



STATE TRANSPORTATION BOARD

AUGUST 2025 COMMITTEE MEETINGS

August 20, 2025



Happy
BirthDay

Commissioner McMurry!



STATE TRANSPORTATION BOARD

Statewide Transportation Planning / Strategic Planning Committee

August 20, 2025

I-85 Planning and Environmental Linkages (PEL) Study

State Transportation Board Study Update

Megan Weiss, Asst. Office Head for Capital
Region Planning & System Planning

August 20, 2025

Today's Discussion

- Background
- Study recommendations
- Wrap up

PEL FRAMEWORK

Planning and Environmental Linkages (PEL) is a Federal Highway Administration **initiative** and a **flexible approach** to transportation decision-making that:

1. Allows planning information to be used during environmental review
2. Requires collaboration and integration of processes
3. Considers project-level decisions during planning



**First PEL Study
in Georgia**



**Time and Cost
Savings**



Enhanced Public Input



Process Efficiency



Better Use of Funds



**Encourage Environmental
Stewardship**

Study Area

18 Miles in Length

3 Community Improvement Districts

5 Cities

16 Interchanges



Study Vision

I-85 will provide **safe, reliable interstate travel** for people and goods as part of a **connected, efficient transportation network** while creating value for surrounding communities.

Study Goals



Improve Safety



Improve Vehicular Mobility



Facilitate Commercial Travel



Evaluate Multimodal Options



