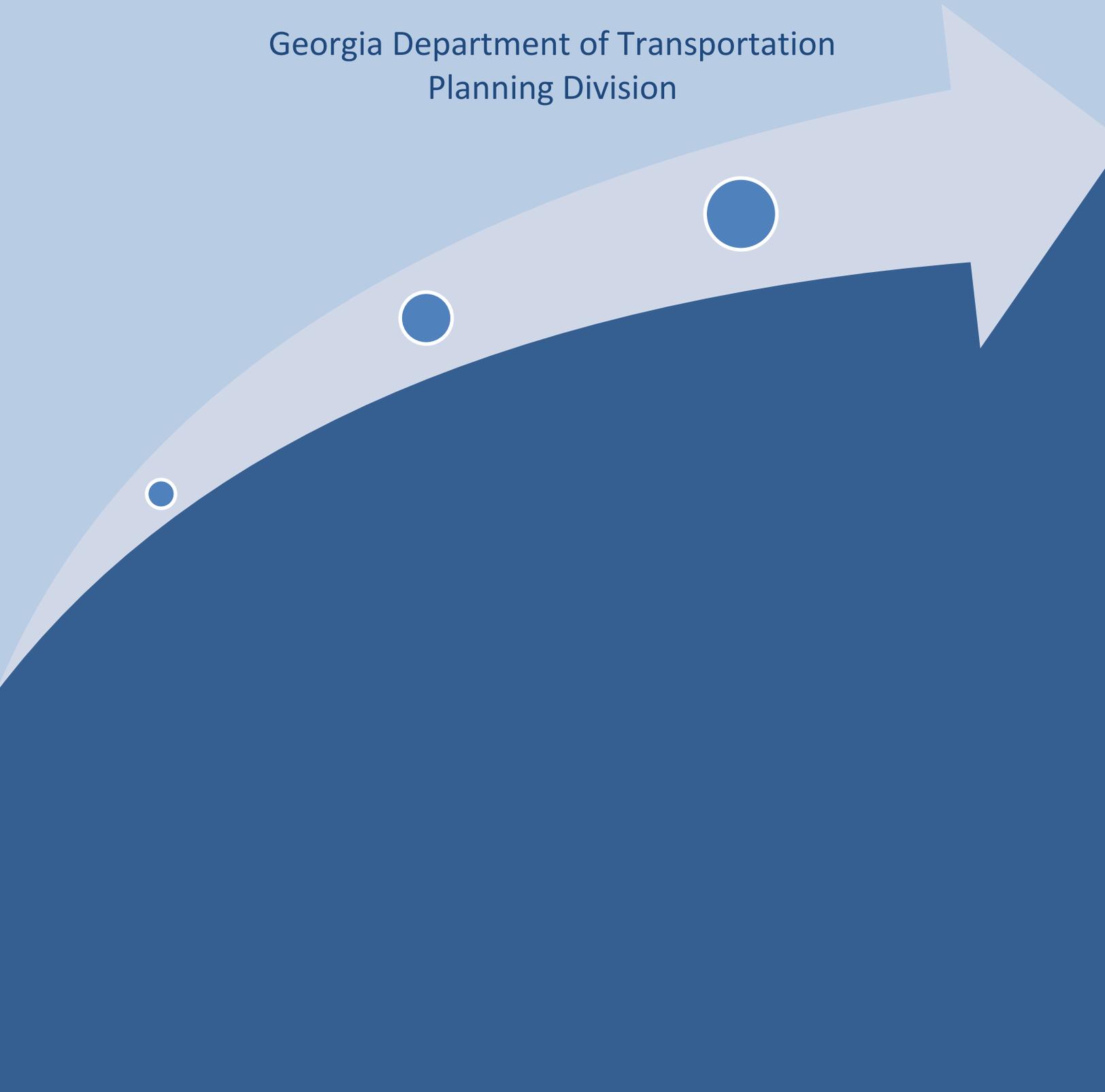


**STATEWIDE STRATEGIC TRANSPORTATION PLAN  
PROGRESS REPORT  
December 2013**

Georgia Department of Transportation  
Planning Division





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# Introduction

The Statewide Strategic Transportation Plan (SSTP) is the official, intermodal, comprehensive, fiscally constrained transportation plan for Georgia. It includes projects, programs, and other activities to support the implementation of the state's strategies to achieve its transportation goals. Governor Nathan Deal approved the updated SSTP on September 11, 2013,<sup>1</sup> and state law requires the Georgia Department of Transportation (GDOT) Director of Planning to report semiannually on the progress of projects and programs in the SSTP.<sup>2</sup> The SSTP Progress Report helps the state make prioritized transportation investment decisions by monitoring the execution of the SSTP and the performance of the transportation system throughout the state, including:

1. Measuring the performance of Georgia's existing transportation network in order to demonstrate the extent to which the state is on the right track toward achieving its transportation goals;
2. Ensuring plans for Georgia's future transportation network support the goals and objectives of the SSTP; and
3. Monitoring the implementation of Georgia's transportation plans to ensure the on-time and on-budget delivery of strategic investments.

The first SSTP Progress Report, published in February 2012, included a snapshot of the performance of Georgia's transportation system using a series of measures outlined in the SSTP. It also contained a high-level assessment of how plans for Georgia's future transportation network support the SSTP's investment guidelines and funding priorities. It focused primarily on metro Atlanta but also included statewide highlights from fiscal year 2010.

