



THAWMS

INCREDIBLE CONNECTIONS

The New St. George Island Bridge

CONQUERING THE CHALLENGE page 4

DONNA KNOWS THE SCOOP page 5

WORK ZONE AWARENESS page 11

Editor

Ian Satter

Graphic Design

Deborah Green

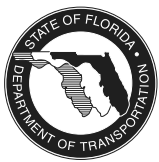
Blake Sabatinelli

Printing

Reprographics

Circulation

Central Mail Center



Governor

Jeb Bush

Secretary

José Abreu

This bimonthly newsletter is produced to inform DOT employees of department plans, policies, programs and personnel. It is produced by the Central Public Information Office under the supervision of Dick Kane, Communications Director.

For news or deadline information, please call the editor at Suncom 994-4590 or (850) 414-4590.

DOT's Internet address is www.dot.state.fl.us

DOT's Intranet address is infonet.dot.state.fl.us



Printed on recycled paper

THE TIME MACHINE



Construction of the \$11.3 million Matthews Bridge across the St. Johns River in Jacksonville was completed in the spring of 1952. Part of the \$55 million Jacksonville Expressway project, the Matthews bridge was constructed with a fixed span, having a maximum clearance above high water of 149 feet, making it possible for the largest ship in world at that time to sail under it. Today, over 73,000 vehicles travel on the bridge every day. The Sunshine Skyway Bridge has a main span of 1,200 feet and a vertical clearance of 193 feet at a construction cost of approximately \$245 million.

JUST THE FACTS ON...RAIL

BUSIEST Railway

The railway carrying the largest number of passengers is the East Japan Railway Company. Since 1999 the railway has carried around 16.2 million passengers per day. There are an average of 2,220 daily train runs over a network of 4,684 miles.

FASTEST Railroad

The highest speed recorded on any national railroad is 320.2 mph by the French SNCF high-speed train, TGV (Train a Grande Vitesse) Atlantique, between Courtalain and Tours, France, on May 18, 1990. The Train a Grande Vitesse, which means high-speed train, first entered commercial use in 1981, between Paris and Lyon in France. At the time it was the world's fastest train, with a top speed of 236 mph, but it has since been superseded by newer generation TGVs.



German inventor Franz Kruckenberg designed the track zepplin in 1930. The car resembled an airship, ran on tracks like a train, and used propellers to achieve speeds of more than 100 mph.

LONGEST Freight Train

The longest train ever was 4.568 miles long, and consisted of 682 ore cars pushed by eight powerful diesel-electric locomotives. Assembled by BHP Iron Ore, the train traveled 171 miles from the company's Newman and Yandi mines to Port Hedland, Western Australia, on June 21, 2001.

Things I've **learned** as your Secretary after one year on the job:



Some people think my first name is **Secretary**, not José. ☆ **Shorter is better** – I mean meetings, not height. ☆ **Never eat pizza** for seventeen days in a row. ☆ The Governor wants us to be **fair, transparent and honest** with the folks we deal with. ☆ He also wants us to think, anticipate and communicate as a team – **no surprises!** ☆ This is a great agency – **a great family**. ☆ One of the **best DOTs** in the country. ☆ Not every district is identical – the needs are different but **the values are the same**. ☆ Without a doubt, the **best part of the job** is to get out to the districts. ☆ **They have the pulse of the communities** they serve. ☆ My big picture used to be just transportation – now it's how we fit into the **big picture of state government**.

There's either a **coalition or umbrella** organization for just about everything in Tallahassee. ☆ If there's an activity – there's a **special interest** to represent it. ☆ My job is to **achieve balance** when I deal with all these special interests. ☆ **Partnering with contractors, consultants and citizens**, not only sounds good, it actually works. ☆ **Never eat anything green** (actually I already knew this). ☆ **Reading to kids** is a good thing for them and great therapy for me. ☆ When I first got here, I thought the **hardest part of the job** would be managing the agency but thanks to all the hard work of the DOT staff, that's not the case. ☆ **Managing people's expectations** is much harder. ☆ Public service is a pleasure but you simply can't give folks **everything they want**. ☆ DOT is not DDP - the **Department of Deep Pockets**.

