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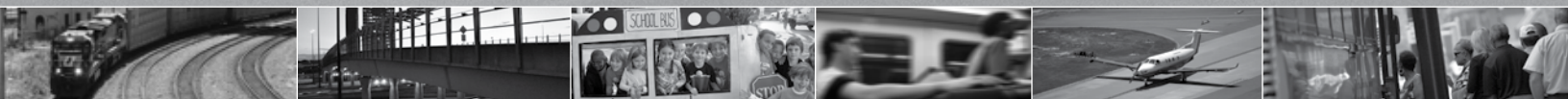
Georgia Department of Transportation

FACT BOOK

www.dot.ga.gov



ABOUT THE GEORGIA DOT FACT BOOK

The Fact Book—a comprehensive, at-a-glance guide to the Georgia Department of Transportation—offers descriptions of programs, studies and initiatives, as well as information about the State Transportation Board, Georgia DOT divisions, offices and districts, and resource references.

Georgia Department of Transportation provides a safe, connected and environmentally sensitive transportation system that enhances Georgia's economic competitiveness by working efficiently and communicating effectively to create strong partnerships.

Additional transportation revenues are imperative to grow and sustain Georgia's economic vitality and quality of life through the 21st century. Georgia is one of the fastest-growing states in the nation, yet 49th in per capita spending on transportation.

For additional copies:
Georgia Department of Transportation
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Georgia Department of Transportation

WELCOME TO THE GEORGIA DOT FACT BOOK

Georgia DOT plans, constructs and maintains Georgia's state and federal highways. We're involved in bridge, waterway, public transit, rail, general aviation, bike and pedestrian programs. And we help local governments maintain their roads.

Georgia's reputation as a leader in commerce is rooted in its ability to move goods across the state. Equally important is our commitment to offer a viable, safe transportation network that connects our interstates, state highways, county roads and city streets. Without question, Georgia's extensive system of highways, along with our transit, aviation and rail options, are critical to the state's overall economic health and excellent quality of life.

With the economic downturn, GDOT is balancing increased demands with limited resources. During the last 11 years, we've reduced staff by 25 percent through attrition and restructuring. And—although Georgia has one of the lowest per capita transportation budgets of any state in the country—our highways and bridges are among the best, as are our on-budget and on-time project completions.

The Georgia DOT Fact Book offers a glimpse into how—in spite of the challenges—we work to maintain and improve our transportation network. In addition to statistical and funding information, you'll also read how we're addressing congestion and safety by making operational improvements using existing infrastructure; how we're extending the lives of our roadways and bridges through asset management; and how public private partnerships are making major projects into reality. Plus intelligent transportation systems; managed lanes; how we limit our environmental footprint; and more.

We hope you find our Fact Book relevant and useful. Please visit our website **www.dot.ga.gov** for detailed and current information about the crucial work of Georgia DOT. You can also "like us" on Facebook at **www.facebook.com/georgiaDOT** and follow us on Twitter at **www.twitter.com/GADeptofTrans**.

Your feedback is appreciated. Please email *communications@dot.ga.gov*.

17th Street Bridge in Atlanta's Midtown.

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TRANSPORTATION ASSET MANAGEMENT

Preserving Georgia's transportation system.

Traffic, weather, age and limited funds all play a role in deterioration of roads, bridges and other physical transportation assets. Truck weights present a challenge to pavements and bridges. And then there's the freeze thaw cycle - moisture seeps into cracks, freezes, and then expands. These factors inevitably cause deterioration of pavements and other assets. Add limited funding which can defer maintenance, and the problem worsens (and costs more to fix later).

While our assets won't last forever, regular monitoring, systematic preventive maintenance, and preservation treatments can help extend life, enhance safety and save money in the long run. This is the heart of Transportation Asset Management (TAM).

Over time leaves and debris can build up in the gutters of a house. Without regular maintenance or cleaning the gutters, water can gather and overflow, potentially causing costly damage to the structure. Suddenly, instead of cleaning out gutters, woodwork needs replacing or extensive damage needs repair at a much higher cost. The same is true with transportation assets. To keep our roadways, bridges, signs, drainage structures, retaining walls and other physical assets safe and serviceable, they require systematic monitoring, preventive maintenance and preservation. By monitoring and prioritizing maintenance and preservation needs, we can anticipate and act on problems before they occur rather than trying to solve them after they happen.

Most-at-risk.
TAM impacts how decisions are made for allocating resources to manage assets. By considering historical and current data as well as evaluating the risk to the traveling public if failure of an asset should occur, we can make sound decisions regarding maintenance activities. This knowledge-based approach adds data and risk to the decision-making process. It ensures that decisions are guided by quality information and well-defined objectives as well as engineering judgment and experience. TAM's risk-based method replaces the old "worst-first" approach (taking care of the worst or lowest scoring asset first, which can delay maintenance and result in greater costs later). Our new "most-at-risk" approach focuses on issues posing the greatest risk to mobility and the traveling public, whether it's safety, capacity or preservation.

The bottom line.
GDOT's pavement and bridge offices use TAM principles to guide decisions. Transportation asset management is an ongoing process that will evolve over time throughout the Department. TAM strategies will help reduce lifecycle costs; maintain and preserve physical assets; improve the performance of our existing system; improve safety, reliability and travel conditions; get the best return on taxpayer dollars spent for improvements; and enable us to provide the service levels the public expects.

TAM methods validate the credibility of our decisions. The end result is a better managed system and longer useful life of our transportation assets. For more information, visit **www.dot.ga.gov/tam**.

The Dashboard (it only counts if you keep score).
The TAM method looks across asset classes and divisions to reveal the big picture. Agency performance is relayed through an internet Performance Dashboard that shows how we measure up to our goals. These measurements help us identify where changes are needed to move us in the right direction. The Dashboard transparently informs the public and staff of priorities, sets expectations, identifies challenges and celebrates successes. To see how we're doing in meeting our goals, visit **www.dot.ga.gov/dashboard**.

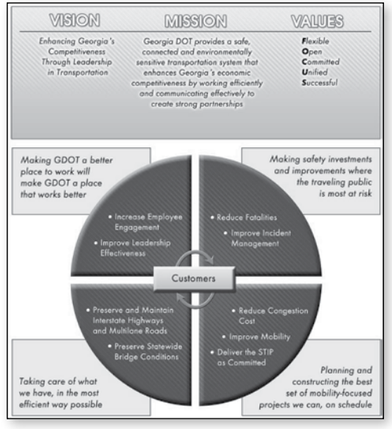
STRATEGIC PLANNING

Goals and objectives.

The annual strategic plan update ensures that the work we do and the services we provide support the Department's mission, vision, core values and goals.

Strategy Map

A Strategy Map is a diagram that describes cause-and-effect relationships. Specifically, it shows how the Department connects our strategic goals and objectives with each other. Strategic objectives are the measurable outcomes identified to move the Department towards attainment of each of the strategic goals.



State's Strategic Goals

Governor Deal's goals for the State of Georgia provide state government with a direction for long-term planning.

Educated: Developing life-, college-, and work-ready students
Mobile: Transporting people and products in a 21st century Georgia
Growing: Creating jobs and growing businesses
Healthy: Accessible care and active lifestyles
Safe: Protecting the public's safety and security
Responsible and Efficient Government: Fiscally sound, principled, conservative

GDOT's goals align with state goals.

The Governor's **mobility** goal is at the heart of GDOT's mission and corresponds with our goal of "Planning and constructing the best set of mobility-focused projects we can, on schedule." Other GDOT goals such as "Making safety investments and improvements where the traveling public is most at risk" and "Taking care of what we have, in the most efficient way possible," also support the state goal.

To achieve the state and GDOT's strategic **safety** goals, one of GDOT's strategic objectives is to reduce fatalities on Georgia's roads by 41 per year.

GDOT demonstrates **responsible and efficient government** by utilizing work force planning to effectively right-size the workforce and maintain the goals of the agency and the state in the most efficient way.

GDOT strives to provide an efficient and reliable transportation system that contributes to Georgia's ability to **create jobs** and **grow businesses**.

To view the Strategic Plan Update, visit **www.dot.ga.gov/aboutgeorgiadot/pages/strategicdevelopment.aspx**.

WORKING TOWARDS MOBILITY

What's the plan?

Statewide Strategic Transportation Plan (SSTP)

The **Statewide Strategic Transportation Plan**, created by the Georgia General Assembly through Senate Bill 200, is Georgia's first data-driven, outcome-oriented business case for investing in our state's surface transportation network. The 2010-2030 SSTP was adopted by the State Transportation Board and approved by then-Governor Sonny Perdue in 2010.

The SSTP recommends investment of resources in statewide freight and logistics, and in people mobility in both metro Atlanta and throughout the rest of the state. It provides a guideline for upcoming strategic steps in the programming and expenditure of the state's current revenue streams and also for new resources. Transportation investments will be measured against the state's identified goals and objectives, leading to a more precise selection of projects that align with the plan. Some performance measurements can be found in the February 2012 SSTP Progress Report.

Moving forward, the SSTP will be refined in future updates to best reflect the current growth, changes and needs of the state balanced with the challenges of constrained resources, and varied and constantly evolving travel patterns.

For details, including PDFs of the final plan and progress report, visit **www.dot.ga.gov/informationcenter/programs/Pages/SSTP.aspx**.

Statewide Transportation Plan (SWTP)

The **Statewide Transportation Plan** 2005-2035 is a federally required systematic analysis of the current and future performance of major transportation modes in Georgia, as well as their linkages. It incorporates existing regional and modal plans, estimates program costs, and forecasts available and potential funding. While the federal government requires each state to maintain a SWTP with at least a 20-year future window, Georgia DOT's 30-year plan extends through 2035. Georgia DOT supports the objective to maintain a globally competitive and attractive climate for businesses and people, and to ensure that our transportation system contributes to a productive and efficient economy. However, as with previous SWTP updates, this plan finds a major gap between statewide transportation needs and approved projects versus available funding. The SWTP will be updated in 2014. For details, visit **www.dot.ga.gov/informationcenter/programs/transportation/Pages/swtp.aspx**.

Statewide Transportation Improvement Program (STIP)

The **Statewide Transportation Improvement Program** FY 2013-2016 is Georgia's four-year federally-funded transportation and capital improvements program. Anticipated projects include highway, bridge, public transit, bike, pedestrian, railroad, maintenance and other improvements. Projects are in keeping with the Governor's Strategic Goals for Georgia. The STIP is exclusively for Georgia's non-urbanized areas. For details, visit **www.dot.ga.gov/stip**.

AFTER THE TRANSPORTATION REFERENDUM

GDOT moves ahead.

In July 2012, Georgians voted on the statewide **2012 Transportation Referendum**, a 10-year one percent special purpose local option sales tax (SPLOST) to fund transportation projects within their regions. **The referendum passed in three regions - Central Savannah River Area, Heart of Georgia Altamaha and River Valley**. With total estimated revenues of $1.8 billion over the 10 years, these regions will fund 871 regional projects including 84 in the Augusta region, 753 local maintenance and 11 regional projects in the Heart of Georgia and 23 regional projects in the Columbus region.

On-time and on-budget project delivery. Georgia DOT is responsible for ultimate project delivery of the TIA projects. And efficient on-time and on-budget delivery is key. Georgia DOT is committed to delivering Transportation Referendum projects using a streamlined process with strict attention to budgets and schedules, coordination with local governments, transparency and accountability, and full disclosure.

A Georgia DOT TIA office oversees the entire program, with a TIA program management consultant focusing on budgeting, scheduling and day-to-day project administration for the three regions.

The Department of Revenue collects the tax and Georgia State Financing and Investment Commission (GSFIC) holds and disburses the funds. Annual audits and regional Citizens Review Panels ensure that projects are done as the law stipulates. GDOT has structured agreements with Regional Commissions and local governments to enable them to deliver as many projects as possible in their communities.

Collection of funds began January 1, 2013, with fund disbursements beginning in March and project construction likely starting in the summer. TIA projects are designed and constructed to budget, and are administered on a "pay as you go" system - as funds are available. While most TIA projects do not include federal funds, the State Transportation Board has adopted a resolution encouraging the use of Disadvantaged Business Enterprises (DBEs) for TIA-funded projects.

Georgia DOT moves ahead. Passage of the tax in three out of 12 regions means that many needed projects in the other nine regions now return to a long list of projects for which funding is limited and sometimes unidentified. While transportation funding in much of Georgia is at a crossroads, key projects that address safety and congestion relief are being planned or are moving forward. These include the Northwest Corridor Express managed lanes along Interstate Highways 75 and 575 in Cobb and Cherokee counties; GA 400 operational improvements and resurfacing, and interchange reconstruction at I-85; resurfacing and variable speed limits on I-285; two diverging diamond interchanges on I-85; and other essential interchange and intersection improvements, widening, lane construction, resurfacing, and bridge repairs.

While Georgia's population has grown immensely over the past 20 years, Georgia spends less per capita on transportation than almost any other state. And although Georgia's gas tax is one of the lowest in the country, revenue from gas tax is our primary funding source for transportation projects.

Georgia DOT will keep seeking innovative solutions to ease congestion and improve our statewide transportation network. GDOT will continue to work with the governor to strategically make new investments and to develop long-term, sustainable funding for much needed transportation projects.

For information, visit **www.dot.ga.gov/transportationreferendum**.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY

Georgia and MAP-21

Moving Ahead for Progress in the 21st Century

(MAP-21) is the two-year $105 billion federal transportation reauthorization bill—signed into law July 6, 2012—that funds surface transportation programs for federal fiscal years (FFY) 2013 and 2014.

Federal funding for Georgia.
Each state received the same funding in FFY 2013 as it did in FFY 2012, with a small inflationary adjustment for FFY 2014. Georgia's federal highway apportionments are estimated to be $1.25 billion in FFY 2013 and $1.26 billion in FFY 2014.

Core Highway Programs

National Highway Performance Program (NHPP)
FFY 13 funding to Georgia: $729 million
The NHPP consolidates funding for the National Highway System (which includes Interstate highways) and bridges on that system . The new program focuses on system improvement and preservation; expands the designated NHS system from 160,000 to 220,000 miles; makes a variety of projects funding-eligible including new roadway, preservation and improvement, ITS, travel information, asset management, bike/ped and environmental; mandates specific amounts of spending if US DOT-set minimum Interstate and bridge conditions are not achieved/maintained; and requires development of a risk-based asset management plan (see page 4).

Surface Transportation Program (STP)
FFY 13 funding to Georgia: $335 million
The STP provides funding for federal-aid highways and for bridges on all public roads. MAP-21 reduces the percentage of funds sub-allocated by population from 62.5% to 50%.

Highway Safety Improvement Program (HSIP)
FFY 13 funding to Georgia: $80 million
The HSIP is continued with substantially increased funding and a stronger emphasis on data-driven strategies to reduce fatalities and serious injuries on all public roads. The set-aside for High Risk Rural Roads is eliminated, but the law mandates minimum spending if rural fatalities increase.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - FFY 13 funding to Georgia: $64 million
The CMAQ program provides funding to areas now or previously in nonattainment of ambient air quality standards in order to reduce emissions and congestion. MAP-21 continues the program and adds a requirement that areas in non-attainment or maintenance for fine particulates (PM 2.5) use 25 percent of funds in that area for projects to reduce those emissions.

Transportation Alternatives (TA)

FFY 13 funding to Georgia: $33 million
The TA program consolidates funding for projects formerly eligible for the separate Safe Routes to Schools and Transportation Enhancements GDOT-administered programs and Recreational Trails, administered by Department of Natural Resources. After setting aside a specified amount for Rec Trails purposes, 50 percent of the funds are suballocated by population and each Metropolitan Planning Organization in an area of over 200,000 population will select projects using a competitive grant process.

Transit Programs

Most transit programs are generally continued with limited changes. The elderly and disabled and New Freedom (enhanced services for disabled) programs are consolidated and the Job Access and Reverse Commute program is absorbed into the urbanized and non-urbanized formula programs. Like highways, there is greater focus and requirements for safety plans and asset management systems.

Other MAP-21 items of interest.

- Emphasizes **performance-based planning and programming and asset management**. USDOT will issue 12 highway performance measures for which states and MPOs will set targets and incorporate into the planning and programming process. It will also issue rules for state asset management systems for the NHS (GDOT's Transportation Asset Management program is equipped to meet the reporting requirements) and for transit systems.
- Greatly increases funding for the **Transportation Infrastructure Finance and Innovation Act** (TIFIA) program for loans and loan guarantees, from $122 million in FFY 2012 to $750 million in FFY 2013 to $1 billion in FFY 2014. (GDOT was approved to apply for a low interest TIFIA loan guarantee for the Northwest Corridor Express project. See page 17).
- Contains **environmental streamlining** provisions to accelerate project delivery relating to the National Environmental Policy Act (NEPA). These include a mechanism to help achieve final environmental approval within four years and allowing more categorical exclusions for projects.
- Directs USDOT to develop a primary **freight network and national freight strategic plan**. Encourages states to create freight plans and provides increased federal share for included projects. See the Georgia Statewide Freight and Logistics Plan, 2010-2050, at **www.dot.ga.gov/informationcenter/programs/georgiafreight**.
- Allows new **toll lanes** on Interstates as long the number of existing general purpose lanes is unchanged. Georgia's proposed express/managed lanes meet this criterion. See page 21.
- Includes a **pavement technologies** program that focuses on evolving asphalt techniques like warm-mix asphalt and reclaimed asphalt pavement, and use of other recycled materials. GDOT has incorporated use of these processes.
- Features **safety initiatives** including greater authority to US DOT to ensure safe intercity bus transportation, and providing grants to curb distracted driving.

