

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



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TO Distribution (Program Delivery Offices)

SUBJECT Roadway Lighting

This is to communicate the Department's current protocol for providing roadway lighting. Roadway lighting may be initiated by the Department, a local government, or a private developer to enhance the following transportation infrastructure:

- Roadways (urban interstates, corridors, intersections, and roundabouts)
- Interchanges (urban and rural)
- Tunnel or Underpass (roadway, pedestrian, and multi-use-path)
- Pedestrian Accommodations (sidewalks, multi-use-path, and streetscape)
- Parking Facilities (Welcome Centers, Rest Areas, Truck Weigh Stations, and Park-and-Ride Lots)
- Aesthetics (enhancement projects, bridges, etc...)

The Office of Design Policy & Support, Roadway Lighting Group, is the subject matter expert for the Department involving roadway lighting. Their duties include: maintaining GDOT lighting standards, conducting lighting warrant studies, coordinating Local Government Lighting Project Agreements (LGLPA), conducting photometric review and lighting plan review/approval during the preliminary plan phase, and conducting material submittal review and shop-drawing review/approval during the construction phase. The Roadway Lighting Group is currently managed by Brad Ehrman, P.E., who also manages IDIQ task order contracts with consultants to develop the engineering and plans for roadway lighting on an as needed basis.

All interstate lighting systems will require a LGLPA between the local government(s) and the Department to establish responsibilities. Responsibilities for lighting systems not located on the Interstate may be addressed in a LGLPA, PFA, MOA, Maintenance Agreement or Utility Permit. The Department may be responsible for the preliminary engineering, materials, and installation costs associated with lighting, or share a portion of these costs with the local government, depending on who initiates the lighting and how it is accomplished. In all cases, the local government will be responsible for the operation costs associated with the lighting system, to include 100% of the energy and maintenance costs.

There are four methods of accomplishing roadway lighting:

1. **Lighting included in parent Roadway Project** – Project Management assigned to the Office of Program Delivery with support from the Roadway Lighting Group. The need and extent of lighting should be determined in the development of the concept and preliminary plans for the parent roadway project.
2. **Stand-alone Lighting Project** – Project Management assigned to the Office of Program Delivery with support from the Roadway Lighting Group – typically to address an operations issue.
3. **Force Account (FA)** – Project Management assigned to the Roadway Lighting Group. Local government contracts with a utility company or contractor for design and installation of lighting at considerable lower cost than traditional design, bid, build. FA method may only be used to add or upgrade lighting as safety improvements on existing roadway facilities. A cost justification analysis and FHWA approval of the FA method will be required. FA methods for lighting cannot be used in conjunction with other let projects.
4. **Utility Permit** – Minor lighting initiated by local government or private developer to be contained on state right-of-way. Utility Permit managed by the State Utilities Office. District Utilities Office is involved in the early coordination with the local government/developer and oversight during installation and maintenance.

Further guidance on lighting is published in the GDOT Design Policy Manual, **Chapter 14, Lighting**, located online at: <http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/DesignPolicy/GDOT-DPM-Chap14.pdf>