The second SSTP Progress Report<sup>3</sup> analyzed the allocation of funds in Georgia's near-term transportation plans to transportation investments that the SSTP identified as critical to keeping Georgia economically competitive. The current report focuses on the performance of Georgia's existing transportation system and the on-time/on-budget delivery of GDOT's transportation projects.

Governor Deal has set strategic goals in support of his vision for a lean and responsive state government that allows communities, individuals and businesses to prosper.<sup>4</sup> Among these goals are:

- Improving the movement of people and goods across and within the state;
- Expanding Georgia's role as a major logistics hub for global commerce;
- Leveraging public-private partnerships and improving intergovernmental cooperation for successful infrastructure development; and
- Reducing injury and loss of life on Georgia's roads.

Building from Governor Deal's priorities, GDOT's Strategic Plan<sup>5</sup> also includes goals for:

- Taking care of the state's existing transportation assets in the most efficient way possible; and
- Planning and constructing the best set of mobility-focused projects possible, on schedule.

GDOT measures its performance to track progress toward achieving the state's strategic transportation goals. This report reviews the current status, trends, targets, and strategies related to these measures.

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<sup>1</sup> <http://www.dot.ga.gov/Projects/programs/Documents/-SSTP/Plan/Statewide%20Strategic%20Transportation%20Plan%20Update.pdf>

<sup>2</sup> O.C.G.A. § 32-2-41.1

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<sup>3</sup> <http://www.dot.ga.gov/Projects/programs/Documents/-SSTP/Reports/AttachmentE-SSTP-SB200.pdf>

<sup>4</sup> [http://opb.georgia.gov/sites/opb.georgia.gov/files/-related\\_files/site\\_page/State%20Goals%20April%202013%20-FINAL.pdf](http://opb.georgia.gov/sites/opb.georgia.gov/files/-related_files/site_page/State%20Goals%20April%202013%20-FINAL.pdf)

<sup>5</sup> <http://www.dot.ga.gov/aboutGeorgiadot/Documents/-Strategic%20Development/FY2013-StrategicPlan.pdf>

# Transportation Performance Dashboard

Goals and Performance Measures	Area	Year	Value	Target	Status
<b>Reducing injury and loss of life on Georgia's roads</b>					
Reduction in Annual Highway Fatalities	Statewide	2012	37 Fewer Fatalities	≥ 41 Fewer Fatalities	
<b>Taking care of what we have, in the most efficient way possible</b>					
Percent of State-Owned Bridges Meeting GDOT Standards	Statewide	2013	89%	≥ 85%	
Percent of Interstates Meeting Maintenance Standards	Statewide	2013	83%	≥ 90%	
Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards	Statewide	2013	71%	≥ 90%	
<b>Planning and constructing the best set of mobility-focused projects we can, on schedule, to improve the movement of people and goods across and within the state</b>					
Percent of Right-of-Way Authorized On Time	Statewide	2013	55%	≥ 75%	
Percent of Construction Authorized On Time	Statewide	2013	75%	≥ 80%	
Percent of Projects Constructed On Time	Statewide	2013	90%	≥ 80%	
Percent of Projects Constructed On Budget	Statewide	2013	99%	≥ 90%	
Annual Congestion Cost per Peak Auto Commuter	Metro Atlanta	2011	\$1,120	≤ \$1,106	
Metro Atlanta Morning Peak Hour Speeds	Metro Atlanta	2013	39 mph	≥ 40 mph	
Metro Atlanta Evening Peak Hour Speeds	Metro Atlanta	2013	37 mph	≥ 40 mph	

# Performance of Georgia's Existing Transportation Network

Generally speaking, Georgia's transportation network is performing well with respect to the Governor's and GDOT's goals. Georgia's transportation network is also performing well in comparison to other states. Even so, opportunities exist to enhance performance in certain areas as described below.

## Georgia's Roads are Getting Safer

There has been a steady downward trend in highway fatalities in Georgia since 2005. In 2011, the most recent year for which complete statistics are available, Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast.<sup>6</sup> Furthermore, there were 37 fewer fatalities on Georgia's roadways in 2012 than in 2011, the third largest drop in annual highway fatalities in the nation.<sup>7</sup>

**Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast in 2011<sup>6</sup> and the third largest drop in annual highway fatalities in the nation between 2011 and 2012.<sup>7</sup>**

This positive trend may be attributed in part to Georgia's Strategic Highway Safety Plan (SHSP) and the cooperation and collaboration of agencies represented by the SHSP executive board, known as the "Safety Program Leadership." The SHSP is a broad effort that includes the Governor's Office of Highway Safety, GDOT, Department of Public Safety, Department of Public Health, Georgia Regional Transportation Authority, Department of Driver Services, Prosecuting Attorney's

Council, Metropolitan Planning Organizations, Georgia Hospital Association, National Highway Traffic Safety Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration, local governments, the law enforcement community, and others. Emphasis area task teams develop specific, "four safety E's" programs involving engineering, enforcement, education, and emergency medical services, and the SHSP executive board meets quarterly to consider task team recommendations and progress updates.



About one out of every four roadway fatalities in Georgia occurs at intersections. GDOT is using a multifaceted approach to improve intersection safety. The approach includes pursuing major improvements as well as deploying large numbers of relatively low-cost, effective countermeasures. In addition, in the spring of 2013, GDOT's Traffic Operations office tasked an independent, multidisciplinary Road Safety Audit team to identify and document roadway safety issues and recommend improvements. Several other states have successfully used Road Safety Audits as a proactive, low-cost approach to improving safety, developing innovative solutions, and saving lives.