For more details about MAP-21, visit the FHWA and FTA MAP-21 websites at **www.fhwa.dot.gov/map21** and **www.fta.dot.gov/map21**.

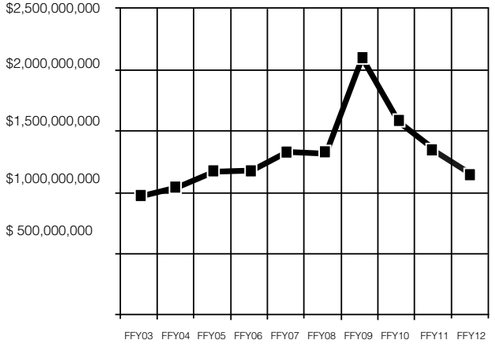
FEDERAL APPORTIONED FUNDS

Federal transportation funds or grants are authorized when Congress passes a multi-year transportation bill with a four-year window available for the dollars to be expended by the State. The latest funding bill passed by Congress—Map-21 (see page 8)—covers Federal Fiscal Years (FFY) 2013-2014. This authorization bill establishes nationwide funding limits for four core program categories. In each of those fiscal years, Congress must approve an appropriations bill setting that year's funding level. The fiscal year funds are available for use by the State when they are distributed by the Federal Highway Administration. Once that occurs, the State has one-year to obligate these federal funds to specific projects. Once federal funds have been obligated to a project, they are available for use throughout the course of the project.

MAP 21 continues to fund transportation at a rate that cannot be sustained from current federal gas tax receipts. Highway user fees are being supplemented with general funds, but this may not continue after MAP-21. Unless Congress finds another way to fund this anticipated gap, Georgia could lose 35 percent of its federal transportation funding.

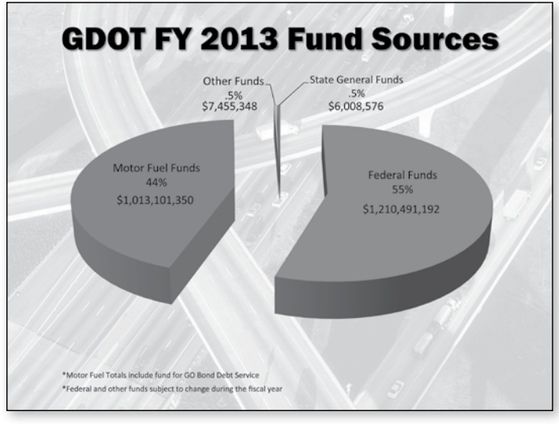
Federal Fund Appropriations

10.



Notes: *Amounts are inclusive of all fund types (i.e. formula, allocated, special). 2010 includes prior year restored amounts that were rescinded. 2009 includes the ARRA apportioned funds.*
Source: Office of Budget Services

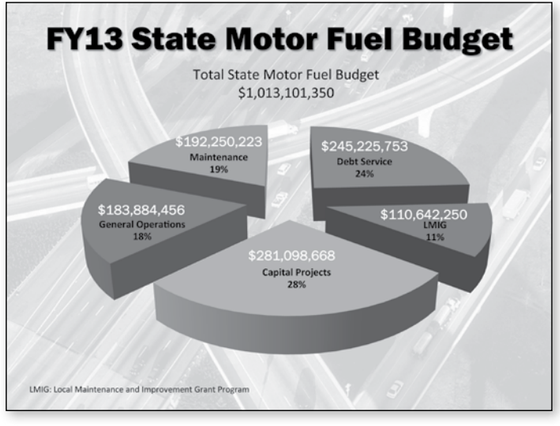
HOW IS GDOT FUNDED?



STATE GENERAL FUND APPROPRIATIONS

General Fund appropriations are approved by the Georgia General Assembly to fund airport aid, transit, rail, and other intermodal programs. As state revenue has declined, funding to support these programs has been significantly reduced. For instance, in Fiscal Year 2010, Georgia DOT received less than half of the amount of General Funds ($10.3 million) it received in FY 2009 ($24.3 million). In FY 2011, the Department received $6,560,759 in General Fund dollars. In FY 2012, we received $6,584,862. In FY 2013, we received $7,640,787, which will be reduced by 3 percent due to a request made by the governor to all state agencies.

STATE MOTOR FUEL BUDGET



State General Fund Appropriations

11.

Chart shows fluctuation of General Fund dollars over 10-year period.
Source: Office of Budget Services

NATIONAL HIGHWAY SYSTEM: GEORGIA

The **National Highway System** (NHS) network of interstates, strategic highways and principal arterials links major U.S. population centers with ports, railroads, transit, aviation and other intermodal facilities, as well as major travel destinations and international border crossings. These connectors are vital to the nation's economy, defense and mobility.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided the foundation for the NHS. The system was approved by the U.S. Congress in 1995 and developed by the U.S. Department of Transportation (DOT) in cooperation with states, local officials and metropolitan planning organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), the two-year federal transportation reauthorization bill that funds surface transportation programs for fiscal years (FFY) 2013 and 2014, expands the designated NHS system from 160,000 to 220,000 miles as of October 1, 2012. See page 8.

2011 GEORGIA NHS MILES

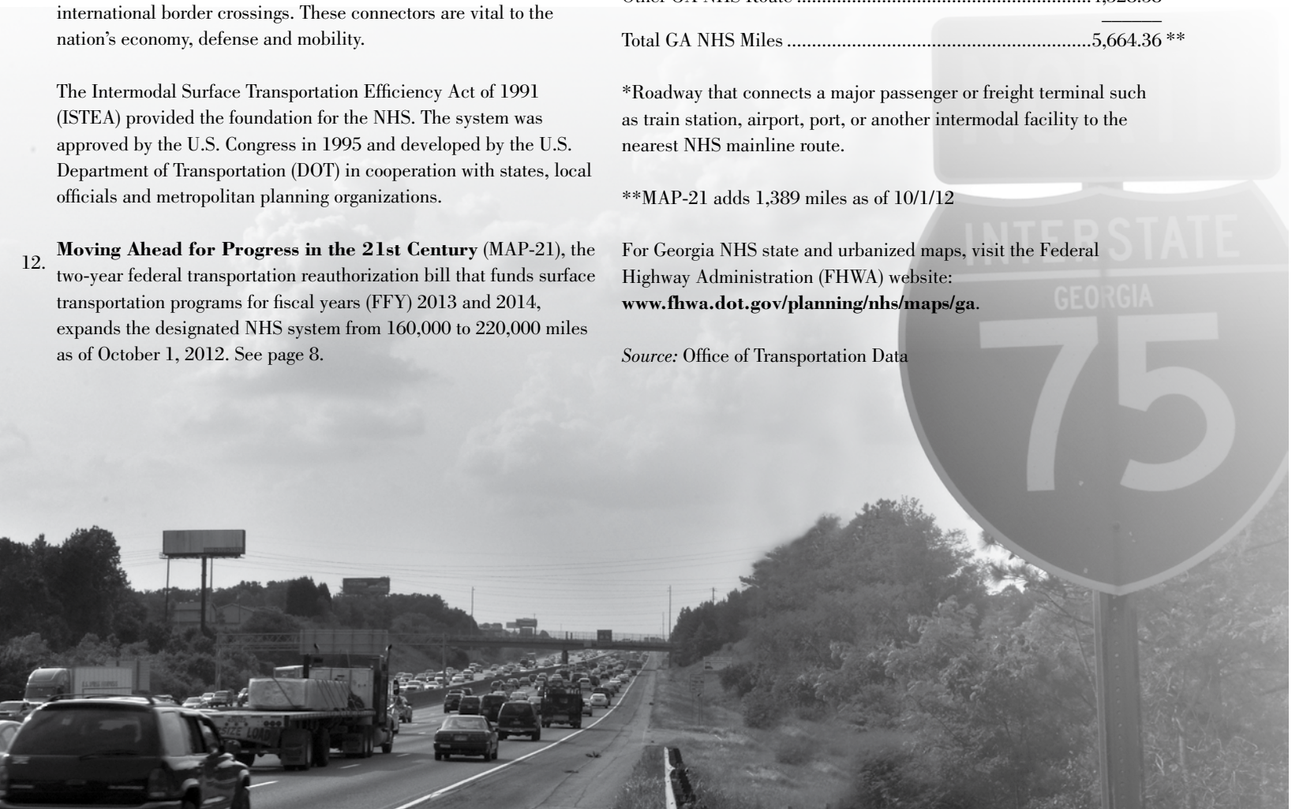
Total GA Interstate	1,248.71
GA NHS Major Intermodal Connector Route*	87.07
Other GA NHS Route	4,328.58 **
Total GA NHS Miles	5,664.36 **

*Roadway that connects a major passenger or freight terminal such as train station, airport, port, or another intermodal facility to the nearest NHS mainline route.

**MAP-21 adds 1,389 miles as of 10/1/12

For Georgia NHS state and urbanized maps, visit the Federal Highway Administration (FHWA) website: **www.fhwa.dot.gov/planning/nhs/maps/ga**.

Source: Office of Transportation Data



GEORGIA HIGHWAY STATISTICS

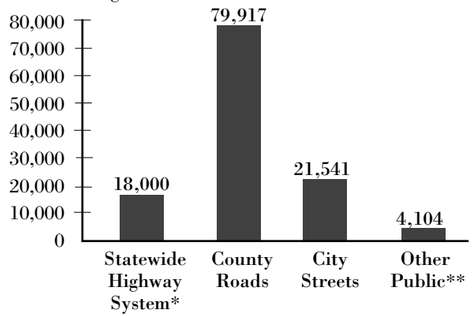
Georgia Department of Transportation provides a safe and efficient highway system designed to connect our interstates, state highway system, county roads and city streets.

For additional Georgia DOT statistics and reports, visit **www.dot.ga.gov/statistics**.

Georgia Roadway Miles 2011

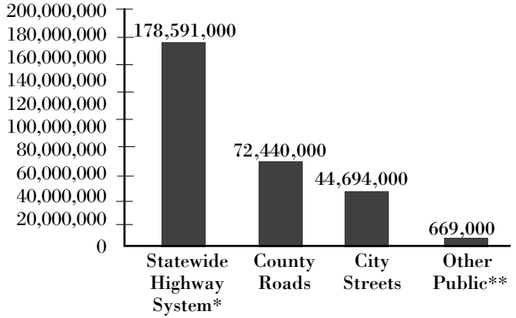
DESIGNATION	MILEAGE	DAILY VEHICLE MILES TRAVELED
Rural		
State Highway System*	14,057	69,503,000
Interstates*	718	26,471,000
County Roads	61,677	25,697,000
City Streets	5,366	3,490,000
Other Public**	2,483	114,000
Small Urban Areas		
State Highway System*	1,066	11,610,000
Interstates*	63	3,027,000
County Roads	1,999	2,549,000
City Streets	4,021	5,850,000
Other Public**	183	33,000
Urban Areas		
State Highway System*	2,861	97,478,000
Interstates*	467	48,525,000
County Roads	16,241	44,194,000
City Streets	12,154	35,354,000
Other Public**	1,438	522,000

Miles of Georgia Road 2011



Total Miles: 123,546

Daily Vehicle Miles Traveled (DVMT) 2011



Total DVMT: 296,394,000

* State Highway System includes Interstates

**Other Public includes roads under federal jurisdiction (such as military bases, U.S. Forest or National Park Service roads) or roads under authority and jurisdiction of another local or state agency such as state parks or universities. Also includes roads where authority and ownership are unresolved.

Source: Office of Transportation Data

MAINTENANCE COST$

For our critical assets.

Routine Maintenance

Routine maintenance enables us to extend the life of and get optimum use from our most critical assets. Upgrading safety features and responding to inclement weather allow us to keep our citizens safe. Georgia DOT spends approximately $159.6 million in our Routine Maintenance Program.*

FY 12 Routine Maintenance Costs*

Asphalt & concrete roadway pavement – maintain/repair	$14,561,221
Roadway shoulder – maintain/repair	8,681,946
Pipe & ditch – maintain/repair	7,799,966
Mowing & litter pickup	44,409,806
Signs & pavement markings – maintain/repair/replace	25,592,008
Inclement weather response; maintain/repair facilities, equipment, welcome centers; special maintenance services	26,745,721
Other routine maintenance	31,835,218
Total Routine Maintenance*	**$159,625,886**

**Routine maintenance does not include interstate and state road resurfacing.*

Lights & ITS Maintenance

In addition to routine roadway maintenance, GDOT maintains traffic lights throughout the state.

Traffic Lights	**Quantity**
Signals	2,417
Flashing beacons	321
School flashers	398
Advance warning	144
Total GDOT-maintained lights	**3,280**
Maintenance costs	**$8,440,511**

GDOT also maintains intelligent transportation system (ITS) devices in Atlanta (2,860 quantity) and Macon (228 quantity) metro areas. These enable us to provide motorists with 24/7 real-time traffic information through our traffic information system—Georgia-NaviGAtor 511—by phone (dial 511) or online (**www.511ga.org**). Georgia 511 handles over 1.5 million calls a year.

ITS Devices	**Quantity**
CCTV cameras	690
Changeable message signs	131
Detection Systems (VDS, RDS, PDS)	2,067
Ramp meters (Atlanta only)	176
ITS hubs (Atlanta only)	24
Total GDOT-maintained ITS devices	**2,860**
Maintenance costs	**$5,572,725**

Sources: Office of Maintenance and Office of Traffic Operations

GOVERNOR'S ROAD IMPROVEMENT PROGRAM

Fostering statewide connectivity, economic development, growth and safety.

The **Governor's Road Improvement Program** (GRIP) is a system of economic development highways that, when complete, will connect 95 percent of Georgia cities with populations of 2,500 or more to the Interstate Highway System. It will also place 98 percent of Georgia's population within 20 miles of a four-lane road. GRIP includes 19 corridors (economic development highways) and three truck access routes for a total of 3,273 miles of roadway. As of September 2012 the system is 69 percent complete or under construction.

When multi-lane divided highways replace two-lane highways, there's a significant decrease in accidents. So while GRIP provides effective and efficient transportation statewide, it is especially beneficial for rural areas where it not only provides greater connectivity, but also safer travel.

GRIP, originally adopted by the Georgia General Assembly in 1989, involves three phases of project development: engineering (including design, planning and environmental studies), right-of-way acquisition and construction. In most cases a phase takes several years to complete. Availability of funds must also be considered in scheduling each phase. Georgia DOT is striving to complete the GRIP system as quickly and efficiently as possible.

2012 GRIP Facts:

- 77 percent or 2,246 miles of GRIP Corridors with project development activities underway are open or under construction
- 69 percent of the total GRIP system is open or under construction
- Estimated cost to complete balance of corridors with development activities underway: $6.130 billion
- Estimated cost to complete the total GRIP system: $8.512 billion

For a look at the GRIP status map, plus details on Georgia's economics and demographics, corridor statistics and studies, visit **www.dot.ga.gov/grip**. Or call 404.631.1523.

LOCAL MAINTENANCE AND IMPROVEMENT GRANT PROGRAM

Improving local roads and bridges.

The **Local Maintenance and Improvement Grant Program** (LMIG) replaces both the State Aid Grant Program and the Local Assistance Road Program (LARP), which were in place for over 30 years. The LMIG Program began on July 1, 2010 and offers more flexibility for local governments. Unlike LARP, which could only be used on maintenance projects, LMIG allows local governments to decide which types of projects would be most beneficial to their local jurisdiction.

Georgia has over 106,800 miles of county roads and city streets. Annually Georgia DOT notifies local governments to submit requests for their local transportation needs. Funding for LMIG is allocated each fiscal year and is between 10 and 20 percent of the funding from the state motor fuel taxes collected in the preceding fiscal year. Funds for projects are distributed to local governments by a formula based on population and local road mileage. Funds can be rolled over for three fiscal years to assist with funding more expensive projects.

LMIG funds can only be used on improvements for roads and bridges within county, city or state rights-of-way. Eligible projects include—but are not limited to—safety, economic development, sidewalk, maintenance and bridge.

For details, including FAQs and contacts, visit **www.dot.ga.gov/lmig**. Or call the Georgia DOT Local Grants Office at 404.347.0240.

PUBLIC PRIVATE PARTNERSHIPS

What is a P3?

