

Working to Keep Georgia Moving



2013 Annual Report

Our Mission Statement

The Georgia Department of Transportation provides a safe, seamless and sustainable transportation system that supports Georgia’s economy and is sensitive to the environment.

Our Goals

In this report, you will find a few highlights from Fiscal Year 2013, followed by a Measuring our Goals gauge indicating how we are performing as we work to build on our achievements.

- Our goals are:
- Making safety investments and improvements where the traveling public is most at risk
 - Taking care of what we have, in the most efficient way possible
 - Planning and constructing the best mobility projects we can, on schedule
 - Making GDOT a better place to work will make GDOT a place that works better

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Commissioner’s Column



Working to keep Georgia moving is more than a tagline for this report. It could easily be our mantra – the reason more than 4,000 GDOT employees report to their jobs across our state every day. Their commitment is to our important work, which is guided by a strategic plan that sets our course and measures our progress. Throughout Fiscal Year 2013, our efforts – combined with those of our Transportation Board and our partners – have focused on moving our state forward and making progress toward achieving the goals outlined in our strategic plan.

For instance, the Department made significant progress on expanding its managed lanes system, meeting major milestones on the Northwest Corridor and the Interstate 75 South projects. Similarly, the Department met other milestones with the Transportation Investment Act (TIA) projects, announcing the addition of a dedicated turn lane on State Route 130 in Toombs County in 2013. The \$162,000 project will serve motorists traveling to a new pet food manufacturing facility.

Our commitment to supporting and investing in opportunities to grow our economy is reflected in other work on which Georgia DOT has focused. The Department in 2013 unveiled a comprehensive statewide plan that will ultimately help create jobs and grow the state’s \$50 billion freight industry. The plan seeks to boost job creation in areas such as manufacturing, construction, utilities, retail and agriculture – areas that rely largely on freight and logistics and generate more than \$100 billion of output in Georgia every year. Investment in a statewide freight plan also supports the expansion of economic activities at the Port of Savannah, where approximately 6,300 trucks depart every day. So, the plan represents another major step in our push to keep Georgia moving.

Equally important as GDOT’s investment in the state’s infrastructure, is the investment in the our team of professionals. The Department in 2013 launched a new initiative that focuses on developing and supporting a well-rounded employee. We continue to encourage employees to look for opportunities to improve their professional and personal lives, whether participating in wellness and exercise programs, volunteering in their communities or completing training courses.

GDOT’s commitment to building and maintaining a diverse transportation network that functions to ensure a strong economy, thriving communities and a healthy quality of life, is shared by our partners across the state. We all recognize that our combined efforts, whether in the state legislature, the Governor’s office, the Port of Savannah, regional airports, or our district offices, will provide the energy to keep Georgia moving today and well into the 21st century.

Keith Golden, P.E.
Commissioner

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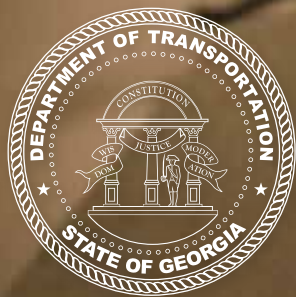
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Working to Build on Our Achievements

2.



State Transportation Board

The State Transportation Board (STB) determines policy and generally governs the Georgia Department of Transportation. Board members represent each of the state's 14 congressional districts. Each member is elected by state senators and representatives whose legislative districts fall within all or part of the relevant congressional district. Board members serve staggered five-year terms.



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3.

District Map



Georgia DOT's General Office is located in midtown Atlanta. Seven transportation districts operate and maintain the state transportation system at the local level. Each has a district engineer who plans, organizes and directs the activities of the district. Districts are divided into area offices, each overseen by an area engineer.

GDOT District Offices

District 1 - Gainesville
770.531.5721

District 2 - Tennille
478.552.4601

District 3 - Thomaston
706.646.6900

District 4 - Tifton
229.386.3280

District 5 - Jesup
912.427.5711

District 6 - Cartersville
770.387.3602

**District 7 - Chamblee/
Metro Atlanta**
770.986.1011

Duties of the Districts:

- Roadway maintenance and operations
- Roadway location and design
- Construction contract administration
- Utility conflicts (permits and acquisitions)
- Environmental review
- Highway beautification
- Coordination of transit systems
- Traffic signals and signs
- Permits
- Park and ride lots
- Public outreach

Duties of the Area Offices:

- Highway construction supervision
- Right-of-way mowing
- Litter removal
- Maintenance: roadway, rest area, sign, drainage
- Utility and driveway permits
- Storm damage repair

Districts Realign for Better Efficiency

Georgia DOT completed an extensive review and realignment of its District 1 Office in 2013, creating opportunities for better efficiency to the Department. As part of its comprehensive plan to realign all seven district offices, GDOT relied on a "business approach" and adopted principles typically associated with private industry. GDOT is seeking to consolidate maintenance and construction crews for better use of equipment and

personnel; to operate with fewer managers who will have broader responsibility; and to reduce capital, operations and maintenance costs. The new approach comes as the Department has experienced a 37 percent reduction in field construction staffing and a 30 percent reduction in field maintenance staffing. Additionally, GDOT has experienced a 75 percent reduction in annual new hires. Under the plan, all seven districts will see a reduction in the number of area offices. District 1,

now with four area offices, was first to be realigned. The Department closed two of the oldest and most expensive offices to maintain and operate in Lawrenceville and Clarkesville. Area offices now are in Athens, Carnesville, Cleveland and Gainesville. Additional district realignments are planned for 2014.