During the last year, we've lost some **incredibly talented employees** but the agency keeps plugging along. ☆ Tallahassee is **very cold** in the winter. ☆ People **talk funny** up here. ☆ The job can be **overwhelming** now and then. ☆ Sometimes you feel important, **sometimes you feel insignificant**. ☆ The business of influencing people – the legislative process – is **much harder than engineering**. ☆ The legislative session can be crazy - **a 60-day marathon**. ☆ It's like **organized chaos**. ☆ Just when you think things won't work out – **they come together** at the end for some reason. ☆ **It's like magic**. ☆ I never thought having a **good sense of humor** would be so important. ☆ It has been an **honor** to serve as your Secretary.

I-75 Big Slough Bridge: *Conquering the Challenge*

By Maryemma Bachelder



On the morning of Feb. 2, commuters making their way to work in Sarasota County through a soupy fog were brought to a grinding halt when a southbound gasoline tanker careened out of control on Interstate 75 at Big Slough Bridge in Sarasota County. As it drove through a construction zone, the truck smashed into a guardrail, flipped on its side, slid halfway down the 540-foot-bridge and burst into flames. The fiery inferno killed the 36-year-old driver of the truck and caused severe damage to the bridge.



The gasoline spill and cleanup kept crews from getting a close look underneath. But what they could see was devastating.

On Bent Six, three piles had to be replaced from the creek bed up, and the cap had to be replaced. Fifteen beams supporting the bridge deck had to be replaced. Three bridge deck panels also had to be replaced, along with the barrier walls. In all, about one-third of the entire bridge would have to be rebuilt.

Meanwhile, traffic back-ups grew. Southbound traffic on the interstate was being diverted over to U.S. 41. Already congested, U.S. 41 couldn't handle the additional 25,000 vehicles per day. Delays were as much as five hours. The solution was a temporary crossover through the median that would allow southbound traffic to use one of the northbound lanes. It took crews from APAC Southeast, Inc. just under four days to build the temporary crossover, which opened to traffic shortly before 8 a.m. on Friday, Feb. 6. As soon as the crossover opened, delays were reduced to almost nothing.

With the delays addressed, crews continued focusing their efforts on making repairs to Big Slough. Zep Construction started work on Tuesday, the day after the crash. They worked 16-hour days to get the work completed. Zep finished repairs on day 11. Crews opened the bridge to

traffic one lane at a time. The first lane was reopened late Wednesday night, Feb. 11. In the early morning hours of Thursday, Feb. 12, the second lane was reopened.



When the Big Slough crash happened, construction teams immediately went to work.

District One Secretary Ricky Langley applauded the efforts of everyone involved in the emergency project.

"The day it happened, I went down there expecting to go to work and see what needed to be done to get this thing back opened up," Langley said. "I soon learned the best thing I could do was get out of the way and let everyone do their jobs. Everyone who needed to be there was there, and everyone knew what they needed to do, and they were doing it. It made me very proud to be a part of this team and a part of this district."

Ombudsman

By Donna Millay



Q. In the January-February Column, you answered a question about reporting a DUI received during off duty hours. That brought up another question, what happened to the “two beers at lunch” rule? Someone recently asked me if the “two beers at lunch” rule was still in effect. I can’t seem to find any reference to this in the rules. Can you help us on this?

A. You couldn’t find any reference to this in rule or policy because there is not nor has there ever been any such “rule.” Employees should be mindful of potential ramifications of drinking alcoholic beverages at lunch and returning to work under the influence, which is a violation of the department’s Drug Free Workplace and Testing Policy, 001-250-013.