A **Public Private Partnership** (P3) is a partnership between a public entity (in this case Georgia DOT) and the private sector that comes together to deliver a service or facility. A P3 offers an innovative approach to financing and managing capital-intensive, critically needed transportation projects that may otherwise be deferred indefinitely due to limited public funding. P3s create a framework that makes these projects possible and accelerates their delivery. Additionally, they help in closing the gap between infrastructure needs and traditional funding sources such as taxes. By leveraging private sector innovation and capital, P3s allow better utilization of our limited financial resources for major projects.

Georgia DOT P3 Projects

The **Northwest Corridor Express** (NWC) transportation improvement project is moving forward with full support from Governor Deal, the Georgia State Legislature, and the State Transportation Board. The NWC Express, on Interstate Highways 75 and 575 in Cobb and Cherokee counties, replaces the West by Northwest P3 procurement. The new project has not changed in scope, but will be delivered through a streamlined "Design, Build, Finance" (DBF) approach where the winning bidder is responsible for design, construction and gap financing of 10-20 percent of the design-build cost, to be repaid by the state.

With an estimated total cost of approximately $950 million, the Georgia General Assembly has designated $300 million of state motor fuel taxes carried over from previous years and Georgia DOT has programmed $236 million from its Transportation Improvement Program (TIP). Other funding will come from state bond sales, and a low-interest Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loan. It is expected that the bond and loan debt will be retired by tolls collected by the State Road and Tollway Authority (SRTA) from the lanes' users.

The project will build two new managed lanes along the west side of I-75 between I-285 and I-575. The lanes will be barrier-separated from the existing interstate and be reversible to carry traffic southbound during the morning commute and northbound in the evening. Above the I-575 interchange, one new reversible lane will be added in the I-75 center median to Hickory Grove Road and a similar new I-575 lane will extend to Sixes Road. The total length of the project is about 30 miles. A variable-rate toll, based on traffic volume, will be assessed for lane access.

A shortlist of teams will provide "best value" bids in June 2013, with construction scheduled to begin mid-2014, and anticipated completion in 2018.

The NWC Express is expected to improve traffic flow, increase options for motorists, provide reliable trip times, create jobs, and bring economic benefits not only to residents of the corridor, but also to the southeastern United States.

PUBLIC PRIVATE PARTNERSHIPS continued

The Georgia **MultiModal Passenger Terminal** (MMPT)— one component of a larger mixed-use, transit-oriented development—is expected to be a catalyst for revitalization of approximately 120 acres of downtown Atlanta. The proposed site, an underutilized tract known as "The Gulch"–near Philips Arena, the Georgia Dome and World Congress Center–extends roughly from Peters Street/Spring Street on the south to Marietta Street on the north and from Peachtree Street on the east to Centennial Olympic Park Drive to the west, and includes the Five Points MARTA station.

The MMPT will be the hub for existing and proposed transportation networks serving metro Atlanta and the state of Georgia, including MARTA rail and bus, regional express busses, interstate busses, taxis, bicycles, streetcar and the state's passenger rail network. It may also accommodate future transportation, including high-speed rail and light rail. In addition, it will serve as a catalyst for one of the largest transit-oriented development (TOD) projects in the U.S., with commercial, recreational and residential components.

In October 2011 GDOT entered into a two-year $12.2 million master development agreement (MDA) with private consortium Forest City/ Integral/Cousins (FIC), to develop preliminary conceptual plans and financing options for the MMPT. Three design alternatives were created by FIC and shared with the public through open houses, meetings and workshops.

GDOT, in partnership with federal agencies, is conducting an environmental review of the property. The environmental impact statement (EIS) is expected to be completed by spring 2014.

FIC's final phase of the work will provide a concise roadmap for final development of the MMPT including planning, design, construction, financing and property management. Georgia DOT and project stakeholders—MARTA, the City of Atlanta, the Georgia Regional Transportation Authority (GRTA), the Atlanta Regional Commission (ARC) and Atlanta Downtown Improvement District (ADIA)—all play critical roles in the planning process to ensure a seamless result.

Join the MMPT mailing list. Stay informed about the progress of the MMPT by joining our mailing list for project updates. Please email your information to *mmpt@dot.ga.gov*.

The **Rest Areas and Welcome Centers** P3 program is designed to offset operations and maintenance costs through advertising and sponsorships at the 17 rest areas and 9 welcome centers along the Interstate Highway System in Georgia. The project is being coordinated by Georgia DOT in conjunction with the Federal Highway Administration (FHWA) and partnering with state agencies including Georgia Department of Economic Development and the Georgia Department of Labor's Business Development Enterprise program.

For additional information about Georgia DOT's P3 programs, projects and partnerships, visit **www.georgiap3.com**.

MANAGED LANES

Georgia Express

Managed lanes are highway or arterial lanes that provide increased efficiency due to proactive lane operation management in response to demand. Managed lanes typically offer dynamic pricing and provide a mobility choice and more reliable travel times in peak periods for motorists and bus patrons. They also decrease driving times, can reduce stress for motorists in the managed lanes and may improve air quality through more efficient use of the transportation network.

GEORGIA Express
Get in. Get going.

Types of managed lanes

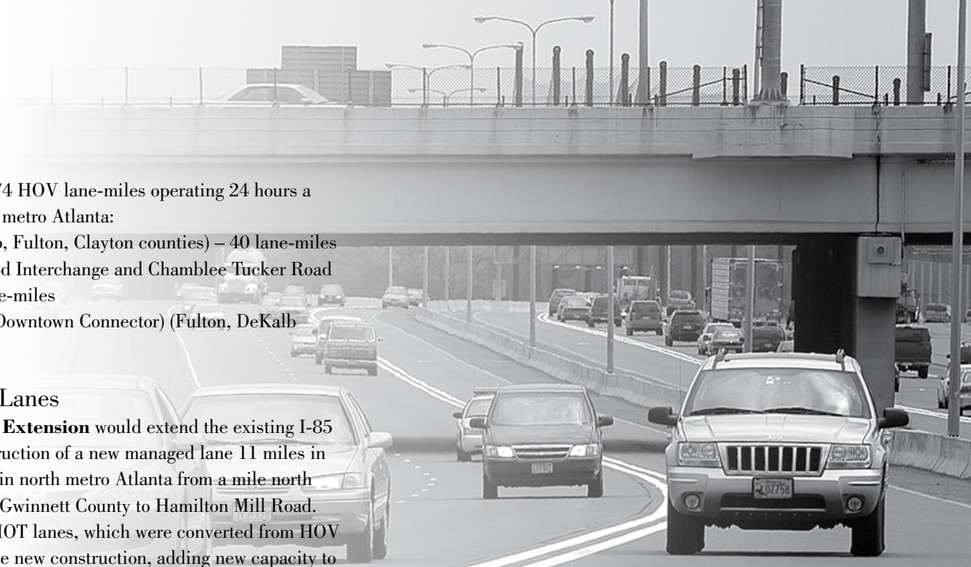
- **High Occupancy Vehicle** (HOV) lanes are designated only for eligible carpools, transit buses, motorcycles, certified alternative fuel vehicles and emergency vehicles – there is no toll.
- **High Occupancy Toll** (HOT) lanes are designated for eligible vehicles to use for free, while others can use by paying a variable toll. As demand changes, the toll fluctuates to keep the optimal number of cars flowing at an acceptable speed. Toll cost is posted so motorists can decide whether to use the lane. Transponders eliminate the need for toll plazas, allowing traffic to maintain highway speeds.
- **Express Toll Lanes** (ETL) are similar to HOT lanes, with the main difference being that, in ETLs all vehicles (excluding transit) pay according to the toll schedule.

I-85 Express Lane

The **I-85 Express Lane**, an HOV to HOT lane conversion, opened September 2011 between Chamblee Tucker Road (exit 94) and Old Peachtree Road (exit 109) on Interstate-85 - about 16 miles in each direction (32 lane miles). The project also includes regional transit enhancements across the metro Atlanta region - additional passenger coach buses, new express bus routes and new or enhanced park and ride lots.

Northwest Corridor Express

The **Northwest Corridor Express** (NWC) transportation improvement project on Interstate Highways 75 and 575 in Cobb and Cherokee counties will build two new managed express toll lanes along the west side of I-75 between I-285 and I-575. The lanes will be barrier-separated from the existing interstate and be reversible to carry traffic southbound during the morning commute and northbound in the evening. Above the I-575 interchange, one new reversible lane will be added in the I-75 center median to Hickory Grove Road and a similar new I-575 lane will extend to Sixes Road. The total length of the project is about 30 miles. A variable-rate toll, based on traffic volume, will be charged for lane usage. Construction is expected to begin in 2014, with completion in 2018. The NWC Express is a P3 project (see page 17). For information on the NWC Express, visit **www.georgiap3.com**.



HOV Lane System

There are approximately 74 HOV lane-miles operating 24 hours a day, seven days a week in metro Atlanta:

I-75 inside I-285 (Cobb, Fulton, Clayton counties) – 40 lane-miles

I-85 between Brookwood Interchange and Chamblee Tucker Road (DeKalb County) – 18 lane-miles

I-20 east of I-75/I-85 (Downtown Connector) (Fulton, DeKalb counties) – 16 lane-miles

Proposed Managed Lanes

The **I-85 Express Lane Extension** would extend the existing I-85 Express Lanes with construction of a new managed lane 11 miles in each direction along I-85 in north metro Atlanta from a mile north of Old Peachtree Road in Gwinnett County to Hamilton Mill Road. Unlike the existing I-85 HOT lanes, which were converted from HOV lanes, the extension will be new construction, adding new capacity to this section of I-85.

The **I-75 Express Lanes** would begin along I-75 south of Atlanta at SR 155 (McDonough Road) and end at SR 138 (Stockbridge Highway) – about 12 miles (Henry and Clayton counties). It will provide direct access to I-675. The proposed project consists of the addition of two barrier-separated reversible express toll lanes located within the median of I-75. Construction is expected to begin in 2014, with completion anticipated by December 2016.

The Atlanta Regional **Managed Lane System Plan** (MLSP) is a comprehensive, innovative, cost-effective approach to address two of the state's key challenges: decreasing transportation funding and growing traffic congestion. For more information on the MLSP, visit **www.dot.ga.gov/managedlanes**.

OPERATIONAL IMPROVEMENTS & OTHER CREATIVE STRATEGIES

Innovation is the key to mobility.

Georgia's transportation network faces increasing demands coupled with higher service expectations. Plus limited funds and resources. And GDOT is meeting these challenges head-on with innovative solutions.

Operational Improvements

We've increased our focus on short-term **operational improvements** that address congestion relief and safety by optimizing existing infrastructure - without significant costs. Operational improvements are not resurfacing, restorative or rehabilitative improvements, or major construction. They are innovative strategies to do more with less. Examples include modifying an interchange, adding a turn lane, installing a crosswalk, adding a wheelchair ramp, and modifying a highway ramp.

- On GA 400 in Fulton County, we've maximized existing pavement with use of **flexible shoulder lanes** during peak congestion periods and **auxiliary lane conversion** into continuous thru-traffic lanes.
- South of downtown Atlanta, a new **restriping** design changed a one lane merge into two lanes, significantly easing congestion during peak periods at the I-85 northbound merge into I-75.
- At GA 400 and Holcomb Bridge Road in Roswell, there are plans for **interchange improvements** on the northbound ramp intersection.
- In Henry County on I-75 at Jonesboro Road, we **replaced the shoulder lane** with a right turn lane and significantly reduced congestion.

Other Creative Strategies

Innovative Program Delivery

- **Design-Build** is a streamlined and cost-effective method of program delivery where preconstruction and construction phases are combined in one contract. Since activities may occur concurrently, design-build can dramatically accelerate project completion compared with the traditional design-bid-build process where preconstruction and construction occur sequentially. Design-build procurement includes a prequalification process to select teams who are eligible to bid, and the selection of the lowest qualified bid. Historically in Georgia, design-build projects were legislatively limited to 15 percent of the previous year's total amount of awarded construction contracts. In 2012, lawmakers raised the cap to 50 percent. In 2013, legislation is pending to allow best-value in addition low bid. Since 1999, GDOT has completed 21 design-build projects including the I-85 @ KIA Interchange in West Point (Troup County). Other design-build projects include the Jimmy Deloach Connector—"the last mile" to the Port— which is expected to open prior to completion of the Port of Savannah deepening; and the Northwest Corridor Express (see page 17).

- **Highways for LIFE** (HfL) is an FHWA program to accelerate the use of proven innovations that improve highway safety and quality while reducing congestion caused by construction. It emphasizes minimizing construction time and delays for the traveling public and improving work zone safety. HfL innovations include technologies, materials, tools, equipment, procedures, specifications, methodologies, processes, and practices used to finance, design, or construct highways.

  The Pavement Rehabilitation of SR 11 in downtown Winder (Barrow County) is an HfL project using **precast concrete** for quality and durability. Construction will begin in winter 2013.

  The I-85 @ Kia Interchange was an HfL project that employed the **design-build** process, as well as **precast concrete** elements for the bridge over the interchange, and **intelligent transportation technologies** at the work zone. Construction was completed in nearly half the time needed for conventional methods.

GDOT employs a number of other HfL innovations including **warm-mix asphalt**, which uses lower temperatures than conventional hot-mix; **Safety Edge℠**, a paving technique that tapers the roadway edge to allow safe return for a driver who drifts off the road; **adaptive signal control** technology that uses real-time traffic information to determine red and green lights; and **diverging diamond interchanges**.

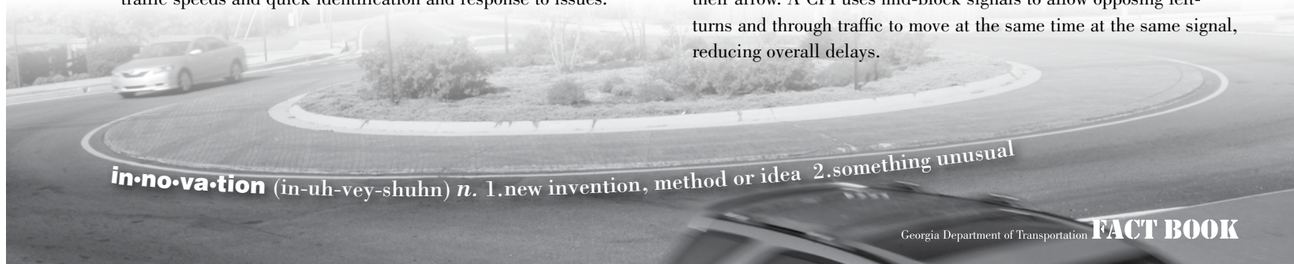
Innovative Technologies

- On the northern half of I-285 in metro Atlanta, GDOT is implementing a **variable speed limit** to reduce crashes and keep traffic flowing for longer periods. Electronic signs will alert drivers to the speed, which varies based on road, traffic and weather conditions. Depending on results, the technology may expand to other metro highways.
- On GA 400 in Forsyth and Dawson counties, we've extended Georgia's **Intelligent Transportation System** (ITS).
- Our nationally-recognized **Regional Traffic Operations Program** (RTOP)—a cutting-edge ITS-based traffic signal synchronization program in metro Atlanta—is centralizing the control of traffic signal timing along key arterial routes to improve traffic flow, diminish emissions, and reduce crashes.
- On Interstates in rural Georgia, **probe technology** blends road sensor data with data points from GPS-enabled vehicles to provide traffic speeds and quick identification and response to issues.

Innovative Intersections

- Georgia's first **diverging diamond interchange** (DDI) opened in 2012 at I-285 and Ashford-Dunwoody Road in DeKalb County. The DDI—while addressing safety and congestion—is a significant money-saver over traditional interchanges. The design shifts traffic flow to the opposite side of the road to allow vehicles to enter the freeway by turning left onto an on-ramp without stopping. A DDI is in the works at I-85 and Pleasant Hill Road in Gwinnett County, with another planned at the Jimmy Carter Boulevard interchange.

- A modern **roundabout** is a circular roadway around a central island, where entering traffic yields to existing vehicles on the roadway. Roundabouts are the preferred alternative for many intersections, including those being reconstructed, and where a traffic signal is proposed. Roundabouts are effective for managing speed and creating a transition area to move traffic from a high-speed to a low-speed environment. They offer safety advantages and excellent operational performance. There are 120 roundabouts in local and residential communities throughout Georgia, including 12 on state routes.
- Georgia's first **continuous flow intersection** (CFI) is being implemented at GA 400 and GA 53 in Dawson County. At a traditional intersection, through traffic must wait while lefts turn on their arrow. A CFI uses mid-block signals to allow opposing left-turns and through traffic to move at the same time at the same signal, reducing overall delays.



INTELLIGENT TRANSPORTATION SYSTEMS

Integrating technology, information and communication. For easier and safer travel.

Meeting the mobility needs of Georgia's travelers safely and efficiently is a constant challenge. Highway and road conditions change quickly. An accident, a stalled vehicle, inclement weather or roadway debris, can delay traffic on our interstates and freeways, causing traffic congestion. This leads to lost time, money and stress.