Support Georgia's Economy



Support the Corridor's Communities

I-85 Today

967k

People living in
Gwinnett County

387k

People working in
Gwinnett County

Over 300,000

Average daily traffic

I-85 in 2050

1.21M

25% increase

People living in Gwinnett County

467K

21% increase

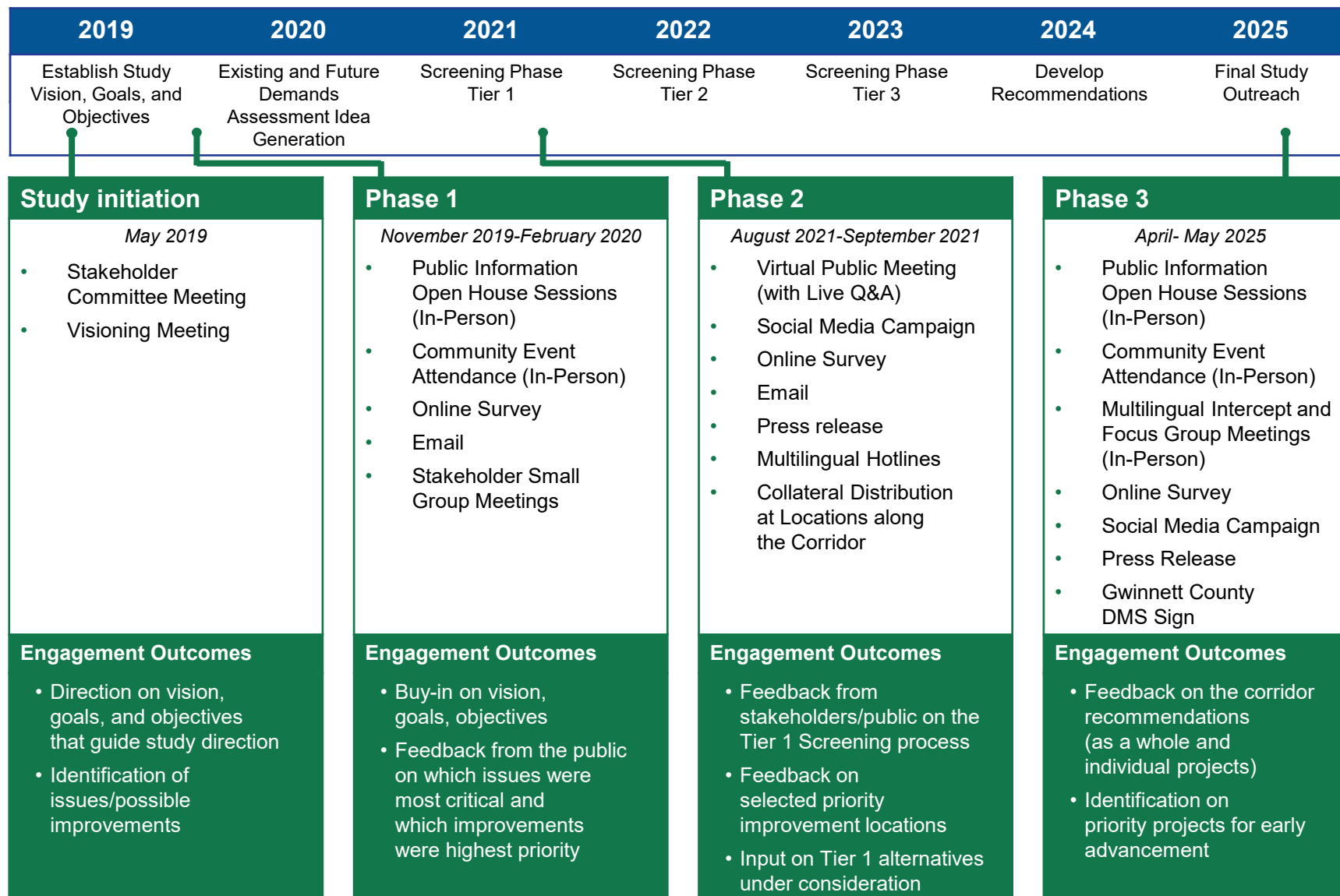
People working in Gwinnett County

Over 400,000

33% increase

Average daily traffic

Overview



Outreach Events and Attendance (All Phases)



Stakeholder Meetings

- Number of Meetings: 3
- Number of Small Group Meetings: 7
- Attendees/Connections: 104



Public Meetings and Community Events (In-Person and Virtual)

- Number of Events: 17
- Attendees/Connections: 1,120+



Multicultural Intercepts and Focus Groups

- Number of Events: 7
- Attendees/Connections: 400+

Total Estimated Engagements: 1,600+
Total Survey Respondents: 2,800+

Outreach Results – Phases 1 and 2

Phase 1 Key Takeaways

The following were the most preferred ranked interests:

1. Improve Vehicle Travel
2. Improve Traveler Safety
3. Consider Multiple Modes

The following were the most preferred strategies:

1. Alternative Routes
2. Cross-Street Widening
3. Managed/Toll Lanes

Total Survey Respondents: 2,551

Phase 2 Key Takeaways

The following were the preferred priority locations:

1. Interchange at I-85 and I-985
2. I-85 SB Lanes between SR 316 and I-285
3. Interchange at I-85 and SR 316

The following were the alternative activity preferences:

1. Rail Transit
2. Collector/Distributor Lanes
3. Signal Improvements

Total Survey Respondents: 214

Outreach Results – Phase 3

Top Five Preferred Projects

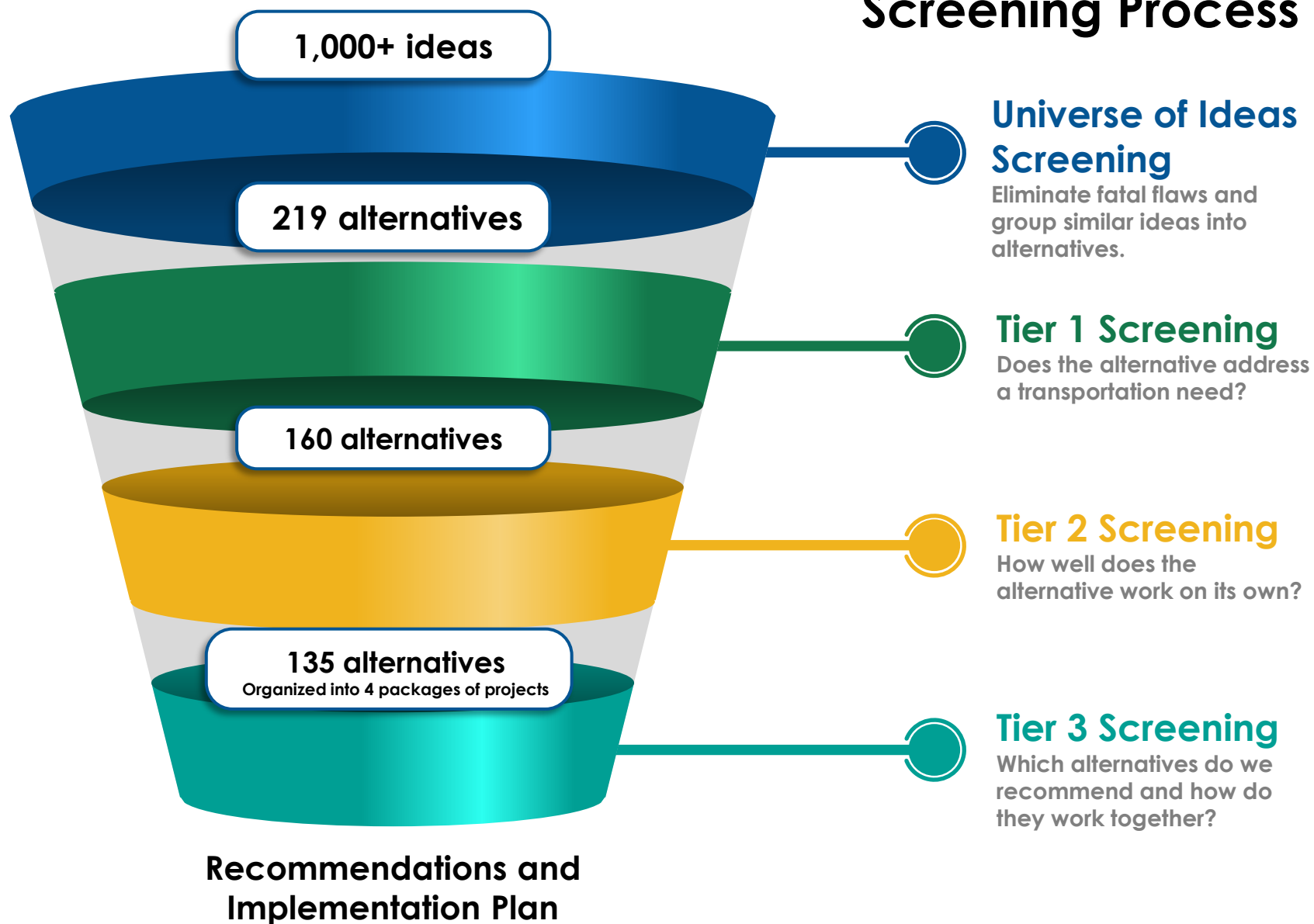
- I-285 Interchange Improvements
- Pleasant Hill Interchange Improvements and Separated Bicycle/Pedestrian Facility
- Lawrenceville-Suwanee Road Interchange Improvements
- Jimmy Carter Boulevard Interchange Improvements
- McGinnis Ferry Road Interchange Improvements

Top Open-End Comment Responses

- Express Lanes
- Multimodal and/or Transit
- Road Widenings

Total Survey Respondents: 112

Screening Process



Packages of Projects Considered

1 Includes
All Project Types
\$9-12 billion*

- **3 express lanes** in each direction: between I-285 and SR 316
- **2 express lanes** in each direction: between SR 316 and I-985
- **Mixed express lanes** (trucks allowed)
- Interchange improvements
- C-D lane system improvements
- New arterials crossing I-85
- Bike/pedestrian improvements
- Transit connections

2 Focuses on
Express Lanes & Transit Connections
\$6-8 billion*

- **2 express lanes** in each direction: between I-285 and I-985
- **Maintain existing express lane restrictions** (HOT 3+)
- New arterials crossing I-85
- Bike/pedestrian improvements
- Transit connections