6. Goal: Making Georgia DOT a better place to work will make Georgia DOT a place that works better.

OUR GDOT

OurGDOT Encourages Professional and Well-Rounded Workforce

Georgia DOT established a new initiative aimed at encouraging professional and personal growth for its most important asset – its employees. With the launch of OurGDOT, the Department created a program that offers support for employees' growth in four major areas: professionalism, health and wellness, community involvement and innovation.

The new initiative, established by Commissioner Golden, underscores GDOT's commitment to building and maintaining a healthy, professional and well-rounded workforce. At the core of the OurGDOT initiative is communication – ensuring that employees have access to information that can improve their lives and creating an environment that encourages employees to make the Department a better place

in which to work. OurGDOT has a dedicated Web page on the internal Website that features helpful information, links and announcements on everything from volunteer opportunities to weight loss challenges. In fact, a key component of OurGDOT – a Shape Up Challenge – attracted more than 220 employees across the state who committed to a 3-month voluntary fitness and wellness program. Other employees took advantage of additional training opportunities or volunteered with various organizations throughout their communities.

OurGDOT was launched statewide – with employees at One Georgia Center and in the seven districts participating. The program is a joint effort of the Office of Human Resources and the Office of Communications.

SUCCESSION PLANNING

Succession Planning Prepares Employees for Future Leadership Roles

Developing a talented workforce is the focus of GDOT's Succession Planning Program (SP), an ambitious initiative aimed at developing a qualified candidate pool for future leadership and management positions. Twenty participants were selected for the FY 2013 voluntary program following a structured application process.

In addition to providing senior management with qualified candidates for consideration for key positions, other goals of the SP program include building on potential leadership experience and skills of individuals to support the mission of the Department at all levels of management; improving employee morale by focusing on development and retention; and retaining employees' skills and institutional knowledge within the Department. SP is best described as a

process, one used by successful businesses and organizations to improve employee commitment and retention.

Employees selected for the program receive extensive training and are monitored throughout the 18-month program. The program also includes the following:

- Professional assessment tools administered by the Carl Vinson Institute of Government
- Structured mentor interactions
- Regular structured communications between the management team and mentor
- Individual Development Plans (IDPs)

Forty employees have participated in the Department's Succession Planning program since its launch in 2009.

Department Launches Program to Capture Employees' Knowledge

When more than 200 eligible workers prepare to retire in a single year – what is an employer to do? Georgia DOT took immediate action, establishing a Knowledge Management program to capture, document and share useful information for employees.

Through its Office of Human Resources, the Department has created a process for capturing tacit knowledge, in particular. Tacit knowledge is information or tasks learned through experience, rather than through training courses or manuals. The Department is relying on several methods in which to gather tacit knowledge, including cross-training, job sharing, lunch and learns and profile interviews.

Additionally, GDOT has encouraged the use of Communities of Practice (CoP), a group of people with common interests who share tacit knowledge among members.

As senior-level and other skilled employees elect to retire, the Department has consistently worked to ensure that it establishes programs to retain critical information and train future leaders to replace them. In FY 2013, more than 270 employees retired from the Department. In addition to the Knowledge Management program, Georgia DOT offers a Succession Planning program to develop a pool of candidates who may qualify for application for future vacancies.



KnowledgeShare

Georgia DOT's initiative to retain critical knowledge

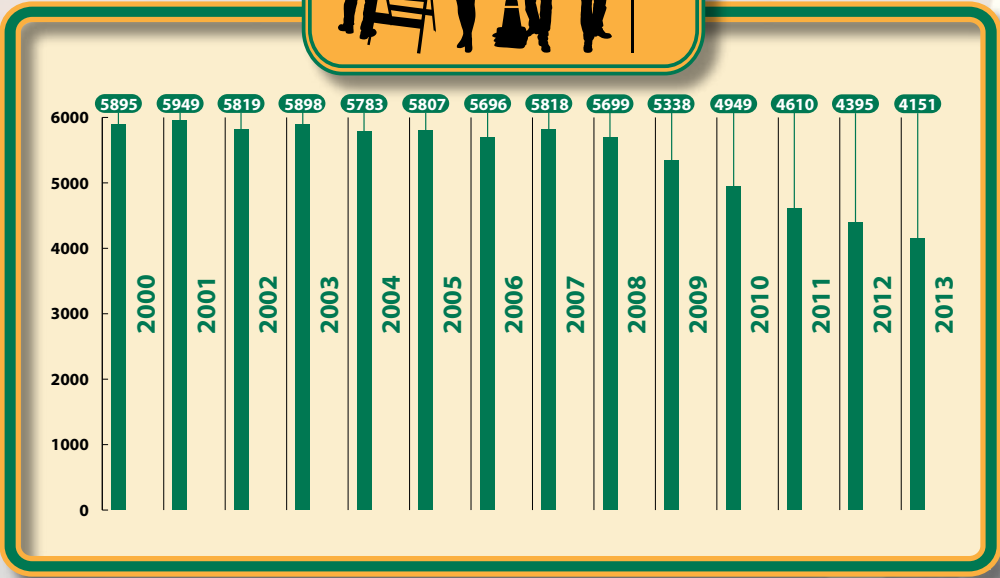
GDOT Makes Investment in Employees

Improves Efficiency and Workflow

In 2013, GDOT operated with 244 fewer employees than in 2012. Since 2000, the Department's workforce has dropped by 1,744. In addition to maximizing its human resources, GDOT also continues to use its financial resources by investing in employees. Through

its OUR GDOT campaign and with the support of the Office of Human Resources, Georgia DOT offered many opportunities for career growth and professional development. Employees participated in on-site and off-site training, mentoring, cross-training and other opportunities in 2013.

GDOT Employee Work Force



Number Of Employees (Excluding Temps)

Head Count: July 1, 2000	5895
Head Count: July 1, 2013	4151
Difference In Number Of Employees	-1744
Percentage Difference In Number Of Employees	-29.58%



Highway Maintenance Foreman Chad Dale checks the level of salt in a container of brine prior to using it during winter weather.