Transportation Management Center

Georgia DOT's **Transportation Management Center** (TMC) is at the heart of our **Intelligent Transportation System** (ITS). Located in Atlanta, it's the headquarters and information clearinghouse for Georgia-NaviGAtor 511, our 24/7 real-time traffic management system featuring **www.511ga.org** (our traffic information website) and Georgia 511 (our traffic information phone service). The TMC operates 24 hours a day, 365 days a year. By working with the TMC in Macon and satellite Transportation Control Centers (TCC) throughout the state, the TMC enhances travel safety and efficiency by managing incidents, controlling traffic, and providing information to motorists.

The TMC is all about information. Collecting it. Confirming it. Analyzing it. And communicating it.

- The TMC collects information from cameras and detection devices along interstates and from travelers who call 511 to report traffic congestion and incidents.
- The TMC confirms the problem, identifies the cause, analyzes the effect it will have on the roadway and notifies the appropriate authorities to respond to the incident.
- The TMC staff communicates the information to travelers through roadway message signs, the 511ga.org website, Georgia 511 phone line and through the media. There's even an app for your smart phone!

For more information about the TMC, visit **www.511ga.org.**
To schedule a free tour of the TMC, call 404.635.8060.

Georgia-NaviGAtor 511

Georgia's Statewide Intelligent Transportation System

24/7 real-time traffic information online: www.511ga.org.

When the Georgia Department of Transportation launched its traffic information system and website in 1996, it established Georgia DOT as a pioneer in providing motorists with up-to-the-minute information on road and traffic conditions. 511ga.org provides current travel conditions for many of Georgia's major roadways, using roadside ITS technologies. It features live traffic cameras, trip times, weather, news and travel alerts, as well as detailed maps displaying congestion levels, traffic incidents and construction. Visit **www.511ga.org**.

24/7 real-time traffic information on your phone: call 511.

Georgia 511 is a free, state-of-the-art phone service that provides real-time travel assistance 24 hours a day. The phone alternative to the 511ga.org website, Georgia 511 can be accessed from anywhere in Georgia, by simply dialing 5-1-1. Callers rely on Georgia 511 statewide to:

- Report an accident, incident or road hazard
- Request motorist assistance in metro Atlanta (HERO service)
- Obtain up-to-the-minute state highway and interstate traffic conditions
- Obtain current and planned road construction and lane closure information
- Obtain estimated trip times within metro Atlanta
- Obtain route-specific information
- Hear AMBER alert information
- Connect to other services, including transit providers like Amtrak, MARTA and Greyhound Bus Service; airport information; rideshare information; tourism information; air quality conditions; travel planning in Georgia from ExploreGeorgia.org, Georgia's official tourism website; and 511 systems in neighboring states.

And if the menu doesn't have what you need, you can always speak with a live person! For more information, visit **www.511ga.org** or **dial 511**.

Two new innovative ITS-based programs.

Our nationally-recognized **Regional Traffic Operations Program** (RTOP)—a cutting-edge traffic signal synchronization program in metro Atlanta—is centralizing the control of traffic signal timing along key arterial routes to improve traffic flow, diminish emissions, and reduce crashes due to stop-and-go traffic.

On rural Georgia interstates, **probe data** technology blends road sensor data with data points from GPS devices in vehicles to provide traffic speeds and enable the TMC to quickly identify and respond to traffic issues.

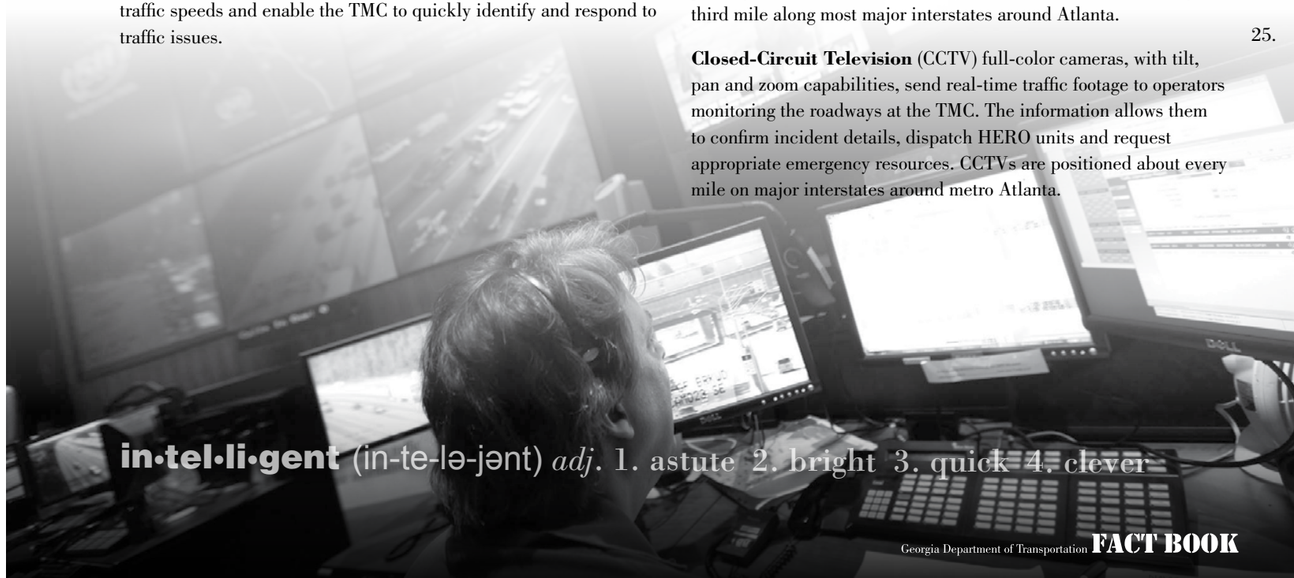
Roadside ITS

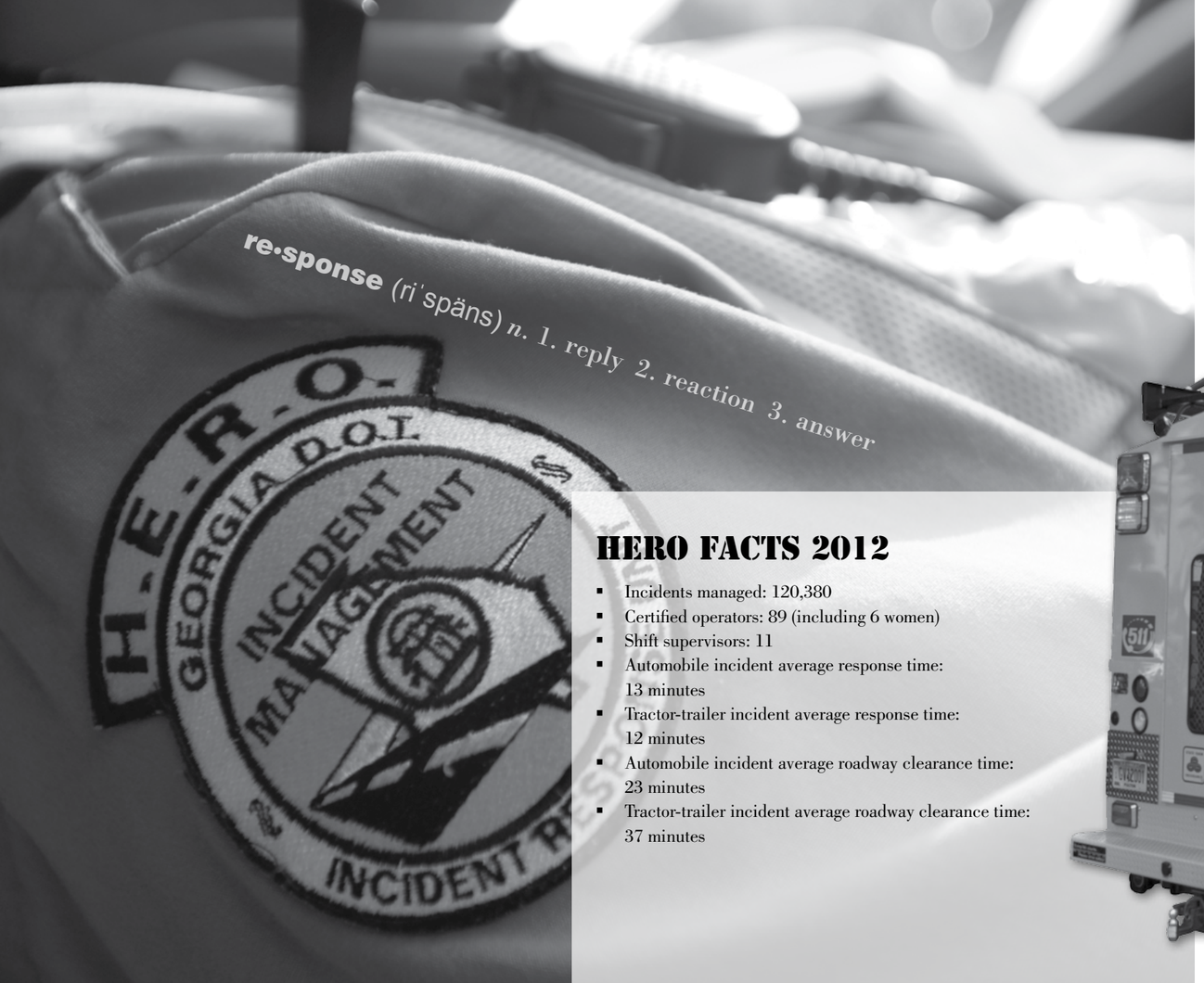
Ramp meters are traffic signal devices that regulate frequency of vehicles entering the highway and smooth out traffic flow; located on freeway entrance ramps throughout the Atlanta region.

Changeable Message Signs (CMS) relay up-to-the-minute information like travel times and incident messages; located on major interstates in metro Atlanta.

Video Detection System (VDS) cameras provide continuous speed and volume data to the TMC, allowing the system to generate travel times for the Changeable Message Signs. The cameras are the primary source of current travel information; located about every one-third mile along most major interstates around Atlanta.

Closed-Circuit Television (CCTV) full-color cameras, with tilt, pan and zoom capabilities, send real-time traffic footage to operators monitoring the roadways at the TMC. The information allows them to confirm incident details, dispatch HERO units and request appropriate emergency resources. CCTVs are positioned about every mile on major interstates around metro Atlanta.





HERO FACTS 2012

- Incidents managed: 120,380
- Certified operators: 89 (including 6 women)
- Shift supervisors: 11
- Automobile incident average response time: 13 minutes
- Tractor-trailer incident average response time: 12 minutes
- Automobile incident average roadway clearance time: 23 minutes
- Tractor-trailer incident average roadway clearance time: 37 minutes

HIGHWAY EMERGENCY RESPONSE OPERATORS

Easing congestion and thousands of headaches.

You're on a metro Atlanta freeway in rush hour and your battery dies. Or you get a flat. Or you're car overheats. **Call 511 for a HERO**, the prescription for roadway assistance and relief of road congestion (and their resulting headaches).

Georgia Department of Transportation strives to reduce highway congestion and **Highway Emergency Response Operators (HEROs)** are the key component of our incident management program.

HEROs are dispatched to traffic-related incidents with the primary duty to clear roads so that normal traffic flow is restored. Secondarily, HEROs assist stranded motorists by changing flat tires; jump-starting batteries; providing fuel or coolant; pushing vehicles to the shoulder; transporting motorists to safe areas away from traffic; providing road and travel information; offering use of a courtesy cell phone; administering first aid; and performing minor mechanical repairs. There is no charge for HERO service.

HERO Goals & Duties

- Relieve congestion and maintain consistent traffic flow at incident locations
- Reduce response time to traffic-related incidents
- Patrol 310 miles of metro Atlanta freeways on 31 routes every day during peak hours
- Respond to incidents on metro Atlanta freeways 24/7
- Provide support to law enforcement, first-response and other emergency agencies
  - Assist in clearing stalled vehicles from travel lanes
    - Help stranded motorists with minor mechanical problems

For more information, including a map of HERO routes, patrol times, FAQs and to request a HERO visit to your metro Atlanta school, visit **www.dot.ga.gov/hero**.

The HERO program is 80 percent federally funded. The 20 percent match is paid through a sponsorship program. State Farm has sponsored the HERO program since 2009.

GEORGIA COMMUTE OPTIONS

Reduced congestion. Cleaner air.

Georgia is a growing state, and booming population and increased commerce are evidenced in the rise in traffic during peak commute times and the elevated air pollutants in many areas across the state. Georgia DOT strives to improve Georgia's air quality by reducing traffic-related pollutants and administering federal Congestion Mitigation and Air Quality (CMAQ) funds to support transportation demand management (TDM) and commute options programs statewide.

For the past ten years, free programs and services have been offered by Georgia DOT under the auspices of The Clean Air Campaign (CAC). In late 2012, this suite of services was re-branded with the **Georgia Commute Options** (GCO) name.

These efforts are designed to reduce traffic congestion by working with commuters and employers to promote alternatives to single-occupancy driving, especially during peak commute hours. In metro Atlanta alone, traffic congestion costs each commuter $1,046 a year in lost time and productivity and costs the region's employers $2.9 billion a year.

GCO helps commuters and employers find ways to use carpools (driver + at least one occupant), vanpools, teleworking, riding transit (buses and trains), bicycling, walking and flex work schedules. Commuters that participate in one or more of these alternatives benefit by saving money on gas and vehicle wear and tear; being eligible to use the HOV lanes for more reliable travel times to work and home; increased productivity; and reduced traffic-related stress. More than 1,600 Georgia businesses currently offer commute options programs for their employees.

As a region and state, we are proud of our progress. In 2010, there was a 20 percent increase in the use of commute alternatives by employees compared to 2007. On any given workday, approximately 400,000 commuters in the metro Atlanta region use alternatives to driving alone. That means metro Atlantans keep enough cars off the road each workday to stretch from Atlanta to Maine and effectively reduce noxious pollutants in the air we breathe.

For more information about commute incentives, employer partnerships, carpool/vanpool ride-matching, Guaranteed Ride Home, and other services, visit **www.GACommuteOptions.com** or call 1-877-9-GA-OPTIONS.

GEORGIA**COMMUTE**OPTIONS

Powder Springs Commuter Park and Ride

The renovated 1872 lighthouse in St. Simons Island is a Transportation Enhancement that is on the National Register of Historic Places.

TRANSPORTATION ALTERNATIVES

Transportation Enhancements and Safe Routes to School

Transportation enhancements (TE) are non-motorized surface transportation system enhancements. They enrich the travel experience of motorists, bicyclists and pedestrians through community-oriented projects that showcase cultural, natural and scenic elements in the statewide transportation network. TE projects support sustainability in communities, promote economic development and generally improve quality of life. They provide well-designed facilities for pedestrians and bicyclists, preserve historic transportation treasures, beautify travel corridors, and generate community pride.

The Transportation Enhancement program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In 1998, it was refined under the Transportation Equity Act for the 21st Century (TEA-21).

Since its inception, approximately 1,100 projects, totaling over $700 million, were awarded to communities throughout Georgia. In 2011, GDOT rolled out 144 new projects, worth over $55 million.

Visit **www.dot.ga.gov/te**.

Safe Routes to School (SRTS) is part of a national and international movement to improve the health and well-being of children in grades K-8—including those with disabilities—by making it safe, convenient and fun to walk or bike to school every day. Local governments and school districts, with the support of parents and the community, apply to Georgia DOT's SRTS program for federal funds for infrastructure enhancements that improve safety. SRTS programs create safer routes for walking and bicycling, improve air quality and the environment, and enhance the health of kids.

The federal government enacted legislation recognizing the value of the Safe Routes to School effort in 2005. Five years later, Congress extended the program at $183 million per year.

In 2012, Georgia DOT let two projects totaling $1,132,217 and constructed four projects totaling $2,481,629.

Visit w**ww.SafeRoutesGA.org**, email srts@dot.ga.gov or call 404.635.2824.

Transportation Enhancements and Safe Routes to School are Transportation Alternatives under MAP-21. Under the two-year MAP-21 federal transportation reauthorization bill, the TE and SRTS programs have been rolled into the **Transportation Alternatives** (TA) program. As of October 2012, TE and SRTS activities compete for funding along with one other TA program - Recreational Trails (RT), administered by the Department of Natural Resources.

GEORGIA SCENIC BYWAYS

Explore Georgia!

Georgia is home to a remarkably diverse heritage woven together by an extensive system of roads and highways. The **Georgia Scenic Byways Program**, a community-driven effort, preserves these treasures in ways that appeal to Georgians and travelers alike, and ultimately enhances economic development.

A Georgia Scenic Byway is a highway, street, road or route featuring intrinsic qualities that Georgia DOT has designated should be protected or enhanced. These historic, scenic, natural, archaeological, cultural or recreational features give the byway its unique character.