3 Focus on Operational
Improvements
\$1-1.5 billion*

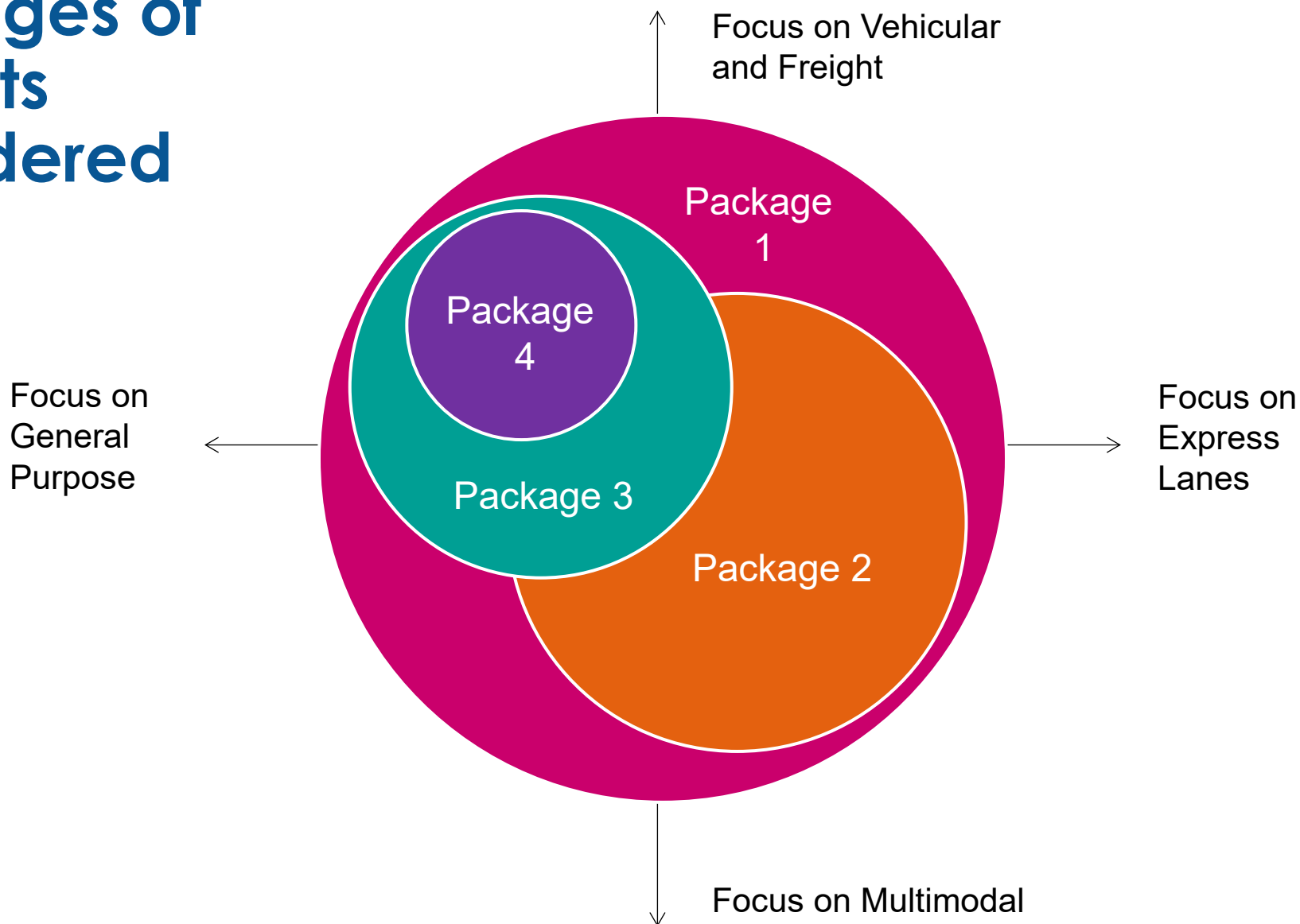
- **No change** to existing express lanes system
- Arterial interchange improvements
- C-D lane system improvements
- New arterials crossing I-85

4 Focus on Major
System Interchanges
\$1.5-2 billion*

- **No change** to existing express lanes system
- Major system interchange improvements

*2023 planning level cost estimate

Packages of Projects Considered



Packages of Projects Considered

- 1 **Include All Project Types**
\$9-12 billion*
- 2 **Focus on Express Lanes & Transit Connections**
\$6-8 billion*
- 3 **Focus on Operational Improvements**
\$1-1.5 billion*
- 4 **Focus on Major System Interchanges**
\$1.5-2 billion*

Final Recommended Package of Projects

- **2 express lanes** in each direction: between I-285 and I-985
- Interchange improvements
- Maintain existing express lane restrictions (**HOT 3+**)
- C-D lane system improvements
- New arterials crossing I-85
- Bike/pedestrian improvements
- Transit connections