Goal: Taking Care of What We Have in the Most Efficient Way

DEPARTMENT MAKES TRANSPORTATION HISTORY IN DOWNTOWN WINDER

It was history in the making in 2013 when the Department began the planning for installation of a precast concrete panel system to reconstruct portions of a major artery in downtown Winder. The \$4.9 million project – on heavily-traveled Broad Street – would mark the first time in the state's history that GDOT used the innovative system to replace a roadway surface.

The use of the panels offered the Department a way to use innovation to maximize resources in constructing and maintaining the state's transportation network. For the Winder project, GDOT engineers also looked to reduce congestion delays, to minimize disruptions to the traveling public and to accelerate construction time – all of which were achieved. Additionally, placement of the panels would be phased

in, allowing for time and cost savings. The project is the state's first to be funded through the Federal Highway Administration's (FHWA) Highways for LIFE program. FHWA awarded the Department \$2 million toward construction costs.

Another first for GDOT was the letting of the Winder project in conjunction with a Transportation Enhancement (TE) project, which featured the

resurfacing of parking areas, widening of sidewalks and the addition of lighting, decorative benches and bike racks in the downtown area.





Ten-Mile Stretch of Perimeter Receives Facelift

Interstate 285 – between Ashford Dunwoody and Paces Ferry roads – received a facelift of sorts in 2013. The Department invested more than \$50 million to repave a 10-mile stretch of the interstate highway, creating a

smoother surface for the more than 250,000 motorists who use it daily.

The project, which was completed ahead of schedule, included resurfacing entrance and exit ramps along the corridor, along with replacing up to eight inches of pavement

on the interstate. Through a joint venture, contractors C. W. Matthews Contracting Company, Inc. of Marietta and E. R. Snell Contractor Inc. of Snellville used several weekend paving crews to expedite the work. The project award amount was \$56 million.

OPERATIONAL IMPROVEMENTS **HELP EASE CONGESTION** ON MAJOR CORRIDORS

The Department in 2013 continued its focus on congestion relief and safety, with investments in projects that were significantly smaller in scale and cost less to complete. It was another example of GDOT doing more with less.

These operational improvement projects, completed throughout metro Atlanta, included everything from adding flexible shoulder lanes to improving incident management. Additionally, the Department invested in innovation, implementing variable speed limits and extending its Intelligent

Transportation System (ITS). The goals are to relieve congestion, optimize use of the state's infrastructure and maximize use of GDOT financial resources.

Interstate highways where operational improvements and innovation have contributed to improving traffic flow and safety include the following:

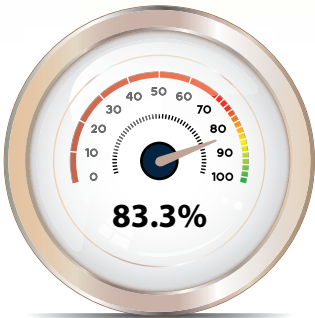
- Flexible shoulder lanes operate between Holcomb Bridge Road and the North Springs MARTA station on southbound Georgia 400. The part-time lane is in use between 6:30 a.m. and 10:00 a.m.; allowing for more vehicles to travel through the corridor at its busiest times.

- Metered ramps operate at 170 entrances throughout metro Atlanta. These signal systems allow one vehicle to enter the interstate highway at a time, reducing conflicts at the merge point and allowing freeway traffic to remain free-flowing for longer periods.

- Restriping design changed a one lane merge into two lanes on the interstate highway, easing backups on Georgia 400 (south of downtown Atlanta) during the morning commute. The new design eased congestion and delays on GA 400 at the Interstate 85 northbound merge into Interstate 75.

Measuring Our Goals

Percentage of Interstates Meeting Maintenance Standards

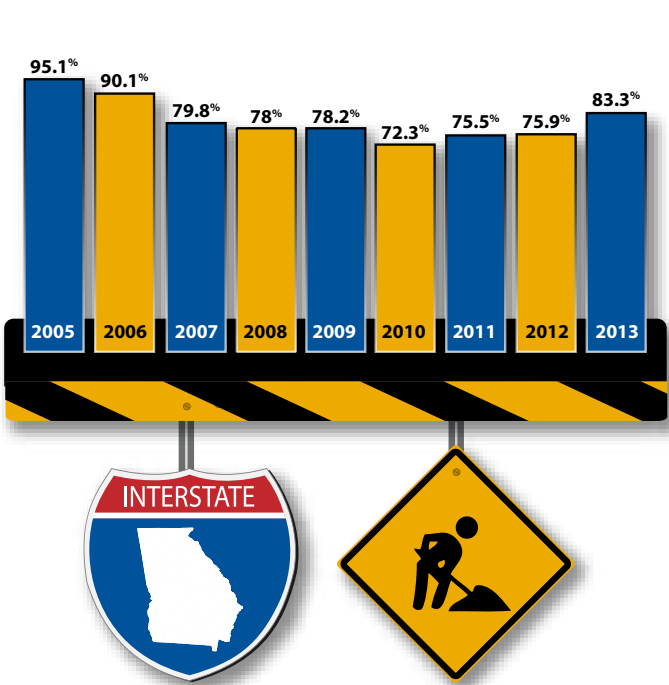


Strategic Objective
Maintain Georgia’s Interstates such that 90% or more are in **Fair** or better condition. ‘Fair’ condition for Interstates is defined as an average COPACES (Computerized Pavement Condition Evaluation System) Rating of 75 to 80. The COPACES rating evaluates rutting, cracks and other surface deficiencies on a scale of 1 to 100.