Examples of safety improvement projects completed by GDOT in fiscal year 2013 include:

<sup>6</sup> Based on FHWA Highway Statistics Series Tables FI-10 and VM-2 from <http://www.fhwa.dot.gov/policyinformation/statistics/2011/>

<sup>7</sup> <http://www-nrd.nhtsa.dot.gov/Pubs/811856.pdf>

- Installing cable barrier in the median of I-16 from SR 87/Ocmulgee E. Boulevard in Bibb County through Twiggs County and Bleckley County to County Road (CR) 96/Thairdell Road in Laurens County;
- Improvements at twelve intersections along Ponce de Leon Avenue, North Avenue, and Linden Avenue in the City of Atlanta, including a landscaped median along Ponce de Leon Avenue between Peachtree Street and Juniper Street with bulb-outs in combination with on-street parking and upgraded crosswalks to improve safety for pedestrians and motorists;
- Improvement of the former "Y" intersection of State Route (SR) 49 with SR 11/US 41 in Houston County by realigning SR 11 to create a 90 degree "T" intersection with SR 49 and the reconstruction of the intersection of SR 11/SR 49/US 41 with Houston Lake Road and Houston Road into two "T" intersections at 90 degrees. Turn lanes were added to all reconstructed intersections;
- Improvement of the intersection of SR 193 and Happy Valley Road in Walker County by adding left and right turn lanes on Happy Valley Road and a new traffic signal at SR 193; and
- Adding turn lanes and upgrading the existing traffic signal at the intersection of SR 21 and Crossgate Road/Gulfstream Road in Port Wentworth.

## Georgia's Roads are Well Maintained

In 2011, the most recent year for which complete statistics are available, Georgia had the lowest percentage in the nation of urban interstates and other urban roadways classified in poor condition.<sup>8</sup> Georgia

<sup>8</sup> Based on International Roughness Index (IRI) for roadway miles reported in FHWA Highway Statistics Series Table HM-64 (downloaded from <http://www.fhwa.dot.gov/policyinformation/statistics/2011/xls/hm64.xls>) and following the convention in the Reason Foundation's "20<sup>th</sup> Annual Report on the Performance of State Highway Systems" ([http://reason.org/files/20th\\_annual\\_highway\\_report.pdf](http://reason.org/files/20th_annual_highway_report.pdf)). Roadway sections with an IRI of greater than 170 inches per mile are classified as "poor." IRI is a measure of pavement roughness. To have a comprehensive measure of pavement condition, data on other pavement distresses such as rutting, cracking, and faulting are needed.

also had the second lowest percentage in the nation of rural roadways (excluding rural interstates) in poor condition.<sup>8</sup> Georgia had the 22<sup>nd</sup> lowest percentage in the nation of rural interstate roads in poor condition, but this amounted to only 0.4% of the rural interstate roadway miles in the state.<sup>8</sup> GDOT has been very efficient in achieving these results. In the ten years leading up to and including 2011, Georgia averaged the ninth lowest expenditure rate in the nation in terms of maintenance dollars spent per state-owned road mile.<sup>9</sup>

**Georgia had the lowest percentage of urban roadways in poor condition and the second lowest percentage of non-interstate rural roadways in poor condition in the nation in 2011.<sup>8</sup>**

However, GDOT has set very high maintenance standards for state-owned roadways and bridges. To make progress in this area, GDOT is implementing transportation asset management, a process that moves away from a "worst first" approach and instead considers usage and risk when prioritizing projects for limited maintenance funds.



Examples of maintenance projects completed by GDOT in fiscal year 2013 include:

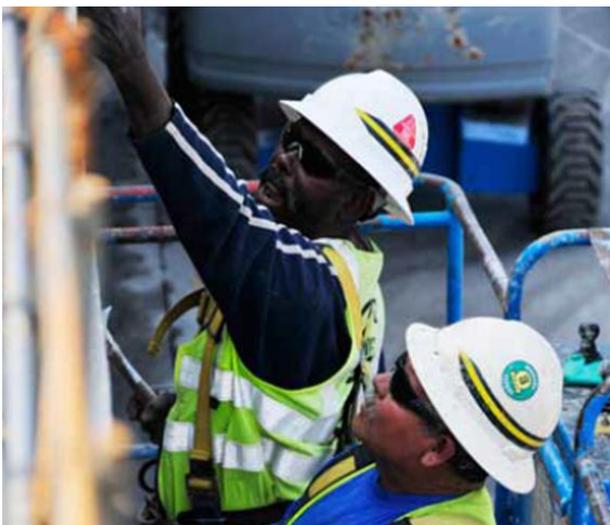
- Milling and resurfacing I-20/SR 402 from SR 142 in Newton County to SR 83 in Morgan County;

<sup>9</sup> Based on FHWA Highway Statistics Series Tables HM-10 and SF-4 for 2001 through 2011. Data downloaded from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>.

- Resurfacing SR 281 from SR 8 in Madison County to SR17 in Franklin County;
- Placement of Porous English Mixture Asphalt riding surface on I-75 from SR 32 to SR 159 in Turner County;
- Widening and reconstruction of I-75/SR 401 using crumb rubber asphalt beginning south of Pierce Avenue and extending north of Arkwright Drive in Bibb County; and
- Resurfacing of SR 314 from SR 279 in Fayette County to SR 139 in Clayton County.