Q. I usually bring my daughter to work with me sometime in April for the “Take Your Child To Work Day.” Do we still do that and if so, when will it be this year?

A. Yes, we still participate in the “Take Our Daughters and Sons to WorkSM” program. The Ms. Foundation for Women (the national sponsoring organization) officially changed it to include boys last year, dedicating the program to helping our nation’s daughters and sons explore their future opportunities at work, at home and in their community. This year’s theme is “Today’s Vision, Tomorrow’s Reality,” which represents how our nation’s daughters and sons envision their future lives at work, home and in the community. Giving a voice to their vision today will help make it a reality for girls and boys tomorrow. So, reserve April 22, 2004, as the day to bring your child to work. (Recommended ages are 8 - 12.)

The program also focuses on the competing challenges adults face integrating work and family. It is designed to allow parents, guardians and mentors to share their work lives and introduce these issues to their daughters, sons and mentees.

Governor Bush, said, “It is crucial that adults join together to empower young people with the confidence, strength of purpose and vision needed to succeed in the workplace, and to negotiate the pitfalls that often stand in the way of success.”

Employees should generally be authorized to participate in this program unless it is determined that such approval may cause disruption in the workplace. Managers should give consideration for any special circumstances or work situations when approving participation.

Employees are reminded to contact individual school boards to verify that they are participating in the program prior to taking their child out of school for the day. If you do not take the time to verify, you may find out the next day that your child’s participation is being counted as an absence.

Additional information is available on the Internet at www.takeourdaughtersto-work.org.

Q. What is the connection between the Sick Leave Pool (SLP) and donated sick time? If a person is a member of the SLP and needs hours, do those hours come out of the SLP first before hours are requested? What’s the sequence of events or are they completely independent of each other?

A. They are independent of each other. The only connection between the use of leave from the Sick Leave Pool (SLP) and an eligible employee requesting sick leave donations is that if you are a member of a Sick Leave Pool then you have two avenues of opportunity available to you in a time of need. There is no requirement as to which has to be used first.

Additional information on the Personal Sick Leave Transfer Plan can be located in Procedure 250-010-010, Personal Sick Leave Transfer Plan; and information on Sick Leave Pools can be located in Section 110.121, Florida Statute and Rule 60L-34.0042(6), Florida Administrative Code, and your local procedure (for example Procedure 250-010-100, Central Office Sick Leave Pool).

Your Ombudsman provides a confidential service for employees to voice complaints, ask questions or make suggestions. Contact Ombudsman Donna Millay at M.S. 15, 605 Suwannee Street, Tallahassee, FL 32399-0450; or call Suncom 994-5321, or (850) 414-5321 or toll-free 1-866-374-FDOT(3368); or send e-mail to PR927DM.

St. George Island Bridge CONSTRUCTION COMPLETE

By Tommie Speights

After three years of construction, DOT opened the new St. George Island Bridge to traffic on February 12.

“The new bridge will enhance the link between Apalachicola and St. George Island, making it safer for visitors to travel and enjoy the many resources the area has to offer.”

Edward Prescott
District Three Secretary

DOT and Franklin County officials held a ribbon-cutting ceremony to commemorate the opening of the bridge February 27 at the north approach. To help celebrate the highly anticipated opening of the new bridge, Secretary José Abreu, Lieutenant Governor Toni Jennings, local government and Franklin County Chamber officials, community leaders, representatives of the bridge construction team, District Secretary Edward Prescott, several other congressional and state dignitaries attended the ceremony.

The new four-mile St. George Island (Bryant Patton) Bridge is the third longest in the state behind the Seven-Mile Bridge in the Florida Keys and the Sunshine Skyway Bridge in St. Petersburg. The new St. George Island Bridge, once dubbed the “Millennium Bridge,” is a state-of-the-art passageway that connects the 28-mile barrier island to the mainland at Eastpoint. St. George Island’s new modern marvel replaced the well-known and well-traveled Bryant Patton Bridge and connecting causeway.