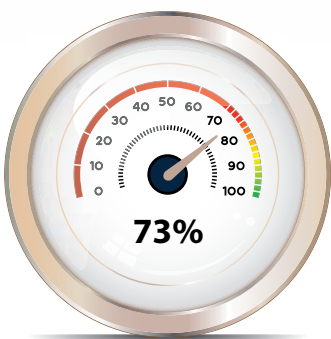
Road to Improvement
Although GDOT has improved in this area, going from 76% in FY 2012 to 83% in FY 2013, reduced resources have made this target difficult to achieve. Through its Asset Management efforts, GDOT is exploring ways to cost-effectively maintain its Interstate system.

14. **Description**
Georgia is noted for its top rated roadways. By maintaining Interstates at a high level, more costly reconstruction can be avoided; extending the life of our pavements. This measure evaluates the health of pavements on Georgia’s Interstates. This is not a rating of ride quality or smoothness, but rather of how well the interstate pavement structure is maintained.

Interstate Maintenance Trends



Percentage of State-Owned Non-Interstate Roads Meeting Maintenance Standards

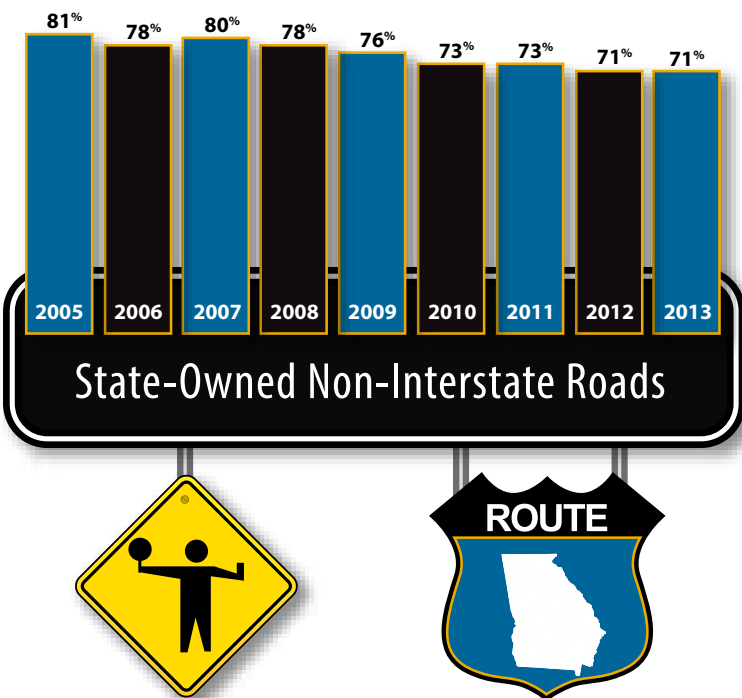


Strategic Objective
Maintain Georgia’s Non-Interstate roads such that 90% or more are in **Fair** or better condition. ‘Fair’ condition for Non-Interstate roads is defined as an average COPACES (Computerized Pavement Condition Evaluation System) Rating of 70 to 80. The COPACES rating evaluates rutting, cracks and other surface deficiencies on a scale of 1 to 100.

Road to Improvement
GDOT maintained a percentage of 71% for both FY 2012 and FY 2013. Reduced resources have made this target difficult to achieve. Through its Asset Management efforts, GDOT is exploring ways to cost-effectively maintain its non-Interstate system.

Description
Georgia is noted for its top rated roadways. By maintaining non-Interstates at a high level, more costly reconstruction can be avoided; extending the life of our pavements. This measure evaluates the health of pavements on Georgia’s non-Interstates. This is not a rating of ride quality or smoothness, but rather of how well the non-Interstate pavement structure is maintained.

15.





Goal: Making Safety Improvements Where the Traveling Public is Most At Risk



More than 500 Georgia cities and counties received funding through the Department's Local Maintenance Improvement Grant (LMIG) program in FY 2013, with local governments using the additional dollars for everything from resurfacing roads to intersection improvement.

Through the LMIG, which is funded using motor fuel tax collections, \$110 million in grants were awarded in 2013 based on populations and miles of local streets and roads in various jurisdictions. The program, which was formerly administered through the Local Assistance Road Program and State Aid, has historically totaled between \$100 and \$120 million, with as many as 700 local governments applying for the available dollars.

In a major improvement to the program for 2013, Georgia DOT streamlined the LMIG application process for more efficiency and quicker delivery of projects. Additionally, the Department delivered the entire amount of the grant to local governments as soon as applications were approved, rather than over time as projects were completed.

FY 2013 also marked the first time grants were awarded under a provision of the Transportation Investment Act (TIA), a state law that allowed for a 10-year one percent sales tax to fund a list of transportation projects and changed the matching portion of the grant from either 10 percent or 30 percent. For regions that approved the TIA referendum, the match was 10 percent; for those that did not, the match was 30 percent. Three regions approved the one percent tax, allowing 46 Georgia counties to provide a 10 percent match for LMIG funds.

Under LMIG, cities and counties made major improvements to their network of roads and bridges, including widening roadways, installing turn lanes, repairing or replacing culverts and bridges and adding traffic signals.



17.

Working to Improve Safety



Data-Driven Decision-Making
Highway Safety Manual Helps GDOT Engineers to Predict Frequency and Severity of Roadway Crashes

Using data to drive decision-making has been a consistent practice at Georgia DOT. So, when the American Association of State Highway Transportation Officials (AASHTO) introduced the **Highway Safety Manual** (HSM), the Department immediately recognized its value and potential benefits – to help create a safer, more efficient transportation network across the state .

Georgia DOT engineers in 2011 began using information, techniques and methodologies outlined in the HSM to help predict the frequency and the severity of crashes on Georgia roadways.