### GDOT is Delivering on Its Promises

Of the projects that were under contract and scheduled to be completed in 2013, GDOT delivered 90% on time and 99% on budget. Nevertheless, some challenges remain. Project authorization is one of the first steps in delivering a transportation project, making federal and state transportation funds available to pay project-related expenses. GDOT missed its targets for on-time authorization of right-of-way purchase and project construction in 2013. Although delayed authorization does not necessarily lead to delayed delivery, it may put the project delivery schedule at risk. To help make progress toward its targets, GDOT is streamlining the project development process and increasing accountability by assigning projects to project managers from start to finish.



**Of the projects that were under contract and scheduled to be completed in 2013, GDOT delivered 90% on time and 99% on budget.**

### Congestion in Metro Atlanta is Better than in Many Peer Regions

Although Atlanta is the 9<sup>th</sup> most populous metro area in the nation, it was ranked 20<sup>th</sup> for congestion by INRIX<sup>10</sup> in fiscal year 2013. Based on these studies, congestion in Atlanta was better than Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas in 2012. Still, GDOT is striving to reduce congestion and annual congestion cost per peak automobile commuter.

**Congestion in Atlanta was better than in Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas in 2013.<sup>10</sup>**

Although average peak period travel speeds on metro Atlanta's most congested interstates fell just short of GDOT's target in 2013, many metro Atlanta interstate segments performed very well during the peak hours.

Keeping congestion costs in check in a large, rapidly growing metropolitan area like Atlanta is very challenging. The state has undertaken a number of initiatives in support of this goal:

- GDOT's award-winning 2010 Managed Lane System Plan (MLSP) was the first system-wide evaluation of managed lanes in the US. The MLSP's successor, the Atlanta Regional Managed Lanes Implementation Plan (MLIP), will identify feasible locations for capacity-adding projects, redefine and reprioritize projects, and develop a funding plan to deliver reliability and congestion relief.<sup>11</sup>
- In 2014, GDOT will begin constructing new reversible managed lanes along I-75 from the SR

<sup>10</sup> <http://scorecard.inrix.com/scorecard/default.asp>

<sup>11</sup> <http://www.dot.ga.gov/Projects/studies/managedlanes/Pages/default.aspx>

155 (Zack Hinton Parkway, South) interchange in Henry County north to the SR 138 (Stockbridge Highway) interchange in Henry and Clayton counties,<sup>12</sup> and from I-285 in Cobb County to Hickory Grove Road in Cobb and along I-575 from I-75 to Sixes Road in Cherokee County.<sup>13</sup> In 2015, GDOT will begin constructing the extension of the existing I-85 express lanes from just north of Old Peachtree Road to Hamilton Mill Road in Gwinnett County. South of I-985, the project proposes to widen I-85 outside of the existing eight-lane mainline, while north of I-985, widening on the inside shoulder along the four-lane I-85 section.<sup>14</sup>



implement, low-cost improvements for metro Atlanta’s interstate highways, like the “Diverging Diamond Interchange” at Ashford-Dunwoody Road and I-285 in DeKalb County completed by GDOT in 2012 and pictured below.<sup>18</sup>



- Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway. GDOT is exploring options to add resources to corridors with the highest incident rates.<sup>15</sup>
- CommuteSmart is Governor Deal’s award-winning<sup>16</sup> initiative to reduce traffic congestion by encouraging state employees to use alternatives to driving alone to work during the rush hours.<sup>17</sup>
- GDOT’s Operational Planning Study (OPS) is currently underway and will identify quick-to-

- GDOT’s Regional Traffic Operations Program (RTOP) is designed to improve signal timing and traffic flow on metro Atlanta’s busiest arterial roadways. GDOT engineers actively manage and synchronize more than 4,000 traffic signals on some 18,000 miles of roads and streets. They have improved traffic flow and reduced stops by nearly 10 percent.<sup>19</sup>
- GDOT’s Towing and Recovery Incentive Program (TRIP) provides financial incentives for the quick clearance of large commercial vehicle incidents. In the very first year it was implemented, TRIP cut the clearance time for these incidents by more than half.<sup>20</sup>
- GDOT has installed more than 160 ramp meters (signals that regulate the frequency of vehicles entering the freeways) helping to smooth traffic flow on the interstates and improve travel times in metro Atlanta by 14 percent. In 2013, GDOT awarded contracts to install six new ramp meters at

<sup>12</sup> <http://www.dot.ga.gov/travelingingeorgia/expresslanes/-I75expresslanes/Pages/default.aspx>

<sup>13</sup> <http://www.dot.ga.gov/doingbusiness/p3/projects/NWC/-Pages/default.aspx>

<sup>14</sup> <http://www.dot.ga.gov/travelingingeorgia/expresslanes/-I85expresslanes/Pages/default.aspx>

<sup>15</sup> <http://www.511ga.org/static/hero.html>

<sup>16</sup> <http://www.gacommuteoptions.com/EmployerServices/-PACE-Awards/PACE-Award-Telework-Catalyst-State-of-Georgia>

<sup>17</sup> <http://doas.ga.gov/StateLocal/HRA/Benefits/Pages/-CommuteSmart.aspx>

<sup>18</sup> <http://www.dot.ga.gov/Projects/studies/MetroAtlanta-OperationalPlanningStudy/Pages/default.aspx>

<sup>19</sup> <http://www.dot.ga.gov/travelingingeorgia/trafficcontrol/-Pages/Operations.aspx>