The structure, which is designed to last 75 to 100 years, has two 12-foot travel lanes (one in each direction) and two 10-foot shoulders. The new bridge consists of two sections, a high-level and a low-level section. The high-level section is 72-feet high over the navigation channel.

Another feature is the bridge’s 65-foot vertical clearance at its highest point for mariners, 15 feet higher than the old bridge. The bridge piles are expected to last the life of the new bridge. It also is the first one warranted by the contractor for a 10-year period, with complete inspections every two years.

“This will be considered a great triumph for the design-build process,” said Scott Gros, project manager for Boh Bros. Construction, builders of the bridge. “We’re all very pleased with the outcome.”

The county will transform six-tenths of a mile of the existing bridge into fishing piers on both sides. Some parts of the bridge will be used to reinforce the causeway that is home to various species of birds. The remainder will be taken out to sea to become an artificial fishing reef.

Construction for the fishing pier, bird sanctuary and the artificial reef began in mid-February and is expected to conclude in late April.

ST. GEORGE ISLAND BRIDGE QUICK FACTS

- Bridge length: 4.1 miles (21,542 feet / 165 spans).
- Bridge construction began January 2001 and was to be completed February 2004. Actual completion: including demo of existing bridge and creation of fishing piers, is expected to be April 2004.
- Construction cost \$71.6 million (federal and state funds).
- New bridge structure will have a 65-foot vertical clearance at the navigational channel, 15 feet higher than the existing bridge.
- New bridge will have two 12-foot travel lanes and two 10-foot auxiliary lanes. Barrier walls will meet current safety standards.
- Bridge’s path devised around oyster beds curves into the bay and around the oysters, protecting an integral way of life in the area. Bridge features 54-inch diameter concrete cylinder piles to support the new bridge. More economic and less disruptive to the bay’s bottom.
- Designed for a 75 year service life with 100+ years of life expectancy.
- Ten-year, \$10 million bridge warranty.

Dear DOT:

Picking Up the Pieces



Hello. I was riding on a busy city of Seminole, Pinellas County road and in the road was a very large piece of PVC pipe that must have fallen off someone's vehicle. It was lying in the middle of the road, a hazard to all the drivers trying to get around it safely. As I sat at a red light in my little compact car, many trucks passed it by that could have easily accommodated its removal. I am pleased to say as I sat watching what was going on, a Florida Department of Transportation truck just happened to be driving by and to his credit, the driver did stop, exit his vehicle and remove the piece of the pipe from the road. I would like to acknowledge this act as an appreciative citizen. I am former fire rescue personnel and know the potential danger and harm it may have caused a motorist if left in the road. So I am writing this note just to let you know that your employee, **Carey Daniels**, did a deed worthy of recognition and thanks.

**Dori Maxemow
Seminole**

Sprucing Up



Recently the Lee County Sheriffs Office had run into a problem. They had cleaned up the area around their fence line along Six Mile Cypress Parkway, but could not get rid of the tree clippings. I would just like to take the time to thank **Richard Beverage** and the crew of people he has working with him. They removed the cuttings on a couple of occasions and it was nice to have the different government departments work together to help spruce up this small area of Six Mile Cypress Parkway and make it as clean as the rest of this area these gentlemen take care of. Thank you very much for your co-operation in this matter.

**David Pinheiro
Lee County Government**

Honesty- The Best Policy

I would like to express my gratitude to one of your employees, Ms. **Sherri Hatcher**. She found a wallet with over \$200 in it that belonged to one of my students. Her honesty and integrity should be commended. Ms. Hatcher provided excellent service to our entire group while having lunch at the Fort Drum plaza. Thank you for having employees that are sincere and trustworthy.

**Les Cooperman
Coral Gables**



A Matter of Flats

I wanted to drop a line to let you know I received wonderful assistance from the Lynx Road Rangers. A special thank you goes to Mr. **Chuck Jones**.