The manual is used in the early phases of project development to make design, operational and maintenance decisions. It offers a systemic and proactive approach to improving roadway safety, particularly on rural highways, at intersections and in curves.

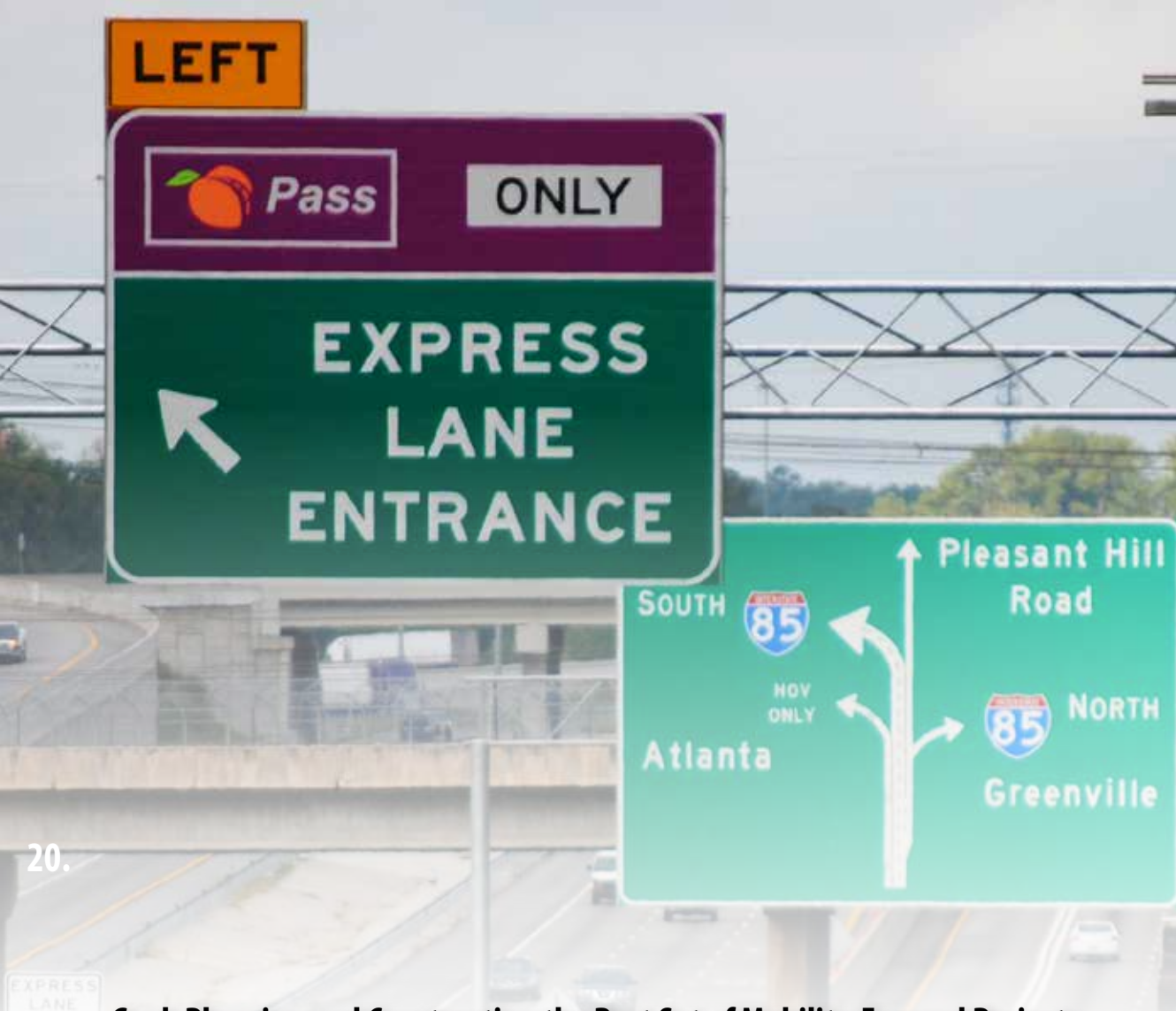
In Georgia, the HSM has been applied to 24 projects across the state, including US 84 in Lowndes County, US 278 in DeKalb County, State Route 1 in Chattooga County and State Route 162 in Newton County.

The plan for the HSM manual was developed by a joint Transportation Research Board (TRB) task force, with support from AASHTO, the Federal Highway Administration and the Institute of Transportation Engineers. The document is aligned with Georgia DOT’s mission and safety goals and underscores the Department’s commitment to integrating innovation and new technologies to improve efficiency and safety. Using the Highway Safety Manual allows the Department to:

- Identify sites with potential for crash frequency or severity reduction
- Identify factors contributing to crashes and associated potential countermeasures to address these issues
- Evaluate the change in crash frequency of implemented treatments
- Calculate the effect of various design alternatives on crash frequency and severity
- Estimate potential frequency and severity on highway networks, and the potential effects of transportation decisions on crashes

Source: American Association of Highway Transportation Officials





Goal: Planning and Constructing the Best Set of Mobility-Focused Projects

Managed Lanes Projects Meet Major Milestones

Express Lanes

Following the successful completion of its first-ever managed lanes project – Interstate 85 Express Lanes project in 2012 – Georgia DOT is moving forward with implementing additional managed lanes projects. The Northwest Corridor; and Interstate 75 projects are all underway, having marked significant milestones in FY 2013. Consistent with the State Transportation Board-approved Managed Lanes System Plan (MLSP), these projects will be designed and constructed to meet the needs of the individual

corridor. Additionally, mobility in the managed lanes will be guaranteed; and lane management will rely on eligibility, congestion pricing and accessibility.