\$6.4-8.4 billion*

*2023 planning level cost estimate

Project Benefits



**Improves
Safety**

23%
fewer traffic
incidents



**Improves
Vehicular
Mobility**

16%
faster travel
times



**Improves
Freight
Movement**

35%
reduction
in truck
delay



**Supports
Georgia's
Economy**

\$1.7 billion
in benefits for every
billion invested



**Offers
Multimodal
Options**

Better access to
5
transit hubs



**Supports the
Corridor's
Communities**

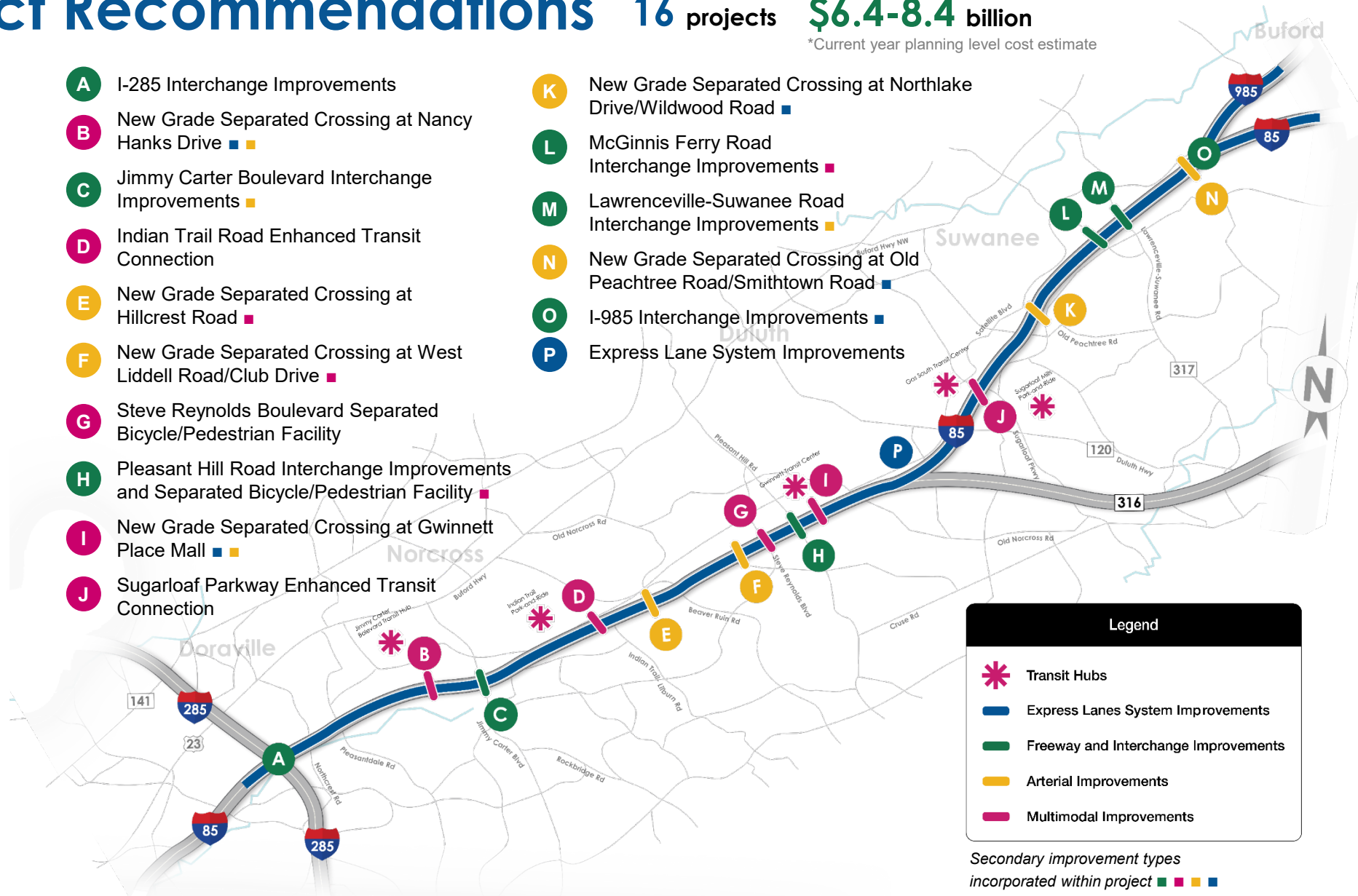
6
new
connections
across I-85

Project Recommendations 16 projects \$6.4-8.4 billion


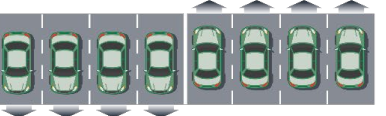
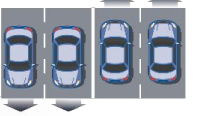
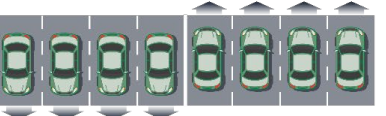
*Current year planning level cost estimate