I was on my way to the office when I got a flat tire near the 408 Expressway. I had only been waiting for about five minutes, when he pulled up behind me and offered some help. He was courteous and quick, the entire experience only held me up 15 minutes.

Thank you again.

**Mayra Uribe Sutton
Orlando**



BEYOND MURPHY'S LAW

It gets expressed in many ways but basically the famous Murphy's Law is "Anything that can go wrong will go wrong." All of us have heard it...most of us have been victims of it.

But did you know there really was a Murphy who created this "law" of things going wrong? The story of how this popular saying came to be is an interesting one.

In 1949 the U.S. Air Force was conducting tests on the effects of rapid deceleration on pilots so they could better understand the impacts on the human body in a plane crash. The project's name: MX981.

Dr. John Paul Stapp was the volunteer who was strapped in the seat of a rocket sled, shot down a track and then, brought to a sudden stop. Captain Edward A. Murphy was the officer responsible for the 16 sensors that were attached by harnesses to Stapp's body to measure the enormous forces impacting his body during the tests (G-Forces).

The sled was set. Stapp was buckled in. The rockets were lit; the sled shot down the long track and then came to an almost instant halt. We'll never know for sure how much pressure Stapp's body took in that first test because not one of the 16 sensors worked! Stapp had risked his life, he walked away from the sled dazed and nose bleeding, but no data was gathered.

Captain Murphy checked the harness and found that a technician had connected every one of the 16 sensors backwards. Later, Murphy angrily told his project manager, George Nichols, about the technician, "If there's any way to do it wrong, he'll find it!" Nichols had a collection of "laws" that he had written down over the years so he added Murphy's statement to his list and Murphy's Law was born.

What we rarely hear about is what Murphy went on to do about the problem that generated his famous statement and in it is our lesson in management.

It would have been easy for Murphy to just "bless out" the hapless technician and vent his anger to the project manager. Instead, Murphy took a closer look at those sensors. He soon realized they had been connected the wrong way because they *could* be connected the wrong way. Murphy set about changing the connectors, making one side a different size than the other, so the connectors could only snap together one way...the right way.

Because of Murphy's Law or actually because Captain Murphy decided to do something to overcome the situation that created his law, the prongs on our electric plugs are of two different sizes and the connections on a nine-volt battery are different shapes so they can only be connected one way.

As managers, we can fall into the trap of spending our time and energy talking about something going wrong or venting about someone making a mistake or seeking to place blame somewhere when we should be using that time and energy as Murphy did. He invested in finding a solution to the problem. The next time Dr. Stapp rode the rocket sled, the sensors worked perfectly (he pulled 40 G's by the way, forty times the force of gravity!). Murphy, in fact, found the answer to his own "law."

If we were really to do Murphy justice his law would be, "When you find a problem, fix it" but that doesn't quite have the same ring does it?

In your role as manager, when you encounter a problem or someone's mistake do you "lay down the law" or do you work to find the solution that renders the law moot?

Voices **What do you do in your job to ensure quality for DOT's customers?**

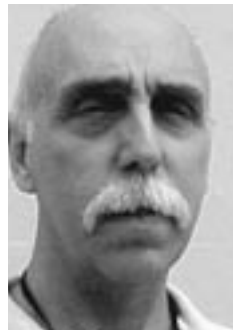


On numerous occasions, I am the first state contact a citizen has. As a representative of the department, it is my responsibility to act in a professional, courteous, tactful, patient and helpful manner. That sometimes means going the “extra mile.” Each DOT customer deserves quality service.

BETTY GARVER
Jacksonville Maintenance
(Jacksonville Urban Office)

I try to inquire from the customers or walk-ins, the services or information they are seeking from DOT and direct them to the proper party who can resolve their inquiries. I perform this task while maintaining a professional and cheerful attitude so that the DOT is represented in the best manner possible.