Georgia's development of its managed lanes system comes as GDOT grapples with two compelling realities – acute congestion that impacts the state's economic competitiveness and quality of life and funding constraints that limit dollars available for capital projects. The Department also recognizes that it is not feasible to construct additional lanes to accommodate current and future growth.

Managed Lanes Projects and Milestones for Fiscal Year 2013

Northwest Corridor Project

The Northwest Corridor Project, includes the construction of 29 miles of tolled managed lanes along Interstate-75 from Interstate-285 to Hickory Grove Road and along I-575 to Sixes Road. It includes two reversible tolled managed lanes from Interstate-285 north to Interstate-575 and one reversible tolled managed lane on I-75 from I-575 to Hickory Grove Road and on I-575 from I-75 to Sixes Road. The estimated project cost is \$834 million.

Project Milestones:

- **August 2012:** GDOT announced the short list of four companies: *C.W. Matthews Contracting Co., Inc.*, and the *Michael Baker Corp.*; *Fluor-Lane LLC*; *Georgia Transportation Partners* – comprised of *Bechtel Infrastructure Corp.*, *Kiewit Infrastructure South Co.*, *Dewberry and Davis, LLC*, and *STV Inc.*; and *Northwest Express Road Builders* – comprised of *Archer Western Contractors*, *The Hubbard Group* and *Parsons Corp.*
- **March 18, 2013:** The Final Environmental Impact Statement (FEIS) Re-evaluation was approved by FHWA
- June 10, 2013: GDOT received proposals for the project from prospective contractors
- **July 23, 2013:** Northwest Express Roadbuilders (NWER) selected as apparent best value proposer for the project

Interstate 75 South

The Interstate-75 South Express Lanes project begins at State Route (SR) 155/McDonough Road and ends at SR 138/Stockbridge Highway. The project consists of 12 miles of reversible express lanes located within the median of I-75. It will be managed by a variable priced tolling system. Two reversible lanes are proposed from SR 138 to north of SR 20, and one reversible lane from north of SR 20 to SR 155.

These lanes will be designed to improve traffic flow, increase options for motorists and transit and registered vanpool customers, provide reliable trip times, create jobs and bring economic benefits to the residents of this region. The estimated project cost is approximately \$176 million.

Project Milestones:

- March 12, 2013: Draft Environmental Assessment (EA) was approved
- June 21, 2013 Bids for Project received
- June 28, 2013 Final EA/FONSI approved
- July 2013 contract to build project awarded to C.W. Matthews Contracting, Inc.

Working to Manage Georgia Highways

Department Invests More than \$1 Billion in Projects Across the State

Georgia DOT invested more than \$1 billion on 347 projects across Georgia in Fiscal Year 2013, paving the way for improved mobility while also boosting the state's economy and quality of life. The \$1.2 billion awarded in contracts also includes \$84 million for 76 authorized local-let projects.

And through its Local Maintenance Improvement Grant (LMIG) program, the Department invested another \$109 million in local contracts. These funds, awarded every year, represent 10 percent of the previous year's motor fuel collections and are awarded for local transportation projects.

In addition to making significant investments in its transportation network, Georgia DOT also opened scores of projects to traffic in FY 2013. Among the major projects were the following:

Chatham County

- .85 miles of construction of a bridge and approaches on SR 307 (Bourne Avenue) over the Norfolk Southern Railway.
- Contractor: Sunbelt Structures
- Cost: \$13.7 million

Clay County and Early County

- Widening and realignment on US27/SR 1, south of J.W. Davis Road
- Contractor: Oxford Construction Company
- Cost: \$23.6 million

Coweta County

- 4.1 miles of widening and reconstruction on SR 34 Bypass. Project included construction of two bridges and approaches over CSX Railroad and the installation of CCTVs and Intersection Video Detection Systems.
- Contractor: Sunbelt Structures
- Cost: \$23.2 million

DeKalb County

- Construction of collector-distributor (CD) lanes, general purpose lane modifications and ramp improvements on Interstate 20, beginning at Interstate 285 to Panola Road.
- Contractor: C.W. Matthews Contracting Company, Inc.
- Cost: \$31 million

Fulton County

- .82 miles of median construction and intersection on SR 141 (Peachtree Road), beginning west of SR 400 and extending east of Roxboro Road.
- Contractor: Underground Construction Services
- Cost: \$11.5 million

Fulton County

- 2.1 miles of widening and reconstruction on Johnson Ferry Road, beginning at Columns Drive and extending to Abernathy Road; and on Abernathy Road, beginning at Johnson Ferry Road and extending to Roswell Road. The project also includes construction of a bridge and approaches over the Chattahoochee River.
- Contractor: C.W. Matthews Contracting Company, Inc.
- Cost: \$25.7 million

Gwinnett County

- 2.8 miles of widening for additional lanes and reconstruction of SR 20.
- Contractor: Gary's Grading and Pipeline Co., Inc.
- Cost: \$10.9 million

Forsyth County and Fulton County

- 2.9 miles of a lane extension on US 19/SR 40
- Contractor: C.W. Matthews Contracting Company, Inc.
- Cost: \$3.4 million

McDuffie County

- 2.7 miles of interchange construction on Interstate 20/State Route 402 at the Thomson West Bypass (Three Points Road); including the construction of a bridge and approaches.
- Contractor: Pitman Construction Company
- Cost: \$ 9.3 million

Emanuel County and Jefferson County

- 17.1 miles of widening and reconstruction on US 1/SR4
- Contractor: Gary's Grading and Pipeline Company
- Cost: \$21.6 million



TIA Office Announces First Project

Toombs County Project to Bring More Than 100 Jobs to Area

With their passage of the **Transportation Investment Act**

(TIA) referendum, voters in three regions made transportation history, becoming the first to agree to a one percent transportation sales tax over 10 years to fund a list of projects in their communities.

