57.2

ALDOT Receives State Partnership Award

The department received the State Partnership Award in 2018 for the development of the I-10 Welcome Center that accommodates millions of travelers in coastal Alabama. The award was presented by the State Tourism Department and Gov. Kay Ivey.

The I-10 Welcome Center is one of the most modern in the country and one of only a handful to feature a hurricane-resistant design. It has a parking lot

designed for large trucks and emergency response vehicles with 227 spaces for vehicle parking and almost 100 tractor-trailer parking spaces. It also has full accessibility for the disabled, Wi-Fi, a security station, multiple lighting upgrades, outdoor picnic areas and an enhanced Alabama Tourism lobby display that promotes Gulf Coast attractions.



Gov. Kay Ivey presents the department with the State Partnership Award. Tony Harris, Media & Community Relations Bureau Chief, accepted the award for the department.



The award-winning welcome center on I-10 at the Alabama-Mississippi state line is Alabama's newest welcome center.

Coastal Cleanup: Getting the Trash Out of the Splash

Thousands of volunteers descended on beaches, lakes and streams on Saturday, Sept. 15, in Mobile and Baldwin counties to remove trash and debris for the annual Coastal Cleanup event.

The Coastal Cleanup is one of several annual litter collection activities coordinated by Alabama People Against a Littered State, also known as PALS. Volunteers and sponsors like the department help PALS make this event the largest one-day volunteer event in the state for clean oceans and waterways.

Volunteers walk or boat in 28 different zones, picking up what they find and recording the data. The data is submitted to The Ocean Conservancy to track what's getting into our oceans. This information is used for education on sources of debris and effects on the environment.

During the past 29 years, more than 77,000 volunteers removed more than 1.5 million pounds of marine debris from Alabama's treasured coasts and waterways.

Thousands of volunteers participated in the 2018 Coastal Cleanup in Mobile and Baldwin counties. ALDOT is a proud sponsor of this important annual event.





1409 Coliseum Blvd.
Montgomery, AL 36110



Parting Shot

Kymulga Covered Bridge & Grist Mill

The Kymulga Grist Mill and Covered Bridge were both built in the mid-1800's in present day Childersburg. Powered by water turbines, the mill was capable of grinding both wheat and corn and is still operational today.

The 105-foot covered bridge, located a few hundred feet upstream from the mill, was built the same year and spans scenic Talladega Creek.

Alabama is home to several other historic covered bridges. For more details, visit www.alabama.travel and search for the Covered Bridge Trail.

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