PAT DE LEON
Receptionist
Turnpike Operations Center
Pompano Beach
Florida's Turnpike Enterprise



First we determine the level of quality or performance we are trying to obtain. We then establish a goal and develop a process or processes to meet our goal. Afterwards, we measure our performance against that goal and adjust our process as necessary for continued improvement.

RON KLEIN • Construction Manager • Construction Office • District Six

We ensure that our personnel are properly trained and act as an information source for the transportation industry and the general public so that they can comply with commercial vehicle laws and regulations. We also regularly interact with external stakeholders to receive feedback.

CAPTAIN TROY THOMPSON • Regional Commander Region IV



ASK NAG

LOTUS NOTES 6.0.2 IS COMING SOON

Bold New Innovative Designs! Fun New Features!

- You can create your very own Welcome Page design.
- Repeat meetings auto process if all dates/times are available.
- Make time management easy with the personalized calendar “Mini-View.”
- Organize your incoming e-mail by color.
- Create a private calendar appointment and others will see the word “PRIVATE.”

For more information, visit your local Users Guidebook page titled “A NOTES 6.0.2 Overview.”

Send an e-mail to LNSuggestions@FDOT

Work Zone Awareness Week Set for April

By Ian Satter

The DOT along with the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), and American Traffic Safety Services Association (ATSSA) are again sponsoring National Work Zone Awareness Week, April 4-11, to bring attention to work zone safety and emphasize safe driving.



Expect the unexpected. Traffic patterns in work zones can change several times a day. Always be aware of changing traffic patterns and new lane closures.

“This week emphasizes the yearly effort to remind our citizens to do everything they can to ensure their safety and the safety of the men and women in construction zones,” said Secretary José Abreu. “The main objective is to decrease fatalities and injuries by raising awareness.”

In 2002, reports show that 72 people died in crashes in highway work zones, and 3,769 people were injured in 3,672 work zone crashes. DOT and other agencies are helping to curb those numbers. In addition to the special training roadside crew members receive, DOT and FHP officials plan to increase patrols and high visibility of off-duty troopers provided as part of various intra-agency agreements in place throughout the state. For instance, DOT has an agreement with FHP to hire off-duty troopers to patrol construction zones. Public awareness campaigns, work zone warning signs, changeable message boards, increased fines for zone speeding are also efforts in place but are futile if motorists do not slow down and pay attention while driving in a work zone.

According to the FHP, the top four causes of crashes in work zones are careless driving, failing to yield the right of way, improper lane changes, and following too closely. State law doubles speeding fines in construction areas. Tips for safe driving through work zones include reducing speed, paying attention to signs and flaggers, using headlights, keeping a safe distance between cars, minimizing distractions, adding extra travel time and exercising patience.

Overdrive's Highway Report Card



Florida's Rest Areas were once again rated number one in this year's Overdrive Magazine Highway Report Card. Chosen by Overdrive readers, Florida also earned the number two spot for best roads.

Florida tops the Best Rest Stops list for the fourth time in a row. With 82 rest areas and eight turnpike service plazas, Florida has set an example for other states to follow. The facilities are open 24 hours a day, seven days a week, have 24-hour attendants and provide nighttime security. Picnic areas are provided in most rest areas.

“Overdrive magazine has recognized Florida as having the best rest areas in the U.S. for the fourth year in a row. The State Maintenance Office is proud of this accomplishment and owes our success to our partnership with the District Maintenance Offices, the Local Maintenance Units, our Maintenance Contractors and Respect of Florida,” said David Anderson, Engineer of Roadway Maintenance. “Through the combined dedication of all parties, and an innovative monitoring system, we are able to stay abreast of rest area conditions and quickly respond to problems. We keep lines of communication open, and always strive to do a better job for our customers.”

Florida earned second place behind Texas in the Best Roads category thanks to \$2.1 billion in construction lettings for 2003-04.