<sup>20</sup> <http://www.timetaskforce.com/time-initiatives/trip>

heavy-traffic interchanges in Fulton and DeKalb Counties.<sup>21</sup>

- By the fall of 2014, GDOT will install variable speed limit signs on the northern section of I-285 to prepare drivers for upcoming traffic conditions and help smooth traffic flow.<sup>22</sup>
- GDOT has developed an award-winning, comprehensive Statewide Freight and Logistics Plan which provides vital strategic direction for future investment in transportation infrastructure that serves Georgia's freight and logistics industries.<sup>23</sup>



- Georgia Commute Options is a joint effort between GDOT, the Clean Air Campaign and the region's transportation management associations that helps commuters, employers and property managers take advantage of commute alternatives to driving alone, reducing the number of vehicles and congestion on the roads during the rush hours.<sup>24</sup>
- The *Xpress* commuter coach service has become an important part of the state's transportation strategy to improve mobility and lessen the burden that congestion has on people and commerce in metro Atlanta. The 33 *Xpress* routes carry more than 2 million passengers annually, saving metro Atlanta commuters more than \$140 million a year worth of

time and fuel—a return on investment of greater than 4-to-1.<sup>25</sup>



Examples of mobility-focused projects completed by GDOT in fiscal year 2013 include:

- Construction of the North Gordon Bypass from SR 57 at the Twiggs/Wilkinson County Line to SR 243 at Lake Tchucoloako. The project also included a bridge over Little Commissioner Creek and Central of Georgia Railroad. This project completes a portion of the Fall Line Freeway, an Economic Development Highway from Augusta to Columbus, Georgia;
- Widening and reconstruction of US 441 (SR 24) in Putnam County beginning just north of CR 245/Cay Road and ending at US 129/SR 44 at the Eatonton Bypass, including a new bridge crossing over existing Norfolk Southern Railway tracks and Denise Station Road;
- Widening Johnson Ferry Road from Columns Drive in Cobb County to Abernathy Road in the City of Sandy Springs;
- Construction of a bridge and approaches to carry SR 307 traffic over both the existing (Norfolk Southern) and proposed (Intermodal Facility) railroad tracks in Garden City. This project provides a grade separation between rail and vehicular traffic. In addition, six tracks are to be installed by the Georgia Ports Authority as part of the James D. Mason Intermodal Facility. The Intermodal Facility proposed build-out will have twenty tracks that will lie across the present location of SR 307. The grade separation will provide a much safer and more efficient movement of vehicles. The grade

<sup>21</sup> <http://www.dot.ga.gov/travelingingeorgia/trafficcontrol/Pages/Operations.aspx>

<sup>22</sup> <http://www.dot.ga.gov/doingbusiness/DesignBuild/FY13DesignBuild-Summary.pdf>

<sup>23</sup> <http://www.dot.ga.gov/Projects/programs/georgiafreight-logisticsplan/Pages/default.aspx>

<sup>24</sup> <http://www.gacommuteoptions.com>

<sup>25</sup> <http://www.xpressga.com>

separation of SR 307 from the rail traffic was identified in the Chatham County Intermodal Freight study;

- Replacement of the Mitchell Street Bridge located over the CSX Railroad between Techwood Drive and Spring Street in the City of Atlanta. The bridge functions not only as a major connecting route into the city from the west for regular vehicles, but also supports transit buses;
- Construction of a new interchange on I-575 at Ridgewalk Parkway in Cherokee County. In addition, new auxiliary lanes along I-575 were constructed between the new interchange and Towne Lake Parkway. The project also realigned Old Rope Mill Road to form a four way intersection with Woodstock Parkway and Ridgewalk Parkway; and
- Widening of SR 1/US 27 from CR 156, north of Blakely, at the Blakely Bypass to the Clay County line and the southern end of Bluffton Bypass, including new bike lanes on the shoulders.

# **Transportation Performance Fact Sheets**

# TRANSPORTATION PERFORMANCE FACT SHEET

## Annual Highway Fatalities

### WHAT IS OUR GOAL?

Our goal is to reduce injury and loss of life on Georgia's roads. To help ensure we achieve this goal, we have set a target of reducing roadway fatalities by 41 or more each year.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

#### Incident Management

- ✓ Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway. Average HERO response time is currently 13 minutes. We are exploring options to add resources to corridors with highest incident rates.
- ✓ The Towing Recovery Incentive Program (TRIP) provides financial incentives for the quick clearance of large commercial vehicle incidents. In the very first year it was implemented, TRIP cut the clearance time for these incidents by more than half.

#### Intersection Improvements

- ✓ About one out of every four roadway fatalities occurs at intersections. We are working to improve intersection safety by implementing major improvements as well as deploying low-cost countermeasures. We have set a target of reducing intersection fatalities by 10 each year.

#### Road Safety Audits

- ✓ GDOT's Traffic Operations office has begun to coordinate the development of an independent, multidisciplinary Road Safety Audit team. Road Safety Audit teams identify and document roadway safety issues and offer recommendations for improving them. Several other states have successfully used Road Safety Audits as a proactive, low-cost approach to improving safety, developing innovative solutions, and saving lives.

### WHERE ARE WE NOW?

Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast in 2011\* and the third largest drop in annual highway fatalities in the nation between 2011 and 2012.†



\* Based on FHWA Highway Statistics Series Tables FI-10 and VM-2 from <http://www.fhwa.dot.gov/policyinformation/-statistics/2011/>

† <http://www-nrd.nhtsa.dot.gov/Pubs/811856.pdf>

‡ 2012 is the most recent year for which highway fatality data are available.