Fourteen corridors, totaling 588 miles, are designated as Georgia Scenic Byways

Altamaha Historic Scenic Byway – 17 miles
- State Routes 99 and 17 through McIntosh and Glynn counties
- Rich cultural heritage and diverse marsh ecosystems along the coast; Sapelo Island Visitors Center; Needlewood Church and School; Fort King George; Butler Island; Darien waterfront

Cohutta-Chattahoochee – 54 miles
- NW Georgia through Whitfield and Murray counties
- Exceptional views of Cohutta Mountains, Chattahoochee National Forest, Fort Mountain State Park

Enduring Farmlands – 65 miles
- Middle Georgia's Pulaski and Wilcox counties, including scenic countryside and the cities of Hawkinsville, Pineview, Rochelle and Abbeville
- Hawkinsville's Old Opera House; pecan groves, pastures and farmland; farmers markets and festivals; Civil War sites; notable churches; Ocmulgee River; Lawrence Bennett Harness Horse Training Facility

Historic Effingham-Ebenezer – 60 miles
- Southeastern Georgia through Effingham County—one of Georgia's eight original counties—and the cities of Rincon, Ebenezer, Springfield and Guyton
- Salzburger Homestead in Ebenezer; Effingham County Courthouse; historic churches; Ogeechee River; Revolutionary and Civil War history highlights; Savannah River ferries

Historic Piedmont – 82 miles
- Through Putnam and Hancock counties in east central Georgia
- Rock Hawk Effigy Mound, constructed by Native Americans thousands of years ago; the beauty of the Piedmont region includes the Oconee National Forest, and Oconee and Ogeechee rivers

Interstate-185 – 38 miles
- Starting at I-185 in the rolling hills of Troup County and ending just north of Columbus in western Georgia
- Numerous historical, cultural and natural attractions located nearby

Meriwether-Pike County – 55 miles
- Through Meriwether and Pike counties beginning at Warm Springs, home of Franklin Delano Roosevelt's Little White House Historic Site
- Red Oak Creek Covered Bridge, Georgia's oldest remaining covered bridge; Oakland Baptist Church; Jones Mill

Millen-Jenkins County – 35 miles
- Begins in the Downtown Millen Historic District, home of century-old railroad depots and Millen-Jenkins County Museum
- Includes woodlands, pasturelands, historic farmlands and churches; Magnolia State Park

Monticello Crossroads – 29 miles
- Rural and historic Jasper County in central Georgia
- Monticello's central business district is listed on the National Register of Historic Places

Ocmulgee-Piedmont – 21 miles
- Jones County in central Georgia
- Pristine pine forests in the Piedmont National Wildlife Refuge; history ranging from 17th and 18th century Creek Indians to General Sherman's March to the Sea

Ridge and Valley – 51 miles
- Northwest Georgia including Floyd, Chattooga and Walker counties
- Keown Falls Scenic Area, the Pocket, and John's Mountain Overlook and Wildlife Management Area with biking, hiking, camping, fishing and hunting.

Russell-Brasstown – 41 miles
- North central Georgia with some of the most spectacular views in the region
- Georgia's only byway designated as a National Scenic Byway
- Primarily within Chattahoochee National Forest, home of Georgia's highest peak, Brasstown Bald; includes sections of the Appalachian Trail

South Fulton – 29 miles
- About 45 minutes southwest of Atlanta
- Popular cycling route with rolling hills, serene pastures and forested ridges; features Cochran Mill Park, Cochran Nature Preserve, and the nearby Chattahoochee River; a respite to city dwellers and charming community for residents

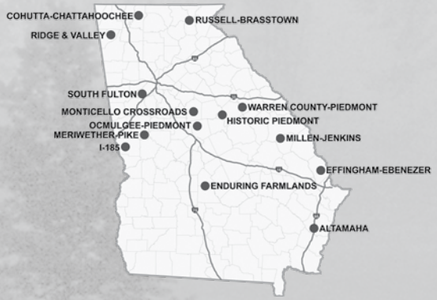
Warren County-Piedmont Extension – 11 miles
- Continuation of the Historic Piedmont Scenic Byway; includes cities of Jewell and Warrenton
- Featured twice on the Tour de Georgia bicycle race route

Designation Process

The Georgia Scenic Byways Program is a grassroots effort to preserve, promote, protect and interpret treasured corridors throughout the state. To obtain a designation, a local sponsor must identify a route, submit an application, develop a Corridor Management Plan (CMP), and receive approval by the Georgia DOT. The application defines the route, acknowledges local support, and assesses the intrinsic qualities and potential issues of the route. The CMP documents the vision for the byway and what steps will be taken to achieve the goals of promotion, preservation and enhancement.

For more information, including byway details and specifics on the designation process, visit **www.dot.ga.gov/scenicbyways**.

Scenic Byways Map



BICYCLE AND PEDESTRIAN PROGRAM

Biking and walking in Georgia!

The Georgia DOT **Bicycle and Pedestrian Program** continually strives to improve bicycle and pedestrian access and safety, while fulfilling the recommendations of the Georgia Bicycle and Pedestrian Safety Action Plan. In conjunction with the state's 15 Regional Commissions (RCs), the Department facilitates a bicycle/pedestrian plan for each region.

Georgia Bicycle Map
Our bicycle map, with details like traffic volume and roadway shoulder width, provides clear and detailed information to help cyclists navigate the state's highways and plan trips to regional destinations. Email or call us to request a map. You can also download a PDF of a regional or state bike map from our website.

34. **Pedestrian Safety Technologies**
Our engineers and safety experts endeavor to make pedestrian crossings more visible and safer for a wide range of users. The Department has developed and installed a number of cutting-edge safety technologies, including pedestrian hybrid beacons, rapid rectangular flashing beacons and in-street crosswalk lights.

Georgia Bike Sense: A Guide for Cyclists and Motorists
"Georgia Bike Sense" teaches cyclists and motorists how to safely and legally share the roadway. In addition to safety tips, etiquette and rules of the road, it also offers local, state and national bike resources. The guide, which has been distributed to thousands of cyclists, children, schools, advocacy organizations and law enforcement agencies, is available in Spanish – "Guía Para Ciclistas y Conductores." Please email or call us to request a copy (in English or Spanish). You can also download a PDF from our website.

Training and Workshops
Bicycle and Pedestrian Program staff attend state and national conferences to learn best practices in order to continually improve our program. The Bicycle and Pedestrian Program also hosts a number of training workshops —for engineers and planners—on bicycle and pedestrian design techniques. Topics include street crossings, traffic operations and signalizations, sidewalks, bicycle lanes, shared-use paths, path/roadway crossings, innovative treatments, and the latest from the American Association of State Highway and Transportation Officials (AASHTO) and the "Manual on Uniform Traffic Control Devices" (MUTCD). For information on upcoming workshops, please email or call us.

Georgia Bicycle and Pedestrian Safety Action Plan
Georgia DOT leads the effort in implementing the state's bicycle and pedestrian safety action plan, which is coordinated with the Governor's Strategic Highway Safety Plan. The plan identifies high crash locations and common crash types. It also lays out infrastructure and non-infrastructure recommendations to improve bicycle and pedestrian safety in Georgia.

Design and Planning Guidance
The Department has developed a number of design and planning guides to assist engineers, local governments, and other public and private entities in developing non-motorized facilities. The "Georgia Guidebook for Pedestrian Planning" and "Pedestrian and Streetscape Guide" are valuable tools for planning, designing and implementing safe and effective pedestrian facilities. To request a copy of these guides, please e-mail or call us.

For details, including PDFs for download, visit **www.dot.ga.gov/bikeped**. To request a bicycle map or other publication, email *bikeped@dot.ga.gov* or call 404.635.2882.

pro•gram (prō-gram) *n.* 1. plan 2. activities 3. line up

WILDFLOWER PROGRAM

Enhancing the beauty of Georgia.

Have you noticed those spectacular displays of vibrant flowers along Georgia's roadsides?

The Georgia DOT **Wildflower Program** creates a colorful roadside experience that gives Georgians a sense of pride, and visitors another good reason to return to our beautiful state!

The Wildflower Program, funded by purchase of wildflower specialty auto tags, annually sows fields of colorful wildflowers along state highways.

Motorists can choose between the "Purple Coneflower" and "Black-eyed Susan" tags. There's an annual fee of $35; the tag can be purchased at your local county auto tag office. In addition to financially sustaining the Georgia DOT Wildflower Program, your tag also shows your support of the environment and the beautification of Georgia's roadsides.

Wildflower tag sales allow us to enhance roadsides with flowers like Purple Coneflower, Black-eyed Susan, Indian Blanket, Golden-Wave and heirloom daffodil varieties. These flowers have been chosen by the Department's landscape architects for their drought-resistance and durability in Georgia's weather conditions.

Since the program's inception in 1999 tag sales have generated more than $4.3 million and proceeds have funded 1,885 acres of wildflower plantings across the state. In 2012, 385 acres of wildflowers were planted. Over one million daffodil bulbs have been planted since 2006.

For a free packet of seeds, or more information on the Wildflower Program (including tips for growing your own garden), visit **www.dot.ga.gov/wildflowers** or call 404.631.1829. For wildflower auto tag information, contact the Georgia Department of Revenue, **www.motor.etax.dor.ga.gov**.

SPONSOR-A-HIGHWAY

Georgia DOT's **Sponsor-A-Highway Program** offers local businesses the opportunity to financially sponsor litter removal on segments of state roadway. For each mile sponsored, a Clean Georgia sign with the sponsor's logo is placed on the roadway shoulder. Sponsorship builds brand awareness, and demonstrates environmental responsibility and community commitment. The program is administered by a national company at no cost to GDOT or taxpayers. For sponsorship opportunities, visit: **www.adoptahighway.com**, email *info@adoptahighway.com*. Or call 800.200.0003.

LANDSCAPE BEAUTIFICATION

Cities and counties often want to enhance their roadsides with landscaping and other amenities to provide welcoming entrances into their business and residential communities. Georgia DOT Maintenance reviews landscape plans for safety, appropriate plant material, and maintenance requirements. Our **Landscape Program** webpage offers guidance on policies, permits, and grants. Visit **www.dot.ga.gov/informationcenter/programs/environment/landscapes**.

LITTER. IT COSTS YOU.

With 11 litter laws in Georgia and fines of up to $1,000, you'd think that litter wouldn't be such a serious problem. However, motorist trash and debris from unsecured loads and accidents can cause serious driving, health and environmental hazards. Take the first steps in the fight against litter: Stop littering. Encourage those around you to change their behavior. And report illegal dumping to your local law enforcement agency. Litter removal is expensive (Georgia DOT has spent as much as $14 million annually removing litter from our interstates and state routes). Litter negatively affects tourism. It hurts the environment. It's a threat to public safety. And it diminishes our quality of life.

For information about Georgia's anti-litter initiative, visit **www.litteritcostsyou.org**.

ENVIRONMENTAL SERVICES

Transportation planning and the environment.

Georgia DOT's commitment to providing a transportation system that's "environmentally sensitive" means projects must have a limited effect on natural, social, cultural and economic environments. From planning and design, through construction, operation and maintenance, all facets of the environment are considered in every aspect of our work.

Projects are developed in compliance with federal and state environmental laws. Prior to the start of a project, the Georgia DOT **Office of Environmental Services** conducts an environmental analysis. This assesses the project's potential impact on resources including historic properties and archaeological sites, wetlands and waterways, threatened and endangered species, air quality, noise levels, communities and traffic patterns. Before final project decisions are made, public comments are actively sought and considered, and mitigation efforts and avoidance alternatives are thoroughly evaluated.

Preserving our past.
Protecting our future.

Georgia DOT environmental staff show time and again that successful transportation projects need not sacrifice the environment. Here is one example.

Avondale Burial Place: unmarked graveyard near the community of Walden in Bibb County. Lacking tombstones or markers, maps or deeds, identification of a heavily vegetated area as a cemetery began with a comment by a property owner during a discussion about a proposed road extension. This ignited an effort that revealed 101 graves. Analysis suggests that Avondale Burial Place was a late 19th/early 20th century cemetery for African-American tenant farmer families.

Cemeteries provide a great source of information to tell the story of African-American tenant farmers who are underrepresented in the historical record. Over 50 percent of the burials were infants and children, a testimony to the difficult lives and early deaths for tenant farming families. For individuals surviving childhood, the skeletal remains record the realities of life as a tenant farmer – poor nutrition, inadequate health care and a life of hard, physical labor.

One of the most impactful outcomes of the Avondale project is the connection made between the burial community and the Barton-Thomas Family. Through the family's research, they knew they had roots in this part of Bibb County, but they had no tangible connection to their ancestors. As a result of the research conducted for this project and the DNA analysis, the Barton-Thomas Family now has a physical connection to the home of their ancestors. And with the reinterment at Bethel AME Church, they now have a place to visit and connect in a tangible way to their heritage.

I Remember. I Believe. Georgia DOT, in association with the Federal Highway Administration, New South Associates and Georgia Public Broadcasting produced a **33-minute video** documenting the Avondale endeavor. To view the video and get more information, including a look at archaeology, genealogy, and African-American burial traditions, visit **www.avondaleburialplace.org**.

Georgia DOT's Office of Environmental Services shares the information it collects through traveling exhibits; published reports; web-based exhibits and databases; on-site interpretative panels and kiosks; brochures and posters; and classroom teaching tools and activity guides. For information, visit **www.dot.ga.gov/culturalresources**.

PUBLIC TRANSIT

Georgia DOT **Intermodal/Transit Programs** provide transit capital and operating assistance to the small urban and 114 rural transit programs in the state. Transit Programs also provides planning assistance to all 14 Metropolitan Planning Organizations (MPOs) in Georgia.

Public transit programs are a key part of Georgia's ability to mitigate congestion, improve air quality, and facilitate economic development. Future demographic trends and economic realities of the state suggest that transit will become increasingly important to many Georgians looking to live, work and play in communities without having to rely on the sole use of single occupancy vehicles (SOVs). A snapshot of Georgia transit systems and programs is shown below.

For more information about public transit in Georgia, visit **www.dot.ga.gov/transit**.

2012 Urban Transit Facts

Number of Urban Transit Programs.....14
Revenue Vehicle Miles .....65.4 million
Number of Passenger Trips .....177.5 million
Total Revenue Vehicles.....1,182 buses/318 rail cars

2012 Rural Transit Facts

Number of Rural Transit Programs.....114
Revenue Vehicle Miles .....12.6 million
Number of Passenger Trips .....1.7 million
Revenue Vehicles.....481 Paratransit
ADA Compliant Vehicles 336

Source: Division of Intermodal

Urban Transit Systems

Albany Transit System (ATS)
Athens Transit System (ATS)
Augusta Public Transit (APT)
Chatham Area Transit Authority (CAT)
Cobb Community Transit (CCT)
Columbus Transit System (METRA)
Douglas County Rideshare
Gwinnett County Transit (GCT)
Georgia Regional Transportation Authority (GRTA)
Hall Area Transit (HAT)
Liberty Transit System
Macon-Bibb County Transit Authority (MBTA)
Metropolitan Atlanta Rapid Transit Authority (MARTA)
Rome Transit Department (RTD)
University of Georgia Campus Transit

Rural/City Transit Systems

Americus
Cedartown
Dawson
Social Circle

TRANSIT FUNDING

The Federal Transit Administration (FTA) provides federal funds to assist local governments and transit agencies in maintaining, improving and expanding public transportation services throughout the state. Georgia DOT's role is to provide oversight to the transit program by:

- Identifying federal and state formula funds
- Assisting local urban and rural transit operators and MPOs in system planning and capital equipment acquisitions
- Monitoring sub recipients to ensure compliance with FTA and state regulations
- Encouraging fiscal responsibility
- Promoting the overall quality performance of capital, planning, operating and technical aspects of grant administration

The chart below offers a five-year look at federal, state and other funding for transit in Georgia.

Georgia Transit Funding 2008-2012

	Federal Funds	State General Funds	Other	Total
2008	$20,000,000	$7,499,939	$6,000	$27,505,939
2009	20,000,000	6,613,819	6,000	26,619,819
2010	20,000,000	4,522,596	6,000	24,528,596
2011	32,891,553	3,366,423	6,000	36,263,976
2012	38,449,038	2,920,283	6,000	41,375,321

Source: Office of Budget Services

FREIGHT RAIL

Georgia boasts one of the most extensive **Freight Rail** systems in the U.S., with some 5,000 miles of track that run through almost all of the state's 159 counties. The system primarily consists of two Class 1 railroads—Norfolk Southern and CSX—and 25 shortlines.

Georgia DOT and Rail

Georgia DOT owns nearly 540 miles of light density rail line. Approximately 86 percent of the 540 miles is leased to a shortline operator. The remaining 14 percent is leased to the Georgia Department of Natural Resources for use as a bicycle and pedestrian trail, is inactive, or is not leased.

Light Density Lines

- 29 percent (1,433 miles) of the state's railroad system is operated by 26 independent or short-line operators
- Norfolk Southern has approximately 851 miles of light density lines and CSX has another 242 miles
- Georgia's light density lines carry less than 5 million gross tons of freight per year and function as local shortline service operators, primarily in rural agricultural areas

Mainlines

- 2,463 miles of the rail system are classified as "mainline track"
- Some Georgia mainlines transport more than 80 million gross tons per year, ranking them among the most heavily used in the country

For more information about Georgia freight rail, visit **www.dot.ga.gov/rail**.