Milepost

March/April 2004

tnews

MARCH

5 Years

Jo Ann May D-1
 Johnnie B. Pugin D-1
 Leonia K. Wicks D-1
 Charlotte L. Bennett D-2
 Horace J. Witt D-2
 Stephanie L. Mott D-2
 Anthony L. Mosier D-3
 Jack D. Harrison D-3
 John C. Duncan D-3
 Mathew D. Cook D-3
 Cesar Z. Ricardo D-4
 David B. Wilson D-4
 Roxanne S. Riggs D-4
 Aaron T. Henderson D-5
 Ann E. Hogue D-5
 Anabelle Gonzalez-McElroy D-6
 David W. Meinke D-6
 Keith M. Lawrence D-6
 Kirk L. Holland D-6
 Nilo C. Regojo D-6
 Thaddeus D. Cromwell D-6
 Evangeline B. Black D-7
 Kristen E. Carson D-7
 David L. McWhorter MCC
 David J. Gayle MCC
 Kenneth J. Myrie MCC
 Howard L. Moseley M&R
 Michael A. Batey Tp
 Stanley A. Brazdo Tp
 Harry M. Holden Tp
 Richard A. Peaveler Tp
 Robert W. Enroughty Tp
 Brian K. Caskey C
 Carol L. Joyner C
 Charlotte M. Hand C
 Glynis R. Starling C
 Sonya A. Harris C

10 Years

Robert D. Strickland D-1
 Sandra L. Thompson D-1
 Debra R. Williams D-2
 Jana C. Jackson D-2
 Sherry M. Craft D-2
 Maria E. Townsend D-3
 Jose A. Velarde D-4
 Juan F. Castellanos D-4
 Thomas A. Buck D-4
 Donald T. Grinstead D-5
 Gowrie K. Jaikaran D-5
 Karen L. Jones D-5
 Robert J. Perry D-5
 Scott Silva D-5
 Arturo A. Espinosa D-6
 Michele C. Turosz D-7
 Donald C. MacMichael Tp
 Robert C. Barringer Tp
 Ezzeldin M. Benghuzzi C
 Juanice M. Hagan C
 Marilyn H. Hudson C
 Tammy L. Mayfield C

15 Years

Craig A. Teal D-2
 Lee C. Davis MCC
 Rodney L. Phillips MCC
 Ermita M. Moore Tp
 James A. Covert Tp

20 Years

Leonard B. Howard D-3
 Eghbal Jalali D-4
 Kenneth A. Gordon D-4
 Miguel A. Parlade D-4
 Robert S. Connelly D-4
 James A. Sumoski D-6
 Marcelino Totorica D-6
 Michael L. Winsted D-6
 Ronald W. Seichko D-7
 Rebecca P. Stalnaker MCC
 George J. Lepine Tp
 Faye M. Hall C
 Kenneth E. Weldon C

25 Years

Lynn J. Barry D-1
 Marvin M. Beaty D-2
 Michael L. Carter D-7

30 Years

Patsy S. Butler D-1
 Malcolm F. Solana D-2
 Albert B. Rich D-4
 Rosemarie A. Evert D-4
 Linda M. Houk M&R
 Richard J. Kessler M&R
 Gary V. Jones C

APRIL

5 Years

Amy E. McKeithan D-1
 Clinton C. Mingus D-1
 Evelyn J. Thompson D-1
 Henry J. Hall D-1
 Jacqueline D. Braswell D-1
 Jan A. James D-1
 Patricia Y. Jackson D-1
 Sarita A. Taylor D-1
 Teresa D. Austin D-1
 Charles C. Curran D-2
 George C. Feagle D-2
 Rayborn Dunnam D-2
 Thomas E. Furse D-2
 David B. Pritchard D-3
 Michael C. Davis D-3
 Sherry A. Haynes D-3
 William H. Monsalvatge D-3
 Antolina A. Michel-Diaz D-4
 Brigett K. Williams D-4
 Evelin L. Legcevic D-4
 J ricardo R. Pedroza D-4
 Sherie Trichel D-4
 Smith O. Dexter D-4
 Alfred D. Blais D-5
 Alida J. Schmitt D-5
 Dwight J. Grube D-5
 Keith K. Fisher D-5
 Maria N. Young D-5
 Sheila A. Howard D-5
 Matthew T. Baldwin D-6
 Omar M. Meitin D-6
 Andrew J. Tyrell D-7
 David W. Olson D-7
 Doris A. Arguelles D-7
 Jason A. Carlisle D-7
 Sandra H. Milk D-7
 Letetia M. Wiley MCC
 Robert A. Kirkland MCC