Forty six counties in the Heart of Georgia/Altamaha (Dublin, Jesup and Vidalia), Central Savannah River Area (Augusta) and River Valley (Columbus) regions agreed to invest a projected \$1.8 billion in more than 850 projects over 10 years. In April 2013, Georgia DOT officials joined Toombs County representatives in announcing the first TIA project – a turn lane that is expected to bring more than 100 jobs to the area. Through the end of the fiscal year, 120 projects were announced. The \$162,000 Toombs County project added a dedicated turn lane on



State Route 130 north of Lyons and will serve traffic to a new pet food manufacturing facility.

Georgia DOT, through its TIA Office, plays a key role in the delivery of projects. The Department is responsible for the management of the budget, schedule and delivery of all projects contained in the TIA-Approved Investments Lists (lists of projects presented to voters as part of the referendum). Additionally, the office is partnering with the Department's Equal Employment Office (EEO) to encourage disadvantaged, small and veteran-owned businesses' participation on projects in their respective regions.

Collection of TIA funds by the Georgia Department of Revenue began on January 1, 2013; and the first funds for building projects were distributed in the Spring of 2013. For information on TIA and GDOT's work to ensure the timely delivery of projects, visit www.GA-TIA.com.

DEPARTMENT TO INVEST IN ECONOMIC FUTURE WITH FREIGHT AND LOGISTICS PLAN

Georgia DOT in FY 2013 made significant progress in preserving the state's future as a leader in freight logistics with its unveiling of a comprehensive statewide plan aimed at creating jobs and growing Georgia's \$50 billion (in annual sales) freight industry. The Freight and Logistics Plan, approved by the

State Transportation Board in the spring of 2013, represents a move toward increased investments – across the spectrum – in Georgia's network of highways and state routes.

The plan, which recommends an investment of \$15 billion, was developed in collaboration with Governor Nathan Deal, The Georgia Department of Economic Development's Center of Innovation for Logistics, the Ports Authority and major railroad and industry leaders. Additionally, Georgia House Bill 202, signed into law in April, exempts interstate highways and GDOT Board-approved freight routes from congressional balancing.

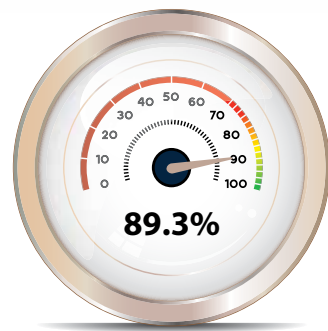
The plan demonstrates the state's commitment to boosting Georgia's economic growth, particularly in booming industries such as manufacturing, construction, retail, utilities and agriculture. These five industries, which depend largely on freight and logistics, generate more than \$100 billion of output each year in Georgia.

Additionally, the Freight and Logistics Plan will serve Georgia's short-term and long-term future, as ongoing expansion of the Panama Canal is projected to create increased freight shipments to East Coast ports, particularly a deepened ship channel in Savannah and a planned new port in Jasper. A comprehensive Georgia DOT study of all modes of the state's freight and logistics industry points to an overall gain of \$65 billion and thousands of new jobs over the next 40 years.



Measuring Our Goals

Percentage of Projects Completed on Schedule



Strategic Objective

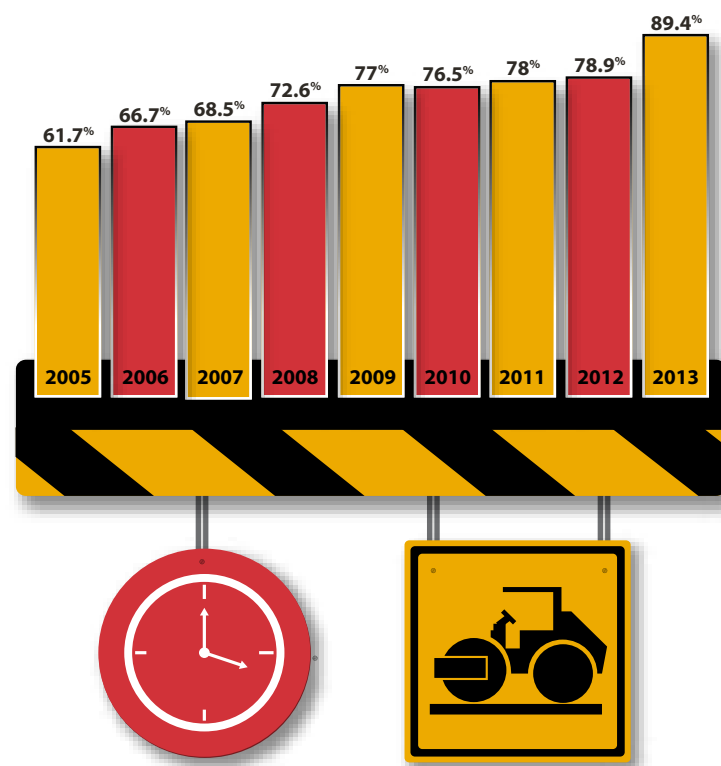
Complete the construction of 80% or more of all projects within the agreed upon contract time.

Road to Improvement

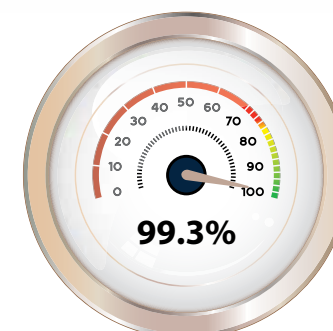
GDOT exceeded its target in this area, achieving an 89% score for FY 2013. The Department will continue to explore ways to improve the quality of GDOT plans; to coordinate with existing utilities, and to communicate with contractors to further exceed our target in this area.

