

## South Georgia Receives Transportation Award



The Southern Georgia Regional Commission has been awarded a 2019 Excellence in Regional Transportation Award from the National Association of Development Organizations for the Southern Georgia Regional

Transportation Sales Tax Initiative.

The Transportation Investment Act of 2010, also called TSPLOST, allows for regions throughout Georgia to have the ability to impose a 1 percent sales tax to fund transportation improvements within the region, state officials said.

Transportation improvements consist of pavement maintenance, road construction, bridge, safety, transit, aviation, bicycle and pedestrian projects.

A majority of the Southern Georgia counties passed resolutions to initiate the process in 2017 for a regional transportation sales tax. The role of the SGRC was to administer the process. Through collaborative and transparent administration of the 2010 Transportation Investment Act, voters in Southern Georgia approved the TIA in May 2018.

“The SGRC was able to utilize our role as a facilitator to our local governments to demonstrate how coordination, inter-governmental collaboration, transparency and regional engagement can successfully be implemented to gain support for initiatives that have the potential to benefit an entire region,” said Lisa Cribb, SGRC executive director. “The TIA provided an opportunity to create and analyze best practices for regional and inter-governmental collaboration, which can be shared with other regions that are considering regional initiatives.”

To Read More: [https://www.valdostadailytimes.com/news/local\\_news/south-georgia-receives-transportation-award/article\\_99d37e94-fee7-5761-88ce-4b53b667283f.html](https://www.valdostadailytimes.com/news/local_news/south-georgia-receives-transportation-award/article_99d37e94-fee7-5761-88ce-4b53b667283f.html)

### *GDOT Awards \$128 Million in Construction Contracts for April*

Georgia DOT has awarded 16 construction contracts for statewide transportation projects totaling \$128,508,608. The projects included in the award were advertised on March 22, bids were received on April 19, and contracts were awarded to the lowest qualified bidders on May 3.

The largest single investment contract totals \$76.4 million and was awarded to Archer Western Construction, LLC, to widen and reconstruct seven miles of roadway on the I-75/State Route 401 collector-distributor system, from State Route 331 to I-285/State Route 407 in Clayton County. This project also includes the construction of a bridge. This contract, along with five other construction contracts, represent 79 percent or \$101.2 million of the awarded funds.

The second largest investment contract is worth \$8.3 million to resurface 13.80 miles of roadway on US-19/State Route 3 from State Route 3 to the Upson County line. Robinson Paving Company was awarded the contract. This contract, along with seven other maintenance contracts, represent 18 percent or \$23 million of the awarded funds.

The remaining three percent or \$3.5 million of the awarded funds are safety projects upgrading traffic signals at various locations on State Route 237 in Fulton County.

The April awards bring the total construction contracts for Fiscal Year 2019 to \$611 million. Fiscal Year 2019 began July 1, 2018.

To Read More: <https://us13.campaign-archive.com/?u=80dbe14272ec0b5e1a1bf5b4e&id=d36cd64465>

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## About the Program

The Construction Estimating Institute (CEI) works with GDOT as the statewide provider of the federally fund Disadvantaged Business Enterprises (DBE) Supportive Services Program.

Our goal is to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient.

Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

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# How to Master the Preconstruction Process

4 moves toward a project-planning method that does more than check boxes



Most organizations are busy. Even in the deepest recessionary market, rarely are construction firms sitting idle. Often, the feeling of elation on a successful

bid/award day is quickly replaced with anxiety about how the project will be completed within budget.

Whether the time from award to mobilization is 2 days or 2 months, the ability to position an operational team for success should be of utmost priority. However, many organizations absentmindedly rush their way through the preconstruction process. Planning at this stage should be less about setting the world speed record for project strategy and more about devolving a plan for operating as a foundation of excellence.

## 1. Ask the Tough Questions

There is no doubt that standardized agendas and processes are essential to any organization's operations. Consistency in application of the plan provides fertile training ground for new associates. Further, it serves as a measurable component by which to create performance standards for all associates.

The first question a leader should ask is: Do we have an operational standard for preconstruction being used by every project manager, estimator and superintendent/foreman? If the answer is no, you have your first obstacle to overcome.

The second question: Is our preconstruction process stale and stagnant—too focused on checking boxes and less about constructive dialogue about project challenges?

If the answer is yes, your process likely resembles more of a dictation rather than a collaboration. Leaders must address this albatross draped over the neck of their project teams. But the questions shouldn't end here.

The following difficult inquiries should be posed to the project teams before they mobilize:

- How will you address budget shortfalls?
- What project aspect provides the most cause for concern?
- How will you approach project roadblocks?
- How will you increase profit margins during the project?
- What innovative construction methods will this project use?
- What crew blend maximizes utilization, productivity, efficiency, quality, etc.?
- What is the project's greatest risk (safety or otherwise), and how will that risk be addressed?
- How will this customer become a promoter for the firm?
- How will the team develop itself internally?

Often, preconstruction planning goes through the perfunctory elements related to scheduling, deliverables, submittals, permitting, contact information, etc. This is important information, but it merely skims the surface of the project and fails to garner the level of brainstorming required for a winning project approach. And it certainly fails to move construction organizations forward with an innovative approach to project delivery.

## 2. Plan Practically

Another disconnect that often arises is a firm's inability to transfer knowledge into action. A plan is constructed in the conference room, but when it hits the jobsite trailer, it falls into a circular file.

To Read More: <https://www.constructionbusinessowner.com/strategy/4-moves-toward-project-planning-method-does-more-check-boxes>

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