Source: Division of Intermodal

Norfolk Southern train enters The Gulch in Atlanta

Estimated Track Route Mileage

Class 1 Railroads

CSX Transportation	1,626
Norfolk Southern	1,912

Shortline Railroads

The Athens Line	19
CaterParrott RailNet	44
Chattahoochee Bay	2
Chattahoochee Industrial	16
Chattooga and Chickamauga	49
First Class Railroad	8
Fulton County Railway	55
Georgia and Florida Railway	188
Georgia Central	171
Georgia Isles Terminal	19
Georgia Northeastern	100
Georgia Southern Railway	57
Georgia Southwestern	245
Georgia Woodlands	17
Great Walton	10
Hartwell	58
Heart of Georgia	226
Louisville and Wadley	10
Ogeechee Railroad	21
Riceboro Southeastern	19
Saint Mary's	18
Saint Mary's West Railroad	23
Sandersville	13
Savannah Port Terminal	10
Squaw Creek	30
Valdosta Railway	10
Total Track Mileage	**4,976**

PASSENGER RAIL

The **Georgia Rail Passenger Program** (GRPP) consists of a comprehensive plan for two distinct kinds of rail transportation: commuter and intercity trains. **Commuter trains** would serve inbound commuters going to work in the metro Atlanta area in the morning and then traveling home in the evening. **Intercity trains** would connect communities throughout Georgia, the Southeast and the United States.

Commuter Rail

The GRPP contains seven proposed commuter rail lines and seven proposed lines of intercity rail service, as well as the proposed Georgia MultiModal Passenger Terminal (MMPT) in downtown Atlanta near the Five Points MARTA station. For information about the Georgia MMPT, visit **www.dot.ga.gov/mmpt**.

The state's proposed commuter service would serve 55 communities around metro Atlanta. The intercity lines would link nine of Georgia's largest cities and towns with the metro Atlanta/Macon areas, as well as link two of the largest travel markets in adjoining states.

Intercity Rail

Current intercity rail passenger service in Georgia, known commonly as Amtrak, operates the following routes:

- The **Crescent** operates daily between New York and New Orleans with stops in Atlanta, Gainesville and Toccoa, GA.
- The **Silver Meteor** and the **Silver Star** operate daily between New York and points in Florida, with stops in Savannah and Jesup, GA.
- The **Palmetto** operates daily between New York and Savannah via Charleston.

High-Speed Rail

In addition to Georgia's proposed systems of commuter and intercity rail, Georgia is also reviewing opportunities for high-speed rail. Studies continue on developing high-speed passenger rail service on four corridors:

- **Atlanta to Birmingham** has two major destinations.
- **Atlanta to Charlotte** has a potential to connect three major destinations: Atlanta, Greenville and Charlotte.
- **Atlanta to Louisville** has a potential to connect six major destinations: Atlanta, Chattanooga, Knoxville, Nashville, Lexington and Louisville.
- **Macon to Jacksonville** has a potential to connect four major destinations: Atlanta, Macon, Savannah and Jacksonville.

For more information, and to view proposed commuter and high-speed rail services and maps, visit **www.dot.ga.gov/rail**.

AVIATION PROGRAMS

Ensuring the vitality of Georgia's aviation system. Supporting statewide economic development.

Division of Intermodal – **Aviation Programs** assures a safe, adequate, and well-maintained system of public-use airports, encourages the use of aviation facilities, guides airport development, and promotes viable scheduled air service throughout the state.

Responsibilities include:

- Administer state Airport Aid Program and federal State Block Grant Program to assist communities with capital improvement, airport planning, airfield maintenance, and navigational aid projects.
- Inspect and license Georgia's 97 public use general aviation airports.
- Maintain a Statewide Aviation System Plan, which establishes statewide development goals and prioritizes capital projects.
- Maintain a Statewide Airfield Pavement Management study, which provides a statewide airfield maintenance plan.
- Publish the Georgia Airport Directory and the Georgia Aeronautical Chart.

AVIATION FUNDING

The State of Georgia's **Airport Aid Program** consistently serves as a funding source for projects at the state's publicly-owned airports by providing financial assistance to communities for state projects and a match on federal airport improvement grants. The Airport Aid budget is annually appropriated by the Georgia General Assembly from state general revenue funds.

Projects may include:

- New, extension, or widening of runways, taxiways, and aircraft parking aprons.
- Resurfacing or reconstruction of runways, taxiways and aprons; repair of lighting systems and navigational aids; and airfield pavement maintenance.
- Purchase and installation of navigational aids, such as localizers, glide slopes, non-directional radio beacons, and automated weather reporting equipment.

For details on Georgia's aviation system and the state's Airport Aid Program, including airport information, statewide projects, airport planning and development, licensing rules and regulations, and publications, visit: **www.dot.ga.gov/aviation**.

GEORGIA AVIATION STATS

454 Total landing areas [public & private airports & heliports]
104 Publicly-owned public use airports
9 Commercial service airports [air carrier airports]
95 General aviation public use airports
2 Privately-owned public use airports
225 Private use airports
115 Private use heliports

Source: FAA 2012

Georgia Airport Funding 2008-2012

	Federal Funds	State General Funds	Total Airport Funding
2008	$65,983,349	$11,221,733	$77,205,082
2009	$32,961,823	$11,934,757	$44,896,580
2010	$36,657,689	$ 4,659,479	$41,317,168
2011	$46,010,006	$ 1,651,893	$47,661,899
2012	$37,226,669	$ 2,272,220	$39,498,889

Source: Division of Intermodal-Aviation Programs, 2012.

GEORGIA PORTS AND WATERWAYS

Helping drive economic development in Georgia and throughout the Southeast.

The Georgia DOT **Waterways Program** partners with the U.S. Army Corps of Engineers to maintain the navigability of the Atlantic Intracoastal Waterway (AIWW) and Georgia's deep water ports in Savannah and Brunswick. These port facilities are operated by the Georgia Ports Authority (GPA).

Atlantic Intracoastal Waterway

The AIWW extends 137 miles through Georgia from the Florida state line to the South Carolina state line. Georgia DOT provides land for the 98 upland disposal areas used by the U.S. Army Corps of Engineers to maintain the waterway in Georgia.

Savannah Harbor

As local sponsor for the Savannah Harbor, Georgia DOT provides easements and rights-of-way for upland disposal areas in the harbor, as well as 35 percent of the cost required to raise the dikes at the upland disposal areas. The Port of Savannah, the nation's fourth largest container port, handled 8.7 percent of all U.S. containerized cargo volume in FY 2011.

Brunswick Harbor

As local sponsor for Brunswick Harbor, Georgia DOT provides easements and rights-of-way for upland disposal areas, as well as 35 percent of the cost required to raise the dikes at Andrews Island, which is the main upland disposal area in the Brunswick Harbor. The Port of Brunswick is the nation's third largest exporter of U.S.-made vehicles and machinery.

A Look at the Future:
PROPOSED SAVANNAH HARBOR EXPANSION PROJECT

In 2015, international shipping will enter a new phase. That's when the expected completion of the widening of the Panama Canal will result in a new breed of "mega-container" ships moving through its locks - vessels that can carry up to twice as much cargo as current ones.

In order to attract these larger ships and keep the state competitive, plans are in the works to deepen the Savannah harbor and river to 47 feet. A 15-year study by the U.S. Army Corps of Engineers found the Savannah Harbor Expansion Project (SHEP) to be environmentally and economically sound.

Savannah leads the Southeast in containerized cargo. In FY2011 the Port of Savannah was the second busiest U.S. container port for the export of American goods by tonnage and handled 12.5 percent of all U.S. containerized exports. Deepening the harbor will ensure its premier status in moving U.S. exports to the global marketplace.

State funding of $181 million has been approved for the SHEP. The federal government share is about $392 million.

Georgia's deepwater ports and inland barge terminals support more than 352,000 jobs throughout the state annually and contribute $18.5 billion in income, $66.9 billion in revenue and $2.5 billion in state and local taxes to Georgia's economy.

For more information about Georgia ports and waterways, and the Savannah expansion project, visit **www.dot.ga.gov/waterways** or **www.gaports.com** or **www.sas.usace.army.mil**.

Container ship navigates the Savannah River near Talmadge Memorial Bridge.

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 congressional districts. Each member is elected by state senators and representatives whose legislative districts fall within all or part of the relevant congressional district. Members serve staggered, five-year terms.

In 2013, the State Transportation Board expanded from 13 to 14 members. This was due to the addition of a 14th congressional district resulting from an increase in the state's population growth, as reflected in the 2010 Census.

STATE TRANSPORTATION BOARD MEMBERS

ANN PURCELL
District 1
410 Willowpeg Way
Rincon, GA 31326
912.663.8128

Ann Purcell served over 17 years in the Georgia House of Representatives. She served nine terms – from 1990-2004 and from 2009 until her retirement. Purcell is a businesswoman, retired teacher and a former member of the State Board of Technical and Adult Education. The Girl Scouts of Historic Georgia honored her with the 2012 Woman of Distinction award. She served as Honorary Commander of the 165th Airlift. Purcell is on the board of the World Trade Center Savannah, and is a member of the Effingham County Chamber of Commerce, Historic Effingham and the American Cancer Society. Purcell was elected to the Transportation Board in 2013. She is married to Dr. Dent Purcell. They have three children and eight grandchildren.

JOHNNY FLOYD
District 2
PO Box 5260
Cordele, GA 31010
229.273.5312

Johnny Floyd served in the Georgia House of Representatives for 19 years. He was chairman of the House Ethics and Banks & Banking committees, and vice chairman of the House Transportation Committee. He has served on the Transportation Board for five years and was elected chairman in 2012. Floyd was chairman of the board of Ameris Bank in Cordele, served eight years on the bank's holding company board, and was president of the Rotary Club of Cordele. Floyd attended Georgia Southwestern University and graduated from University of Florida Forest Ranger School. A native of Ridgeland, SC, he is president of Coney Farms LLC and Cordele Realty. Floyd was re-elected to his second term on the Transportation Board in 2013.

SAM M. WELLBORN
District 3
2110 Oak Ave
Columbus, GA 31906
706.615.0965

Sam Wellborn, a business and civic leader, has served on the STB for over 20 years. He is an Emeritus Board member of Columbus Bank and Trust Company and his board service includes Flint Energies, Gateways Foundation, and Columbus Botanical Garden. He is former president and CEO of Columbus Bank and Trust Co. and former chairman and CEO of Synovus Foundation. The Boy Scouts of America honored him with the 2012 Distinguished Citizen award. Wellborn earned a BBA from University of Georgia in 1964 and attended Georgia Banking School and Manufacturers Hanover Trust School. The Columbus native was re-elected to the STB in 2012. He is married to the former Laurie "Dusty" Reed. They have three children and five granddaughters.

ROBERT L. BROWN, JR.
District 4
250 E. Ponce de Leon
Eighth Floor
Decatur, GA 30030
404.377.2460

Robert Brown, a business, community and civic leader, has served on the Transportation Board for eight years. A fellow in the American Institute of Architects, he serves on various civic boards throughout the community and state. Brown is chairman of the Georgia Historical Society, and past chairman of the Georgia Chamber of Commerce. Georgia Trend named him Most Respected CEO for 2012, and he has been recognized for his business achievements by the Atlanta Business League and Metro Atlanta Chamber of Commerce. The Dublin native and graduate of Tuskegee University is president and CEO of R.L. Brown and Associates, an architectural and construction management firm in Decatur. Brown was re-elected to the Transportation Board in 2011.

STACEY J. KEY
District 5
PO Box 29033
Atlanta, GA 30359
404.310.5040

Stacey Key is president and CEO of the Georgia Minority Supplier Development Council (GMSDC) – Georgia's leading organization for supplier diversity and small business development. She is also president of GBK Enterprises, an entrepreneurial family-owned business. Key has more than 20 years of management experience in sales, marketing, operations and customer satisfaction for global brands such as IBM, Schlumberger, Bellsouth and Samsung. She sits on the boards of directors of Atlanta Technical College and the Georgia Chamber of Commerce. Key has a bachelor's degree in business administration and computer science from Western Kentucky University and an MBA from Kennesaw State University. She was elected to the STB in 2013.

DAN MOODY
District 6
605 Brisbaine Manor
Johns Creek, GA
30022
678.296.7855

Dan Moody, an electrical engineer and retired captain in the U.S. Army Reserves, received a bachelor of science in electrical engineering from the University of Oklahoma. Moody served in the State Senate for eight years and was elected Senate Majority Caucus Chairman. He also chaired the Senate Education & Youth Committee and the Senate Ethics Committee. A small business owner for many years, Moody recently sold his business that provided process control instrumentation products and services to the world market. He and his wife, Stephanie, were married in 1970 and have three children and eight grandchildren. Moody was elected to the STB in 2013.

RUDY BOWEN
District 7
5696 Kennedy Road
Suwanee, GA 30024
404.317.3310

Rudy Bowen, a business, community and civic leader, has served on the Transportation Board for six years. He was chairman from 2010 to 2012. The governor selected him to serve on the Lake Lanier Recreational Authority. He also served on the Gwinnett Airport Authority, the board of Gwinnett Parks and Recreation, Gwinnett County Board of Appeals, and on the boards of several banks. His affiliations include Children's Healthcare of Atlanta, American Cancer Society, American Red Cross and Gwinnett Children's Shelter. He is a charter member of Johns Creek Baptist Church and Atlanta Athletic Club. Bowen, a native of Dawsonville and resident of Suwanee, was educated at the University of Georgia. He was re-elected to the STB in 2010.

JAY SHAW
District 8
PO Box 245
Lakeland, GA 31635
229.482.3505

Jay Shaw served in the Georgia House of Representatives for 18 years and was mayor of Lakeland for 10 years. His community and civic activities include serving on the boards of Louis Smith Memorial Hospital and Unity United Methodist Church. Shaw is past president of the Lanier County Lions Club, as well as the Jaycees. He attended Abraham Baldwin Agriculture College and Valdosta State University. A Lakeland native, Shaw was founder of The Jay Shaw Company (insurance and real estate). He was elected to the Transportation Board in 2010. Shaw married his high school sweetheart—Libby—and they have two sons and two daughters-in-law, with four grandchildren.

STATE TRANSPORTATION BOARD MEMBERS continued

EMILY DUNN
District 9
PO Box 56
Blue Ridge, GA 30513
706.632.5000

Emily Dunn, a business, community and civic leader, is chairman of the Fannin Literacy Action Group and served on the Fannin County Board of Education for 10 years, including four years as chairman. She is on the board of trustees of Fannin Regional Hospital and was on the board of directors for North Georgia Technical College. She is past chairman of the Fannin County Chamber of Commerce. Dunn is a registered nurse with a BSN from North Georgia College. A native of Copperhill (Tennessee), Dunn resides in Blue Ridge. She is president of Tom's Amusement Company and board director for the Amusement and Music Operators Association. Dunn was elected to the Transportation Board in 2011.

JAMES T. "JAMIE" BOSWELL
District 10
788 Prince Avenue
Athens, GA 30606
706.546.8100

Jamie Boswell, an Athens businessman and former city council member, is president and owner of Boswell Group, which includes a commercial real estate company, an insurance agency and an appraisal company. Boswell served as president of the Athens Area Association of Realtors and the Georgia CCIM Chapter (a national commercial real estate organization). He also served on the board of directors of the Athens Area Chamber of Commerce and the Oconee County Economic Development Authority. Boswell, a Greensboro, Georgia native, received his BBA degree from the University of Georgia in 1967. He is married to the former Elizabeth "Tuter" Pollock. They have two children and two grandchildren. Boswell was elected to the State Transportation Board in 2013.

JEFF LEWIS
District 11
PO Box 480
White, GA 30184
770.382.4411

Jeff Lewis served in the Georgia House of Representatives for 16 years and was chairman of the House Energy, Utilities and Telecommunications Committee. Lewis is a graduate of Jacksonville State University where he received a BA in political science and philosophy and an MBA in economics and finance. Lewis, a Bartow County native, resides in Cartersville, where he is a self-employed small businessman. Lewis was elected to the Transportation Board in 2011.

Elizabeth Osmon, Executive Secretary
eosmon@dot.ga.gov

For information, visit **www.dot.ga.gov/board**
Or call 404.631.1001.

DON GRANTHAM
District 12
PO Box 3145
Augusta, GA
30914-3145
706.738.7786

Don Grantham was an Augusta/Richmond County commissioner for 11 years and on the Georgia Ports Authority for 12 years, including two terms as chairman. He is a director of First Bank of Augusta. Grantham served on the administrative board of Aldersgate United Methodist Church and the board of trustees of Augusta State University. He was named an Outstanding Alumnus of Augusta State University. Grantham was named by Georgia Trend as one of the 100 Most Influential Georgians. He is a graduate of the University of Georgia and a member of the Gridiron Secret Society. Grantham is an alumnus of Leadership Georgia. The Augusta native is founder and CEO of Forest Sales Corporation, and has extensive experience in planning and zoning. Grantham was elected to the Transportation Board in 2011. In 2013, his representation changed from District 10 to District 12 due to congressional redistricting.