# TRANSPORTATION PERFORMANCE FACT SHEET

## Bridges and Roadways Meeting Maintenance Standards

### WHAT IS OUR GOAL?

GDOT's goal is to keep Georgia's roadways and bridges in safe working condition. To ensure that we meet this goal, we have set the following minimum performance targets:

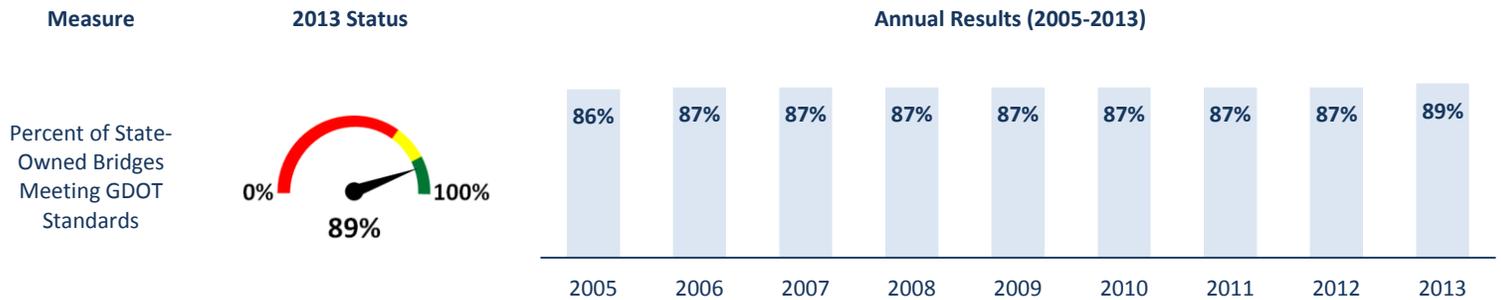
1. Perform maintenance such that 85% of state-owned bridges meet or exceed GDOT standards.
2. Perform maintenance such that 90% of interstates and 90% of state-owned non-interstate roadways are in fair or better condition.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

- ✓ GDOT recently implemented transportation asset management, a process that considers usage and risk when prioritizing projects for limited maintenance funds, moving away from a "worst first" approach.
- ✓ The 2013-2016 Statewide Transportation Improvement Program (STIP) includes just over \$600 million for bridge maintenance, including rehabilitating bridges with degraded strength and/or condition and replacing bridges that have outlived their useful lives.
- ✓ About 30% (\$2.64 billion) of the funds in the STIP are devoted to maintaining roadways, including reconstruction, restoration, rehabilitation, and resurfacing.

### WHERE ARE WE NOW?

**We have consistently exceeded our target for bridge maintenance since 2005.**



**We have more work to do to achieve our maintenance targets for state-owned roadways. Still, Georgia had the lowest percentage of urban roadways in poor condition and the second lowest percentage of non-interstate rural roadways in poor condition in the nation in 2011.**



# TRANSPORTATION PERFORMANCE FACT SHEET

## Project Delivery

### WHAT IS OUR GOAL?

Our goal is to deliver projects on time and on budget. To help ensure we achieve this goal, we have set the following four performance targets:

1. We will authorize right-of-way on schedule for at least 75% of projects.
2. We will authorize construction on schedule for at least 80% of projects.
3. We will complete construction on schedule for at least 80% of projects.
4. We will complete construction on budget for at least 90% of projects.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

- ✓ Streamlining project development and increasing accountability by assigning projects to project managers from start to finish instead of the previous practice of passing the project from one project manager to another at different stages.
- ✓ Ensuring accurate project definitions, schedules, and costs are reflected in the state's transportation plan.
- ✓ Increasing coordination with partnering agencies in order to better anticipate issues and avoid potential problems that could cause delays.
- ✓ Enhancing coordination with utilities and communication with contractors to improve on-time project completion.
- ✓ Monitoring construction overruns to improve on-budget project completion.

### WHERE ARE WE NOW?

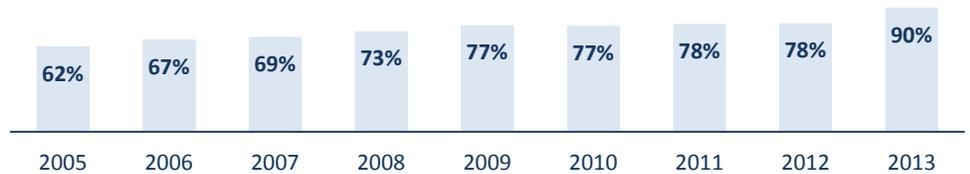
**We delivered 90% of projects on time and nearly 100% of projects on budget in 2013.**

#### Measure

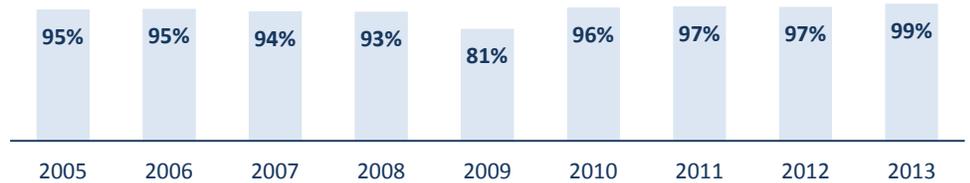
#### 2013 Status

#### Annual Results (2005-2013)

Percent of Projects Completed On Time



Percent of Projects Completed On Budget



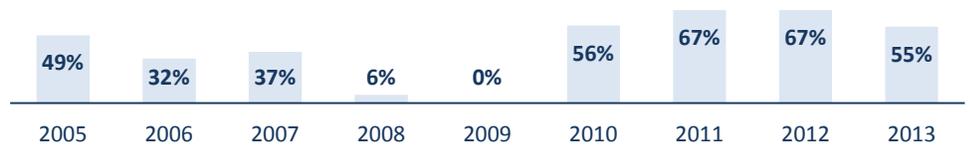
**We have more work to do to achieve our right-of-way and construction authorization targets.**