Joyline L. Benham M&R
 Debbie L. Myers Tp
 Diane J. Haverlan Tp
 Michael J. Anzalone Tp
 Stephanie D. Paige Tp
 Shirley A. King C

10 Years

Carol J. Finn D-1
 Paul E. Theberge D-1
 Herman A. Smith D-2
 John R. Croft D-2
 Lanna C. Nagy D-2
 Odis W. Doyle D-3
 Angela E. Evans D-4
 Nina H. Carter D-4
 M joannJ. Schwebach D-5
 Mayelin Simeon D-6
 Mitchell T. Rodhe D-6
 Beulah M. Owens D-7
 Douglas A. Scott D-7
 Lou Bennie Williams MCC
 Brenda S. Barre Tp
 Richard W. Davis C

15 Years

Ramona G. Douberley D-1
 Dennis F. Pidgeon D-2
 Ronald B. Deal D-3
 Lawrence S. Gendzier D-5
 Antolin Ruiz D-6
 Iris M. Riggs D-7
 Craig G. Roberts M&R
 Richard D. Nelson Tp
 Douglas A. Barnett Tp
 James W. Bryant C
 Kirk W. Hutchison C
 Lester K. Walls C
 Margaret T. Arnone C
 Paula S. Warmath C
 Russell G. Daly C
 Sandra J. Bell C

20 Years

Robert A. Hill D-3
 Houshang Zahedi D-6
 Kevin L. Dunn D-7
 Scott L. Chase D-7
 Patricia F. Pento Tp
 Eddie L. Kilpatrick C
 Kenneth J. Blanchard C
 Lawrence S. Ferguson C
 Mina Ehsani-Chimeh C

25 Years

Caron J. Green D-2
 Kathy M. Rich D-3
 Brenda A. Morgan D-4
 James W. McCauley D-4
 Wanda M. Crockett D-4
 Lawrence R. Dupuis D-5
 David A. Dawson D-7
 Richard C. Semple D-7
 Earnest L. Waters Tp
 Larry D. Jacobs C
 Walter B. Kelly C
 Zimmie L. Harris C

30 Years

Labelle Albritton D-1
 Lloyd M. Harrison D-1
 Michael K. Miller D-1
 Geraldine W. Feagle D-2
 Wayne D. Thigpen D-2
 Frank Elmore D-6
 Masroor A. Syed D-6
 Harold L. Weber D-7
 Jerry E. Griner D-7
 Ammorine Williams M&R
 Michelle R. Clark Tp
 Mary L. Price C

35PLUS

March



Eric W. Oden
35 Years
District 1



Willie Mitchell
35 Years
District 2



William G. Brazile
35 Years
District 3



James R. Knowles
35 Years
District 4



Sylvia E. Porter
35 Years
Turnpike



Scott H. Moffett
35 Years
Central

April



Kenneth W. Cason
35 Years
District 2



Jesse Holman
35 Years
District 3



Lonzo Hornsby
35 Years
District 3



David M. Johnson
35 Years
District 3

Florida Department of Transportation
 Central Public Information Office
 605 Suwannee Street, MS 54
 Tallahassee, FL 32399-0450

**PRSR STD
 U.S. POSTAGE
 PAID**

Tallahassee, Florida

Permit No. 58