DANA L. LEMON
District 13
300 Griffin Street
McDonough, GA
30253
770.490.9125

Dana L. Lemon, a community and business leader, has served on the Transportation Board for 10 years. The McDonough native is president of W.D. Lemon & Sons Funeral Home, a family business serving the Southern Crescent for over 50 years. She attended Davidson College and Gupton-Jones College of Funeral Service. Lemon serves in the leadership of the National Funeral Directors & Morticians Association and the Georgia Funeral Service Practitioners Association. She is co-host of Community Spotlight, a local cable TV talk show. Lemon was named Woman of the Year by the Women's Transportation Seminar/Atlanta; she received the Athena Award from the Henry County Chamber; and the Generational Torch Award from the Georgia Black Chamber of Commerce. Lemon is a 2012 graduate of Leadership Atlanta. She was elected to the Transportation Board in 2003 and re-elected to her third term in 2013.

ROGER WILLIAMS
District 14
132 Huntington Road
Dalton, GA 30720
706.618.6029

Roger Williams, a Dalton businessman, served 22 years in the Georgia General Assembly's House of Representatives before retiring in 2012. In his eleven terms, Williams became one of the General Assembly's most powerful figures. He chaired the House's Regulated Industries Committee and was named one of Georgia Trend's 100 Most Influential Georgians. Williams is president of Credit Services, Inc., in Dalton. He serves on the board of directors of the Family Support Council; is on the board of the Creative Arts Guild; and is a member of the American Legion, the Dalton Rotary Club and Saint Mark's Episcopal Church. Williams was elected to the STB in 2013 to represent Georgia's new 14th Congressional District in Northwest Georgia.

GEORGIA DOT KEY DIVISIONS AND OFFICES

Commissioner and Special Staff

Commissioner 404.631.1000
Deputy Commissioner 404.631.1023
Chief Engineer 404.631.1004
Treasurer 404.631.1003
State Transportation Board Secretary 404.631.1001
Engineering Services 404.631.1986
Environmental Compliance Bureau 404.631.1986
Innovative Program Delivery 404.631.1703
Policy and Government Affairs 404.631.1000
Program Control 404.631.1929
Program Delivery 404.631.1930
Transportation Investment Act (TIA)
Administrator 404.631.1733

Division of Administration/General Counsel

Director 404.631.1499
Deputy General Counsel /Legal Services 404.631.1499
Construction Claims 404.631.1499
Audits 404.631.1333
Equal Employment Opportunity (EEO) 404.631.1972
Human Resources 404.631.1500

Division of Construction

Director 404.631.1970
Bidding Administration 404.631.1147
Construction 404.631.1971
Materials 404.608.4700

Division of Engineering

Director 404.631.1520
Bridge Design 404.631.1985
Design Policy & Support 404.631.1602
Environmental Services 404.631.1102
Right-of-Way 404.347.0220
Roadway Design 404.631.1702

Division of Finance

Director 404.631.1003
Budget Services 404.631.1316
Financial Management 404.631.1291
General Accounting 404.347.0473

Division of Intermodal

Director 404.347.0573
Intermodal 404.631.1246

Division of Local Grants and Field Services

Director 404.631.1002
Local Grants 404.347.0240
Property and Equipment 770.484.3201

District Offices

D1 / Gainesville 770.532.5500
D2 / Tennille 478.552.4601
D3 / Thomaston 706.646.6900
D4 / Tifton 229.386.3280
D5 / Jesup 912.427.5711
D6 / Cartersville 770.387.3602
D7 / Chamblee/Metro Atlanta 770.986.1011

Division of Permits and Operations

Director 404.631.1400
Maintenance 404.631.1387
Maintenance Activities Unit (MAU) 404.363.7625
Traffic Operations 404.635.2800
Crash Reporting 404.635.2823
Oversize Permit Unit 404.635.8176
Real Time Traffic Information/HERO Assistance 511
Traffic Management Center (TMC) 404.635.2800
Transportation Data 770.986.1360
Utilities 404.631.1354

Division of Planning

Director 404.631.1023
Planning 404.631.1987

Division of Public Private Partnerships (P3)

Director 404.631.1004
P3 ..... 404.631.1300

Other Key Offices

Communications 404.631.1931
Information Technology 404.631.1590
IT Applications 404.631.1643
IT Infrastructure 404.631.1634
Organizational Performance Management (OPM) 404.631.1743
Research 404.608.4712
Procurement
Administrator 404.631.1435
Operational Purchasing 404.631.1148
Procurement General Support 404.631.1254
Transportation Services Procurement 404.631.1148

Customer Service Desk 404.631.1990

TRANSPORTATION DISTRICTS

Georgia's 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 subdivided by area offices which are overseen by an area engineer.

District responsibilities

- 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

District One
Gainesville

District Two
Tennille

District Three
Thomaston

District Four
Tifton

District Five
Jesup

District Six
Cartersville

District Seven
Chamblee/
Metro Atlanta

District One - Gainesville

Main: 770.532.5500
Communications: 770.718.3924
Visit: www.dot.ga.gov/d1

Area Offices/Counties

- **Athens**: Clarke, Jackson, Oconee, Walton
  706.583.2644
- **Carnesville**: Elbert, Franklin, Hart, Madison
  706.384.7269
- **Clarkesville**: Banks, Habersham, Rabun, Stephens
  706.754.9559
- **Cleveland**: Lumpkin, Union, Towns, White
  706.348.4848
- **Gainesville**: Dawson, Forsyth, Hall
  770.535.5759
- **Lawrenceville**: Barrow, Gwinnett
  770.339.2308

District Two - Tennille

Main: 478.552.4601
Communications: 478.552.4656
Visit: www.dot.ga.gov/d2

Area Offices/Counties

- **Augusta**: Columbia, Lincoln, Richmond, Wilkes
  706.855.3466
- **Dublin**: Bleckley, Dodge, Laurens, Treutlen
  478.275.6596
- **Louisville**: Burke, Jefferson, McDuffie, Warren
  478.625.3681
- **Madison**: Greene, Morgan, Newton, Oglethorpe, Taliaferro
  706.343.5836
- **Milledgeville**: Baldwin, Jasper, Putnam, Wilkinson
  478.445.5130
- **Sandersville**: Glascock, Hancock, Johnson, Washington
  478.240.3061
- **Swainsboro**: Emanuel, Jenkins, Screven
  478.289.2614

TRANSPORTATION DISTRICTS continued

District Three – Thomaston

Main: 706.646.6900
Communications: 706.646.6938
Visit: www.dot.ga.gov/d3

Area Offices/Counties

- **Americus**: Marion, Schley, Stewart, Sumter, Webster
  229.931.2434
- **Columbus**: Chattahoochee, Harris, Muscogee, Talbot
  706.568.2165
- **Griffin**: Butts, Fayette, Henry, Spalding
  770.228.7205
- **LaGrange**: Coweta, Heard, Meriwether, Troup
  706.845.4115
- **Macon**: Bibb, Jones, Monroe, Twiggs
  478.757.2601
- **Perry**: Dooly, Houston, Macon, Peach, Pulaski
  478.988.7151
- **Thomaston**: Crawford, Lamar, Pike, Taylor, Upson
  706.646.6100

District Four – Tifton

Main: 229.386.3280
Communications: 229.391.6852
Visit: www.dot.ga.gov/d4

Area Offices/Counties

- **Albany**: Baker, Dougherty, Lee, Mitchell
  229.430.4198
- **Cuthbert**: Calhoun, Clay, Early, Quitman, Randolph, Terrell
  229.732.3066
- **Donalsonville**: Decatur, Grady, Miller, Seminole
  229.524.5760
- **Douglas**: Atkinson, Berrien, Coffee, Irwin
  912.389.4201
- **Fitzgerald**: Ben Hill, Crisp, Turner, Wilcox, Worth
  229.426.5244
- **Interstate 75 Reconstruction Office**/Areas served: Interstate 75 through Cook, Crisp, Lowndes, Tift and Turner counties
  229.546.4436
- **Moultrie**: Brooks, Colquitt, Cook, Thomas, Tift
  229.891.7130
- **Valdosta**: Clinch, Echols, Lanier, Lowndes
  229.333.5287

District Five – Jesup

Main: 912.427.5711
Communications: 912.427.5743
Visit: www.dot.ga.gov/d5

Area Offices/Counties

- **Baxley**: Appling, Jeff Davis, Montgomery, Telfair, Wheeler
  912.366.1090
- **Brunswick**: Camden, Glynn, McIntosh
  912.264.7247
- **Glennville**: Liberty, Long, Tattnall, Toombs, Wayne
  912.654.2940
- **Savannah**: Bryan, Chatham
  912.651.2144
- **Statesboro**: Bulloch, Candler, Effingham, Evans
  912.871.1103
- **Waycross**: Bacon, Brantley, Charlton, Pierce, Ware
  912.285.6009

District Six – Cartersville

Main: 770.387.3602
Communications: 770.387.4081
Visit: www.dot.ga.gov/d6

Area Offices/Counties

- **Buchanan**: Carroll, Haralson, Paulding
  770.646.5522
- **Cartersville**: Bartow, Cherokee, Gordon
  770.387.3680
- **Dalton**: Catoosa, Dade, Murray, Walker, Whitfield
  706.272.2211
- **Ellijay**: Fannin, Gilmer, Pickens
  706.635.5551
- **Rome**: Chattooga, Floyd, Polk
  706.295.6025

District Seven – Chamblee/Metro Atlanta

Main: 770.986.1011
Communications: 770.986.1788
Visit: www.dot.ga.gov/d7

Area Offices/Counties

- **Atlanta** / Area served: City of Atlanta
  404.853.0401
- **Cobb**: Cobb, North Fulton
  770.528.3238
- **College Park**: Clayton, South Fulton, Douglas
  404.559.6699
- **DeKalb**: DeKalb, Rockdale
  404.299.4386

EVERYDAY CONTACTS

For getting around in Georgia.

Georgia DOT

Customer Service Desk
We'll direct you to the right place
404.631.1990

Website
All about Georgia DOT
www.dot.ga.gov

Georgia-NaviGAtor 511
Real-time traffic & travel info
Phone: Dial 511
Web: **www.511ga.org**
Smart phone app: **www.511ga.org** for information

Social Media
Facebook – Like us: **www.facebook.com/georgiaDOT**
Twitter – Follow us: **www.twitter.com/GADeptofTrans**
YouTube - GDOT videos on a range of timely topics:
www.youtube.com/GeorgiaDeptofTrans

Comments & Suggestions
Please send us your feedback, concerns, suggestions or questions
Visit: **www.dot.ga.gov** and click on **Contact Us** at top of page
Mail: Georgia Department of Transportation
One Georgia Center
600 West Peachtree St NW
Atlanta, Georgia 30308
Phone: 404.631.1990
Fax: 404.631.1844

Access Permits
Driveway & special encroachment permits
Call the access management supervisor at your local District Office - see page 50.
www.dot.ga.gov/accesspermits

Bicycle Paths
All about biking in Georgia
404.631.1778
www.dot.ga.gov/bikeped

Crash Data & Reports
404.635.2823
Request copy of crash report: **www.buycrash.com**
www.dot.ga.gov/statistics/crashdata

Dashboard
GDOT's Performance Dashboard
Shows how we measure up to our goals.
www.dot.ga.gov/dashboard

Georgia Commute Options
GDOT's transportation demand management and commute options program
www.GACommuteOptions.com

GeoTRAQS
Geographic Transportation Reporting Analysis and Query System
Online mapping
www.dot.ga.gov/maps/geotraqs

HERO Assistance
On metro Atlanta freeways
Dial 511

Lane Closures
Dial 511
www.511ga.org

Maintenance Requests
For state highways (routes with Interstate, US or GA route numbers)
Vital issues, call 511. Non-urgent matters, call your Georgia DOT District Office - see page 60.

Maps
Order local, regional or state maps; view PDFs
www.dot.ga.gov/maps

Media Contact/Communications
404.631.1931
www.dot.ga.gov/press

Outdoor Advertising
Permits, maintenance & laws
404.631.1392
www.dot.ga.gov/outdoorpermits

Oversize Truck Permits
Oversize & overweight load permit applications & laws; pilot car/escort program
Main 404.635.8176
Customer service 888.262.8306
www.dot.ga.gov/oversizepermits

Park and Ride Lots
www.dot.ga.gov/parkride

Publications
PDFs of Fact Book & other public information brochures; order contractor publications
www.dot.ga.gov/publications

Rest Areas & Welcome Centers / Maintenance
404.631.1387
Rest areas: **www.dot.ga.gov/restareas**
Welcome centers: **www.dot.ga.gov/welcomecenters**

Roadside Memorial Markers
404.631.1933
www.dot.ga.gov/memorialmarkers

Speakers Bureau
Request a transportation-related speaker for your civic group
404.631.1829

Transportation Project Information (TransPi)
Search active statewide projects by county or keyword
www.dot.ga.gov/transPi

Other Everyday Contacts

Driver Services (Georgia Department of Driver Services)
Driver licenses, manuals, commercial licenses, handicap parking permits, ID cards, motor vehicle reports, teen driving
www.dds.ga.gov

Federal Emergency Management Agency (FEMA)
202.646.2500
www.fema.gov

Georgia Commute Options
GDOT's transportation demand management and commute options program
www.GACommuteOptions.com

Georgia Department of Revenue
Motor Vehicle Division
Registration, special plates, dealers & distributors, emissions, tag, title, insurance information
404.968-3800
www.motor.etax.dor.ga.gov

Georgia Emergency Management Agency (GEMA)
404.635.7000 or 800.TRY.GEMA
www.gema.state.ga.us

Georgia General Information
State government source for living, working & doing business in Georgia
1.800.GEORGIA
www.georgia.gov

Georgia Ports Authority
www.gaports.com

Georgia State Government Jobs
State of Georgia's employment web site
www.careers.ga.gov

Hartsfield-Jackson Atlanta International Airport
800.897.1910
www.atlanta-airport.com

MARTA (Metropolitan Atlanta Rapid Transit Authority)
Schedules, maps, fares & more
www.itsmarta.com

State Road & Tollway Authority (SRTA)
Peach Pass tolling facilities, GA 400 improvement projects & Georgia Transportation Infrastructure Bank (GTIB)
404.893.6161
www.georgiatolls.com or **www.peachpass.com**

U.S. Department of Transportation (USDOT)
www.dot.gov

Xpress
Regional public transportation coach service for metro Atlanta commuters – operated by GRTA (Georgia Regional Transportation Authority) and county partners
www.xpressga.com

GLOSSARY & RESOURCES

Here are explanations for some common transportation-related terms, as well as resources for additional information.

511
Georgia DOT's free phone service that provides real-time interstate and state route traffic and travel information 24/7. In Georgia dial 511. Or visit: **www.511ga.org**

Accident Investigation Site (AIS)
Interstate shoulder extension providing a safe area for motorists to exchange information when they are involved in an accident.

Alternative Fuel Vehicle (AFV)
Motorized vehicle that utilizes a non-gasoline based fuel. Common types are electric, compressed natural gas (CNG) and propane. The gasoline-electric hybrid car is not considered to be an AFV because it uses gasoline.

Alternative Mode
Transportation mode other than one person in a motorized private vehicle. Examples include transit, walking, bicycling and carpooling.

Alternative Work Arrangement
Work arrangement that decreases commute trips or spreads rush hour over a longer time frame. Common types are telecommuting, compressed work week and flextime.
Visit: **www.GACommuteOptions.com**

American Association of State Highway and Transportation Officials (AASHTO)
AASHTO advocates transportation-related policies and supports states' efforts to efficiently and safely move people and goods. AASHTO serves its members—including state DOTs, USDOT and Congress—with leadership, technical services, information and advice concerning transportation issues.
Visit: **www.transportation.org**

Amtrak
The National Railroad Passenger Corporation—Amtrak, a combination of the words "America" and "track"—is a government-owned intercity passenger train service. Amtrak runs on 21,000 miles of track (primarily owned by freight railroads) connecting over 500 destinations in 46 states, the District of Columbia and three Canadian provinces. Visit: **www.amtrak.com**

Arterial Highway
Highway primarily for through traffic; usually on a continuous route.

Atlanta Regional Commission (ARC)
The regional planning and intergovernmental coordination agency for the 10-county Atlanta region, the ARC is the Metropolitan Planning Organization (MPO) for Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties, as well as the city of Atlanta. Visit: **www.atlantaregional.com**

Avondale Burial Place
While in the process of right-of-way negotiations for a road project, this unmarked and abandoned African American cemetery was reported to GDOT by a landowner. Through extensive research, surveying, DNA analysis, and respectful recovery of the remains and other buried objects, the Office of Environmental Services discovered 101 burials believed to be former slaves and tenant farmer families from the 19th and early 20th centuries. Living descendants were found and the cemetery was relocated. The project won a 2012 FHWA Exemplary Human Environment Initiatives award. For more information and to view the documentary film about the project, visit **www.avondaleburialplace.org**.