- A** I-285 Interchange Improvements
- B** New Grade Separated Crossing at Nancy Hanks Drive ■ ■
- C** Jimmy Carter Boulevard Interchange Improvements ■
- D** Indian Trail Road Enhanced Transit Connection
- E** New Grade Separated Crossing at Hillcrest Road ■
- F** New Grade Separated Crossing at West Liddell Road/Club Drive ■
- G** Steve Reynolds Boulevard Separated Bicycle/Pedestrian Facility
- H** Pleasant Hill Road Interchange Improvements and Separated Bicycle/Pedestrian Facility ■
- I** New Grade Separated Crossing at Gwinnett Place Mall ■ ■
- J** Sugarloaf Parkway Enhanced Transit Connection

- K** New Grade Separated Crossing at Northlake Drive/Wildwood Road ■
- L** McGinnis Ferry Road Interchange Improvements ■
- M** Lawrenceville-Suwanee Road Interchange Improvements ■
- N** New Grade Separated Crossing at Old Peachtree Road/Smithtown Road ■
- O** I-985 Interchange Improvements ■
- P** Express Lane System Improvements



Express Lanes Recommendations

	Express Lanes	General Purpose Lanes*
Today's Lanes		
Proposed Lanes**		

4 to 5 general purpose lanes in each direction along corridor

**2 lanes
Bi-directional
Between I-285 and I-985**

\$4.2-5.4 billion

*2023 planning level cost estimate

Elements requiring further study:

Alignment:

- At-grade
- Aerial
- Center
- Off alignment

Lane separation:

- Barrier separated
- Buffer separated

Access/egress:

- Ramps at new locations
- Ramps at existing interchanges
- Weaving areas

Operating restrictions:

- Maintain HOT3+
- Allow Trucks

Flexibility to Accommodate Transit Options

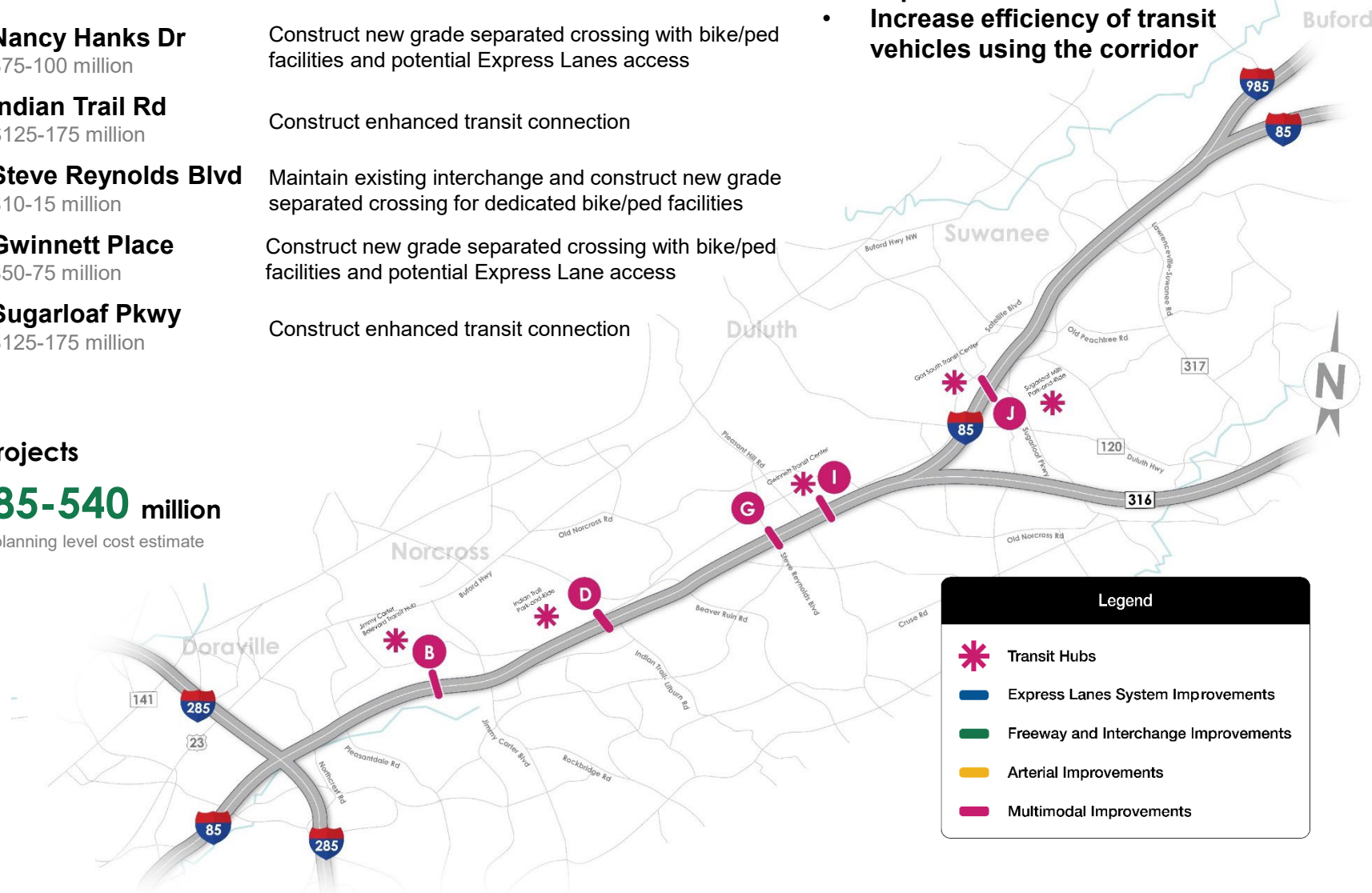
Multimodal Recommendations

- | | | |
|----------|---|--|
| B | Nancy Hanks Dr
\$75-100 million | Construct new grade separated crossing with bike/ped facilities and potential Express Lanes access |
| D | Indian Trail Rd
\$125-175 million | Construct enhanced transit connection |
| G | Steve Reynolds Blvd
\$10-15 million | Maintain existing interchange and construct new grade separated crossing for dedicated bike/ped facilities |
| I | Gwinnett Place
\$50-75 million | Construct new grade separated crossing with bike/ped facilities and potential Express Lane access |
| J | Sugarloaf Pkwy
\$125-175 million | Construct enhanced transit connection |

5 projects
\$385-540 million
*2023 planning level cost estimate

Flexible options to enhance transit

- Improve access to 5 transit hubs
- Increase efficiency of transit vehicles using the corridor



Next Steps

- Finalize report
- Further study, design, and implementation of projects is dependent on available funding
- Potential funding sources:
 - Local
 - State
 - Federal
 - Toll Collections
 - Transit Fares

Visit the study website at
85Study.com for more information.

Thank you to our partners at Gwinnett County.