#### Measure

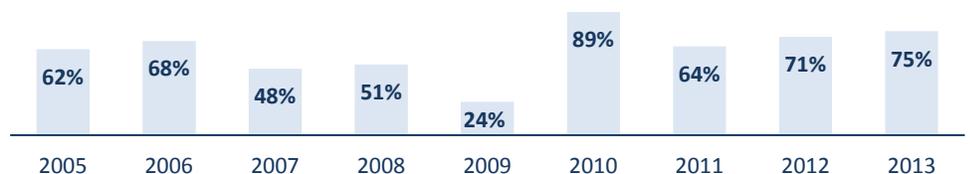
#### 2013 Status

#### Annual Results (2005-2013)

Percent of Right-of-Way Authorized On Time



Percent of Construction Authorized On Time



# TRANSPORTATION PERFORMANCE FACT SHEET

## Speeds and Congestion Costs

### WHAT IS OUR GOAL?

Our goal is to reduce the costs of traffic congestion. To help achieve this goal in metro Atlanta, we track two important performance measures:

1. **PEAK HOUR SPEEDS:** We track average travel speeds on metro Atlanta's most congested interstate segments during the morning and evening peak hours. Our target is to maintain an average speed of 40 mph or higher.
2. **CONGESTION COSTS:** We track the average congestion costs in metro Atlanta during peak periods, which is based on the combined cost of extra travel time and fuel spent in traffic. Our target is to reduce congestion costs each year.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

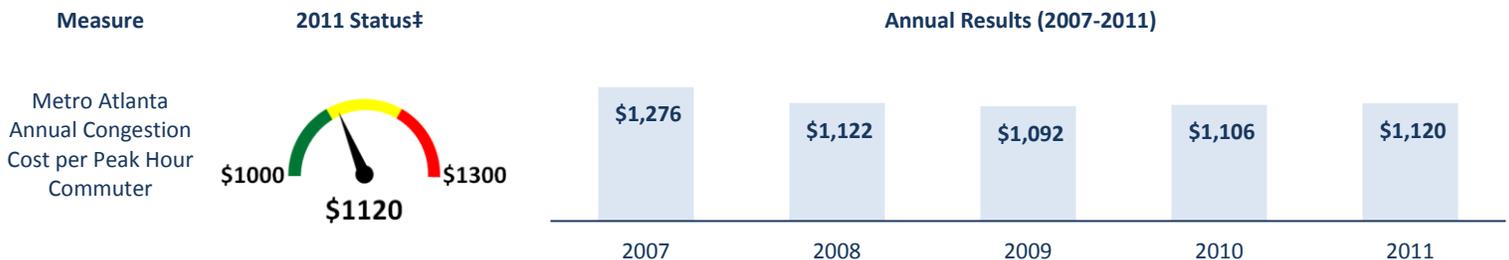
- ✓ The Atlanta Regional Managed Lanes Implementation Plan will identify feasible locations for capacity-adding projects, redefine and reprioritize projects, and develop a funding plan to deliver reliability and congestion relief.
- ✓ 56 centerline miles of new managed lanes are scheduled to be added to metro Atlanta interstates over the next five years.
- ✓ Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway.
- ✓ More than 160 ramp meters have significantly reduced travel times in metro Atlanta.
- ✓ The Regional Traffic Operations Program (RTOP) was formed in 2013 to improve signal timing and traffic flow on metro Atlanta's busiest arterial roadways. The RTOP team is actively monitoring thousands of devices to identify and resolve malfunctioning equipment and signal timing.

### WHERE ARE WE NOW?

**Average peak hour speeds on metro Atlanta's most congested interstates fell just short of our target in 2013.**



**Average annual congestion cost per peak hour commuter in metro Atlanta in 2011 was below the 2007 level.\* Congestion in Atlanta was better than in Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas in 2012.†**



\*<http://mobility.tamu.edu/ums/report/>

†[http://www.tomtom.com/en\\_gb/trafficindex/](http://www.tomtom.com/en_gb/trafficindex/) and <http://scorecard.inrix.com/scorecard/default.asp>

‡2011 is the most recent year for which congestion cost data are available.

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# Appendix

## Reduction in Annual Highway Fatalities

GDOT considers safety in every stage of a project and in every investment decision. The American Association of State Highway and Transportation Officials (AASHTO) has adopted a national goal of reducing fatalities by 1000 each year. To assist in achieving this national goal, Georgia has set a target of reducing fatalities by 41 or more each year. This is based on Georgia’s roadway types as well as the number of cars and trucks using the roadway system. This measure evaluates GDOT’s efforts to reduce fatalities on Georgia’s roads. Dashboard ranges for this measure are contained in Table A-1.