Description

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



Percentage of Projects Completed on Budget



Strategic Objective

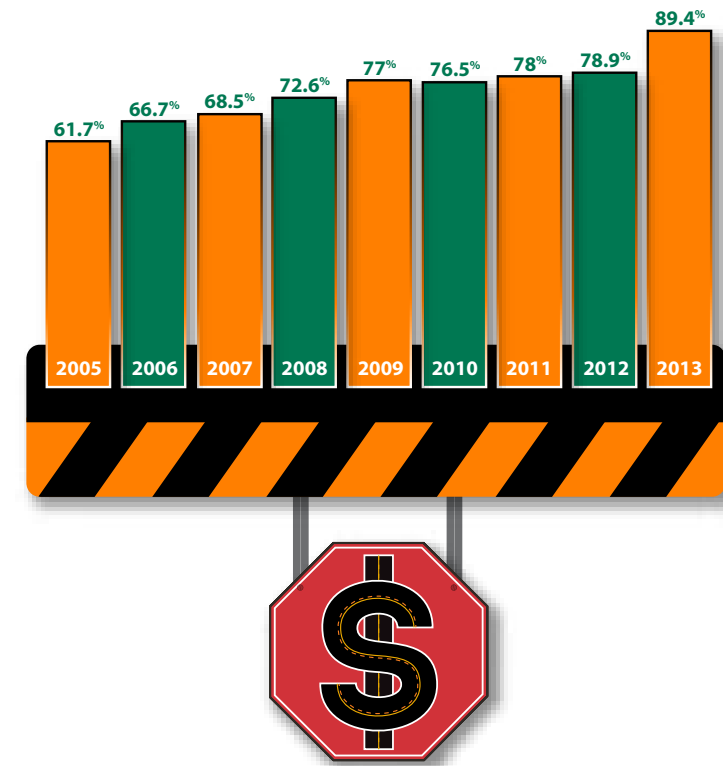
Complete the construction of 90% all projects within 10% of their budgeted award amount.

Achieving the Goal

GDOT is currently performing very well in this area, having achieved a score of 99% for FY 2013. The Department will continue to make improvements to project cost estimates and monitor construction overruns to encourage an upward trend in this area.

Description

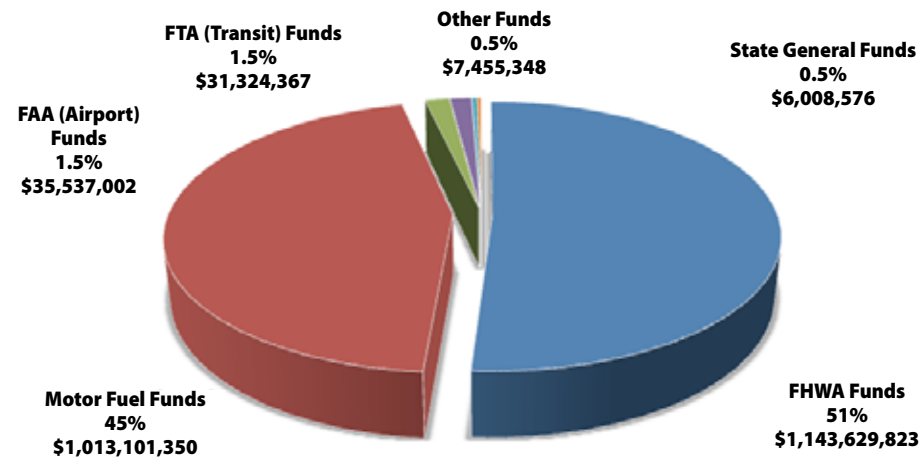
Each contract executed to build a project includes a dollar amount agreed upon by GDOT and the contractor to complete construction. However, sometimes projects are completed over or under the award amount. This measure tracks how well GDOT is doing at constructing projects within the agreed upon dollar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



Georgia Department of Transportation

Fiscal Year 2013 Budget

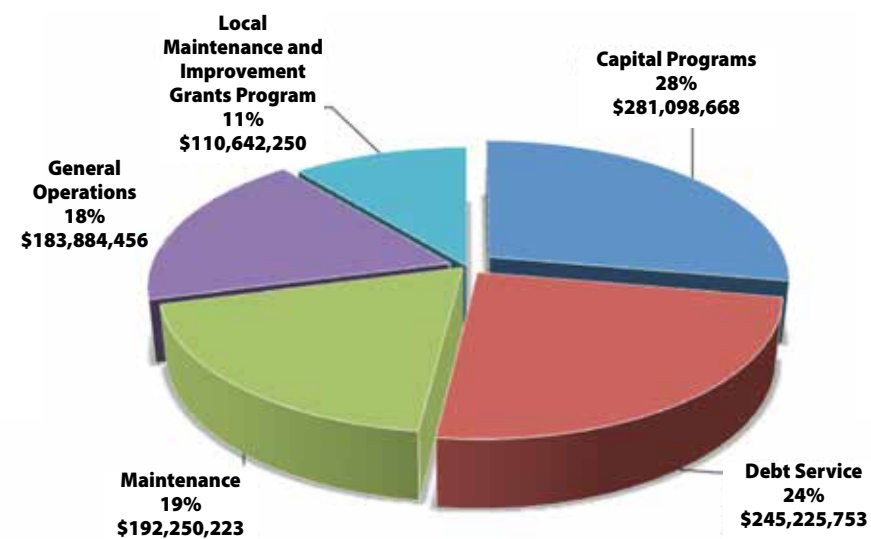
\$2,237,056,466



Georgia Department of Transportation

Total State Motor Fuel Budget

\$1,013,101,350



**Georgia Department
of Transportation**

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