Cold Start
The first 5 minutes after a car is turned on— before the internal combustion engine warms and the catalytic converter can work—generates high levels of pollution. To reduce pollution, avoid multiple cold starts by linking trips together.

Community Improvement District (CID)
A tool for infrastructure financing, a CID is a self-taxing district comprised of private commercial properties whose owners voluntarily tax themselves additional property taxes in order to expedite infrastructure, transportation, amenities or other improvements. A CID is a public-private partnership that has been used to revitalize city centers across the country. Georgia has over 15 CIDs, mostly in the metro Atlanta area.

Complete Streets
A design policy requiring transportation planners to consider everyone—pedestrians, bicyclists, and transit riders, as well as those driving cars—when planning, designing, constructing or modifying roadways. The policy supports the advancement of accessibility for all modes of transportation with the goal of reducing congestion, improving mobility, and enhancing quality of life for all users. The policy was officially adopted by the State Transportation Board in September 2012.

Compressed Work Week
Alternative work arrangement allowing employees to work more hours per day but work fewer days per week. Examples include four 10-hour days each week or five 9-hour days with one day off every two weeks. Visit: **www.GACommuteOptions.com**

Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Federal highway program that allocates funds to areas designated as nonattainment for ozone, carbon monoxide and particulate matter by the U.S. EPA. In Georgia, funds can only be used for projects intended to decrease ozone and particulate matter emissions, and reduce congestion. Common projects are improvements to transit services and highway system operations, and transportation demand management. Visit: **www.dot.ga.gov/cmaq**

Continuous Flow Intersection (CFI)
CFI is an alternative type of at-grade intersection that diverts left-turn traffic from the main intersection by adding a left-turn bay to the left of oncoming traffic. Its design improves efficiency and alleviates congestion by removing the left-turn conflict from the intersection, changing the signal timing, and devoting more time to the green signal. CFIs increase capacity and decrease delays at intersections, and the design addresses the goal to reduce construction and right-of-way costs. Georgia's first CFI is being implemented at GA 400 and GA 53 in Dawson County.

Corridor
Broad geographical land area that flows in a general direction or connects major sources of trips. Corridors generally follow a transit line, interstate, freeway or major roadway and may contain a number of streets, highways, transit lines and routes.

Dashboard
GDOT performance is relayed through an internet Performance Dashboard that shows how we measure up to our goals. These measurements help us identify where changes are needed to move us in the right direction. The Dashboard transparently informs the public and staff of priorities, expectations, challenges and successes.
Visit: **www.dot.ga.gov/dashboard**

Distracted Driving
Whether it's driving and texting or driving and talking on the phone – they just don't mix. Distracted driving kills and injures thousands of people each year. Every time a driver takes their focus off the road—even for a moment—they put their lives and the lives of others in danger. Each state has different distracted driving laws. Georgia laws are:

NO texting – all drivers
NO cell phone (hand-held or hands-free) - drivers under age 18 (and bus drivers)

Diverging Diamond Interchange (DDI)
A DDI is a novel intersection design that accommodates left turns at signalized, grade-separated interchanges of arterials and limited-access highways while eliminating the need for left-turn phasing. On the arterial, traffic crosses over to the left side of the roadway between the nodes of the interchange. Two-phase traffic signals are installed at the crossovers. Once on the left side of the arterial roadway, vehicles turn left onto limited-access ramps without stopping and without conflicting with through traffic. DDIs not only promote intersection safety by eliminating potential crossing conflicts, they also offer operational and cost benefits by meeting the often conflicting demands for increasing capacity, decreasing congestion, and minimizing the cost of new infrastructure. Georgia's first DDI opened in 2012 at I-285 and Ashford-Dunwoody Road in DeKalb County.

DOT
Acronym for Department of Transportation. For example, Georgia Department of Transportation (Georgia DOT) or U.S. Department of Transportation (USDOT).

Environmental Impact Statement (EIS)
A detailed statement, required under the National Environmental Policy Act (NEPA), presenting studies and information needed to identify and assess the significant effects a project may have on the quality of the environment.

Environmental Justice (EJ)
The U.S. Environmental Protection Agency (EPA) goal for fair treatment of people of all races, income and cultures with respect to development, implementation and enforcement of environmental laws, regulations and policies. EJ demands that all individuals receive the same degree of protection from environmental and health hazards, and equal access to the decision-making process.
Visit: **www.epa.gov/environmentaljustice**

Environmental Mitigation
Steps to reduce or offset the potential impact from a hazard to a historic or natural resource such as a stream, wetland, endangered species, archaeological site or historic structure.

Environmental Protection Agency (EPA)
Federal agency charged with safeguarding the nation's natural environment—air, water, land—and with protecting human health. The EPA writes and enforces regulations based on laws passed by Congress. Visit: **www.epa.gov**

Environmental Protection Division (EPD)
Georgia Department of Natural Resources (DNR) agency charged with protecting and restoring Georgia's environment. The EPD addresses issues ranging from air quality in metro areas, to the impact of population growth on the fresh water supply, to the quality of the water in our lakes and streams. Visit: **www.gaepd.org**

Facility
The means by which a transportation mode is provided. Examples are sidewalks, freeways, bike lanes and light rail.

Federal Aviation Administration (FAA)
USDOT agency that regulates and oversees all aspects of civil aviation in the U.S., including air safety; air traffic control system; regulations and standards for aircraft manufacture, operation, certification and maintenance; grants for airport development; civil aeronautics and air commerce; and support of national defense.
Visit: **www.faa.gov**

Federal Highway Administration (FHWA)
USDOT agency that provides federal financial resources to state and local governments for constructing, preserving and improving the nation's interstate highways (Dwight D. Eisenhower National System of Interstate and Defense Highways [the Interstate System]), with focus on safety, reliability, effectiveness and sustainability.
Visit: **www.fhwa.dot.gov**

Federal Transit Administration (FTA)
A USDOT agency authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU), the FTA provides stewardship of programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S.
Visit: **www.fta.dot.gov**

Flextime
An alternative work arrangement that allows employees some flexibility in their daily work schedules. For example, rather than all employees working 8 am to 4:30 pm, some may work 7:30 to 4, and others 9 to 5:30. Visit: **www.GACommuteOptions.com**

GATEway Grant
A landscape beautification grant, administered by Georgia DOT, provided to organizations, local governments and state agencies for enduring landscape enhancements on state rights-of-way. Projects range from interstate highway interchange panoramas to landscape embellishments at city limits entrance signs.
Visit: **www.dot.ga.gov/gateway**

Georgia-NaviGAtor 511
Georgia's integrated Intelligent Transportation System (ITS) is designed to minimize highway congestion and improve traveler safety. In Georgia, call 511. Visit: **www.511ga.org**

Georgia Regional Transportation Authority (GRTA)
GRTA (pronounced gret-a) is a state authority working to improve Georgia's mobility, air quality, and land use practices. In partnership with metro Atlanta counties and others, GRTA operates Xpress, a public transportation service. Visit: **www.grta.org**

GeoTRAQS (Geographic Transportation Reporting Analysis and Query System)
Web-based application that brings data together from a variety of GDOT program areas for use in transportation decision-making. GeoTRAQS allows us to view, understand, and visualize geographically-referenced data in ways that reveal relationships, patterns, and trends. Visit: **www.dot.ga.gov/maps/geotraqs**

Guaranteed Ride Home (GRH)
RideSmart program that provides an occasional subsidized ride to enrolled commuters who use alternative modes. This applies, for example, to a carpooler who must work later than usual.
Visit: **www.GACommuteOptions.com**

Heavy Rail
Generally, heavy rail is an intercity train transportation system that runs on dedicated tracks within segregated and fenced rights-of-way. Heavy rail passes through tunnels or over elevated structures free of road grade crossings, so street traffic is unimpeded. Usually heavy rail carries passengers, but may also handle light freight. Heavy rail tracks may be shared by multiple operators. The term also refers to rapid transit. Heavy rail is the typical subway-like cars MARTA uses in its rail network.

Highway Emergency Response Operator (HERO)
Trained Georgia DOT employee who responds to incidents on metro Atlanta interstates and clears roads so that normal traffic flow is restored. HEROs support law enforcement, first responders and other emergency agencies. They also assist stranded motorists. Call 511.
Or visit: **www.511ga.org**

Hybrid
Vehicle that uses a combination of gasoline and electricity. Because a hybrid uses gasoline, it is not considered to be an alternative fuel vehicle (AFV).

Intermodal
Between or including more than one means of transportation. An example of an intermodal trip is driving your car to a Park and Ride lot, and then taking a train or bus to your destination. Another is using a shipping vessel to move freight from Point A to Point B, and then trucking the freight from Point B to Point C.

Light Rail
Light rail is an intracity public transportation system—usually electric—that interacts with traffic along a route or runs on a fixed guideway. Light rail offers higher speed and capacity than buses; and lower speed and capacity than heavy rail. Light rail is comparable to the traditional San Francisco trolley cars. The Atlanta Streetcar Project is a light rail endeavor between the City of Atlanta, the business community and MARTA.

Metropolitan Atlanta Rapid Transit Authority (MARTA)
MARTA is the principal rapid-transit system in the Atlanta metropolitan area. MARTA operates a network of bus routes linked to a 48-mile rapid transit system with 38 rail stations. It also operates paratransit vans. Visit: **www.itsmarta.com**

Metropolitan Planning Organization (MPO)
The federal government requires that urbanized areas with populations over 50,000 have an MPO—a body responsible for transportation planning and project selection in their region. Georgia has 15 governor-designated MPOs.

Move-Over Law
Georgia law requiring drivers to move over one lane when a law enforcement or emergency vehicle or construction crew is on the side of the road and displaying flashing yellow, amber, white, red or blue emergency lights. If it is unsafe to move over, then slow down and be prepared to stop.

Multimodal
Refers to the availability of multiple transportation options to efficiently move people or goods to the same destination, especially within a system or corridor. An example is single occupant vehicle (SOV) travel from one locale to another with an option to use bus rapid transit (BRT) for the same trip. The proposed Georgia MultiModal Passenger Terminal (MMPT) in downtown Atlanta is an example of a multimodal development.

Multi-Use Trail
Paved or semi-paved facility that is separate from the roadway, and allows activity by walkers, skaters, skateboarders or bicyclists. The Suwanee Greenway, running along the creek to Buford's Suwanee Creek Park, is a multi-use trail in Gwinnett County.
Visit: **www.dot.ga.gov/bikeped**

National Highway System (NHS)
Dwight D. Eisenhower National System of Interstate and Defense Highways (the Interstate System) is a network of interstates and other specifically designated routes that provide access to major intermodal facilities and to key military bases. The Federal Highway Administration (FHWA) oversees the NHS.

Nitrogen Oxides (NOx—pronounced "knocks")
Chemicals resulting primarily from combustion of fuels in cars and trucks, as well as coal-fired power plants, industrial boilers and gas-powered engines such as lawnmowers and leaf blowers. On hot, sunny days as temperatures rise, ground-level ozone forms and volatile organic compounds (VOCs) and NOx react with each other. Ozone and particulate matter are the main components of smog.

Nonattainment Area
A geographical area, defined by the EPA, whose air quality does not meet federal National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide.

Ozone – Ground Level (O3)
Ground-level ozone, a primary ingredient in smog, forms when volatile organic compounds (VOCs) and NOx react chemically in sunlight. Ozone pollution is a concern during the spring and summer when there's lots of sun and hot temperatures (the highest ozone levels usually occur from 2-7 pm). This "bad" ozone usually lingers at ground level and can cause respiratory problems. Should not be confused with the "good" ozone in the stratosphere, which protects the Earth from the sun's harmful ultraviolet rays.

Park and Ride Lot
Transit access mode in which passengers drive or bike to a lot, park in a specified area and ride the transit system from there to their destination; or meet up with a carpool to share a ride. Park and ride lots serve as central gathering places for carpoolers, vanpoolers and others, and help make commute alternatives throughout the Atlanta region a success. Visit: **www.dot.ga.gov/parkride**

Particulate Matter (PM)
Consists of a mixture of extremely small solids and liquid droplets that typically includes aerosols and fine solids, such as dust and pollen. Sources include vehicle exhaust (especially from older diesel vehicles), factory and utility smokestacks, wood burning, construction activity and agriculture. Particulate may be emitted directly or it can form in the atmosphere when other pollutants react. Unlike ozone, particle pollution occurs year-round. Ozone and particulate matter are the main components of smog.

Public Information Open House (PIOH)
A PIOH provides an opportunity for area residents or business owners to learn about potential programs and projects through face-to-face discussions; view maps, displays, concept designs and alternatives; and provide comments and feedback. Since public input is considered in project development, a PIOH leads to better transportation services. There is usually no formal presentation, so you can stop by at your convenience between the advertised hours. Watch for announcements for your area.

Ramp Meter
A roadside intelligent transportation system (ITS) traffic signal device—located on freeway entrance ramps—that regulates the frequency of vehicles entering the highway, smoothes out the traffic flow and reduces congestion and accidents. There are 176 ramp meters on 14 corridors in the Atlanta region.
Visit: **www.dot.ga.gov/rampmeters**

Reversible Lane
A managed lane where traffic flow can be reversed depending on traffic demand. For example, one way in morning peak and the other way in evening peak. The Northwest Corridor Express Project anticipates adding reversible managed lanes to portions of Interstates 75 and 575.

Right-of-Way (ROW)
Land acquired for or devoted to transportation purposes; ROW usually holds public utilities and acts as a buffer between transportation infrastructure (like a road or rail) and private property.

Smog
Visible air pollution resulting from the cumulative effects of ground level ozone and particulate matter in the air. Ozone is the principle component of smog. Sunlight and warm temperatures drive NOx and VOCs to react to form ozone. This combined with particulate matter is the source of smog. Smog is usually at its worst during the warm summer months, making "Smog Season" May through September. The term "smog" is a portmanteau of smoke and fog, and was first used in London during the early 1900s.

Special Purpose Local Option Sales Tax (SPLOST)
Sales tax revenue, authorized by Georgia law, that allows local jurisdictions to use sales tax proceeds as funding for capital improvement projects.

State Road & Tollway Authority (SRTA)
A state-level, independent authority created by the Georgia General Assembly to serve as the financing arm for state and local transportation. SRTA operates tolled transportation facilities, as well as finances transportation improvements with methods including bonds, loans, notes and equity partnerships. SRTA also operates the Georgia Transportation Infrastructure Bank (GTIB), a revolving investment fund that provides loans to state, regional and local governments to fund transportation projects.
Visit: **www.georgiatolls.com**

Traffic Calming
Design features and strategies intended to reduce traffic speed and volume on a roadway. Examples include roundabouts, speed humps, traffic circles and bicycle lanes.

Transit Oriented Development (TOD)
Residential and commercial area designed to maximize access by transit and non-motorized transportation; has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards. The proposed Georgia MultiModal Passenger Terminal is a TOD.

Transportation Control Measure (TCM)
A strategy to cut auto emissions and air pollution by reducing driving or smoothing traffic flows. Examples include HOV and HOT lanes, new or increased transit service, or carpool and vanpool programs.

Transportation Demand Management (TDM)
Low-cost trip reduction program that focuses on reducing the number of single occupancy vehicles on the road. TDM programs promote transit, bicycling, ridesharing, flextime, teleworking and the like. Also referred to as Travel Demand Management. See **Georgia Commute Options** (page 28).

Transportation Investment Act (TIA) of 2010
State legislation that allowed Georgians to vote on a one percent 10-year special purpose local option sales tax (SPLOST) to fund their regional transportation projects. TIA 2010, also known as HB 277, created 12 special transportation districts that mirrored the state's regional planning boundaries. The July 2012 referendum passed in three regions - Central Savannah River Area, Heart of Georgia Altamaha and River Valley.

Transportation Management Association (TMA)
A business-sponsored nonprofit organization that provides TDM activities in a well-defined business district, usually an activity center. In metro Atlanta, TMAs include Perimeter, Buckhead, Cumberland, Cobb/Town Center, Midtown, Downtown, the Airport, and the Clifton Corridor (Emory).

Transportation Management Center (TMC)
Georgia DOT's state-of-the-art intelligent transportation system facility in Atlanta is home of Georgia's NaviGAtor system. The TMC in Macon and satellite Transportation Control Centers (TCCs) throughout the state make up the regional transportation management system. Visit: **www.511ga.org** and click on **About Us**.

Vanpool
A group of people who regularly commute together in a van. One rider volunteers to be the driver, and usually rides for free; the other riders pay a fee. The group usually meets at a designated location like a park and ride lot.

Work Zone
An area of a highway with construction, maintenance or utility work activities. Typically marked with a combination of signs, flashing lights, work vehicles and barriers. For worker safety, as well as your own, obey posted speed limit, yield the right-of-way and be prepared to stop. See entry for **Move-Over Law**.

ABOUT THE GEORGIA DOT FACT BOOK

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