**Table A-1 Target ranges for reduction in annual highway fatalities**

Dashboard Status	Range
Green	Reduction of $\geq 41$ Annual Fatalities
Yellow	Reduction of $\geq 0$ and $< 41$ Annual Fatalities
Red	Any Increase in Annual Fatalities

## Percent of State-Owned Bridges Meeting GDOT Standards

One of GDOT’s core businesses is to maintain and improve state-owned bridges, which like any structure, deteriorate with age and use. GDOT’s target is for 85% of state-owned bridges meet or exceed standards based on bridge strength and deck condition. Different asset classes are held to different standards; interstate bridges are held to a higher strength and condition standards than state route bridges because interstates are more heavily used by vehicles of all sizes and weight classes. Dashboard ranges for this measure are contained in Table A-2.

**Table A-2 Target ranges for percent of state-owned bridges that meet or exceed GDOT standards**

Dashboard Status	Range
Green	$\geq 85\%$
Yellow	$\geq 70\%$ and $< 85\%$
Red	$< 70\%$

## Percent of Interstates Meeting Maintenance Standards

GDOT prioritizes maintenance of heavily-used assets more than lesser-used ones. For roadways, this entails distinguishing between interstates and state-owned non-interstate roadways and holding them to different standards. The Computerized Pavement Condition Evaluation System (COPACES), on a scale of 1 to 100, serves as the basis of the standards. Cracks, rutting, and other surface deficiencies indicate poorer pavement condition. The goal is to maintain at least 90% of interstate road segments at a COPACES rating of 75 to 80 (or more). Dashboard ranges for this measure are contained in Table A-3.

**Table A-3 Target ranges percentage of interstates meeting maintenance standards**

Dashboard Status	Range
Green	$\geq 90\%$
Yellow	$\geq 80\%$ and $< 90\%$
Red	$< 80\%$

## Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards

For state-owned non-interstate roadways, the target is to maintain at least 90% at a COPACES rating of 70 to 75. Dashboard ranges for this measure are contained in Table A-4.

**Table A-4 Target ranges for percentage of state-owned non-interstate roads meeting maintenance standards**

Dashboard Status	Range
Green	$\geq 90\%$
Yellow	$\geq 80\%$ and $< 90\%$
Red	$< 80\%$

## Percent of Right-of-Way Authorized On Time

The Statewide Transportation Improvement Program (STIP) documents the year GDOT anticipates making

funds available to acquire land, known as right-of-way, for a project. Purchasing right-of-way on schedule allows construction of a project to begin on schedule. This measure tracks how well GDOT meets the right-of-way schedule in the approved STIP.

GDOT's target is to complete the plan development process for all projects such that at least 75% of right-of-way is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-5.

**Table A-5 Target ranges for percentage of right-of-way authorized on time**

Dashboard Status	Range
Green	≥ 75%
Yellow	≥ 70% and < 75%
Red	< 70%

### Percent of Construction Authorized On Time

The State Transportation Improvement Program (STIP) documents the year GDOT anticipates making funds available for construction of a project. This measure tracks how well GDOT meets the construction schedule in the approved STIP.

GDOT's target is to complete the plan development process for all projects such that at least 80% of construction is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-6.

**Table A-6 Target ranges for percentage of construction authorized on time**

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 72% and < 80%
Red	< 72%

### Percent of Projects Constructed On Time

Each contract executed to build a project includes a time frame to complete construction, agreed upon by GDOT and the contractor. However, sometimes necessary extensions occur. This measure tracks how well GDOT is

doing at constructing projects within the agreed-upon contract time.

GDOT's target is to complete the construction of 80% or more of all projects within the agreed upon contract time. Dashboard ranges for this measure are contained in Table A-7.

**Table A-7 Target ranges for percentage of projects constructed on time**

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 70% and < 80%
Red	< 70%

### Percent of Projects Constructed On Budget

Each contract executed to build a project includes a dollar amount to complete construction, agreed upon by GDOT and the contractor. However, sometimes projects are completed over or under the award amount. This measure tracks how well GDOT is doing at constructing projects at or below the agreed upon dollar amount.

GDOT's target is to complete the construction of 90% all projects within 110% of their budgeted award amount. Dashboard ranges for this measure are contained in Table A-8.

**Table A-8 Target ranges for percentage of projects constructed on budget**

Dashboard Status	Range
Green	≥ 90%
Yellow	≥ 80% and < 90%
Red	< 80%

### Annual Congestion Cost per Peak Auto Commuter

Annual congestion cost is supplied by the Texas Transportation Institute's (TTI) Urban Mobility Report. It is the estimated value of travel delay and excess fuel consumption. It is based on 24/7 real-world travel time data supplied to TTI by INRIX, covering the freeways and arterials in the Atlanta Urbanized Area.

Future travel demand is expected to grow along with the population and economy of metro Atlanta, meaning that congestion will likely increase compared to current levels. Therefore, a very ambitious target is to hold this measure at its 2010 level (i.e., \$1,106). The corresponding staff-proposed dashboard ranges for this measure are contained in Table A-9. The target and ranges are subject to change.

**Table A-9 Target ranges for annual congestion cost per peak auto commuter**

Dashboard Status	Range
Green	≤ \$1,106
Yellow	> \$1,106 and ≤ \$1,217
Red	> \$1,217

**Metro Atlanta Morning/Evening Peak Hour Speeds**

Due to the level of congestion in metro Atlanta, travelers anticipate delays when traveling during peak morning and evening hours (6am-10am and 3pm-7pm). GDOT has set a peak hour target of 40 mph or better for its interstate system. Dashboard ranges for this measure are contained in Table A-10.

**Table A-10 Target ranges for AM/PM peak hour operating speeds in key corridors**

Dashboard Status	Range
Green	≥ 40 MPH
Yellow	≥ 35 MPH and < 40 MPH
Red	< 35 MPH



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