STATE TRANSPORTATION BOARD

Administrative Committee

August 20, 2025



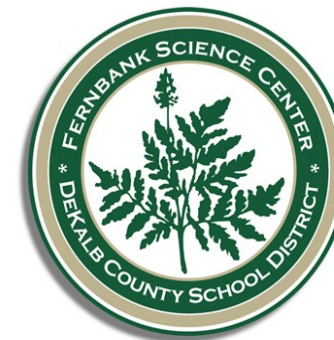
Internship Success 2025

Nicole Glenn
Recruitment Manager
August 20, 2025

Agenda

- Recruitment Process
- Meet the Interns
- Internship Program Impact

K-12 Recruitment



GDOT Education
Come Learn About Us



College Recruiting



Alabama A&M

Albany Technical College

Atlanta Metropolitan State College

Atlanta University Consortium Center

Auburn University

Clemson University

Florida State/Florida A&M University

Georgia College & State University

Georgia Institute of Technology

Georgia Southern University

Georgia State University

Kennesaw State University

Mercer University

North Carolina A&T State University

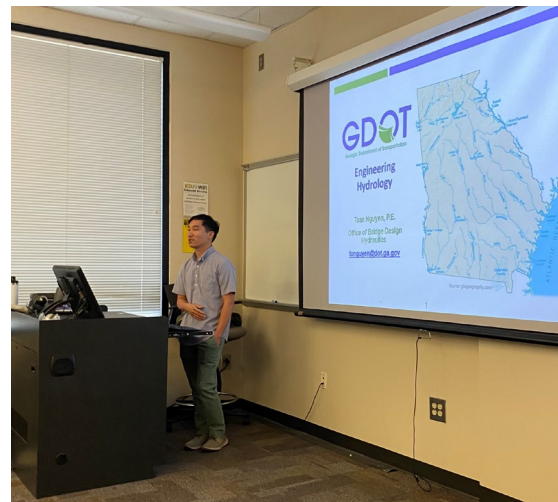
Savannah State University

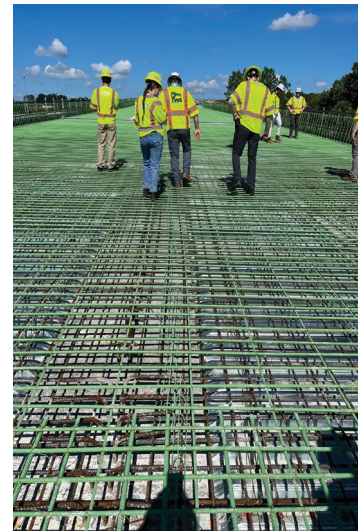
University of Alabama Birmingham

University of Georgia

University of South Carolina

College Recruiting





EXPERIENCE
GDOT
INNOVATION AT WORK



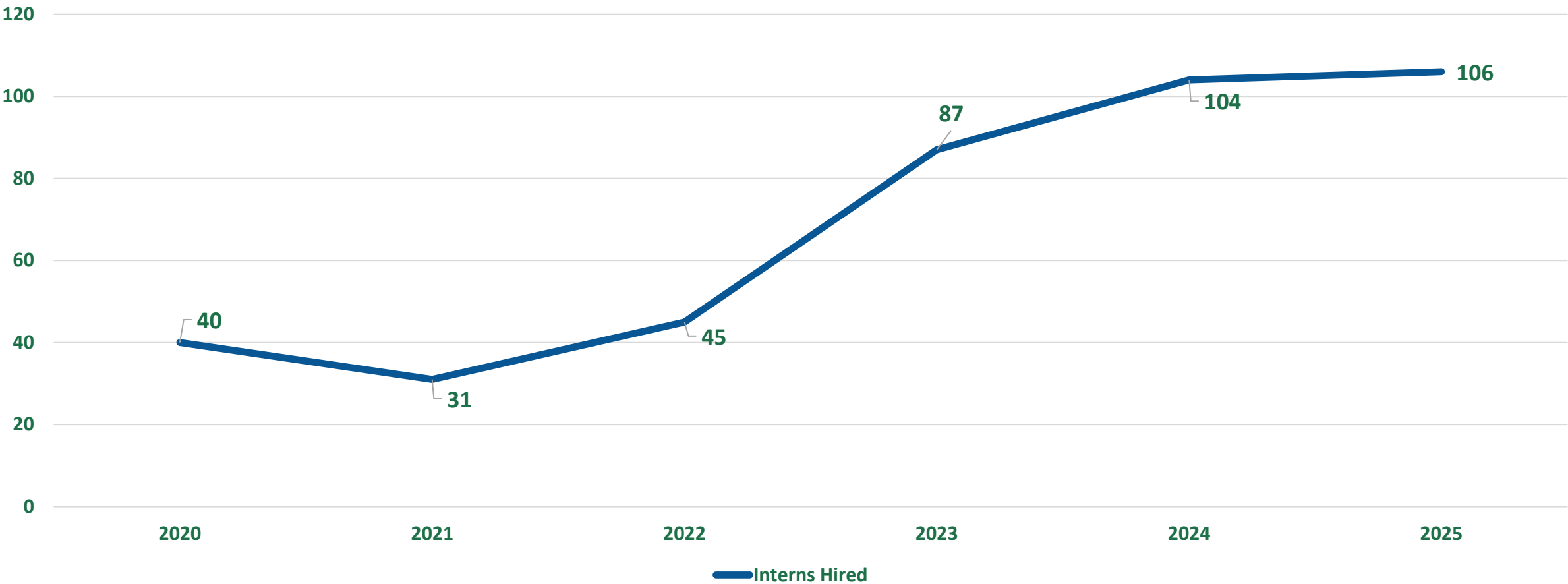
GDOT Internship Program

Come Learn With Us!

GDOT Internship Program

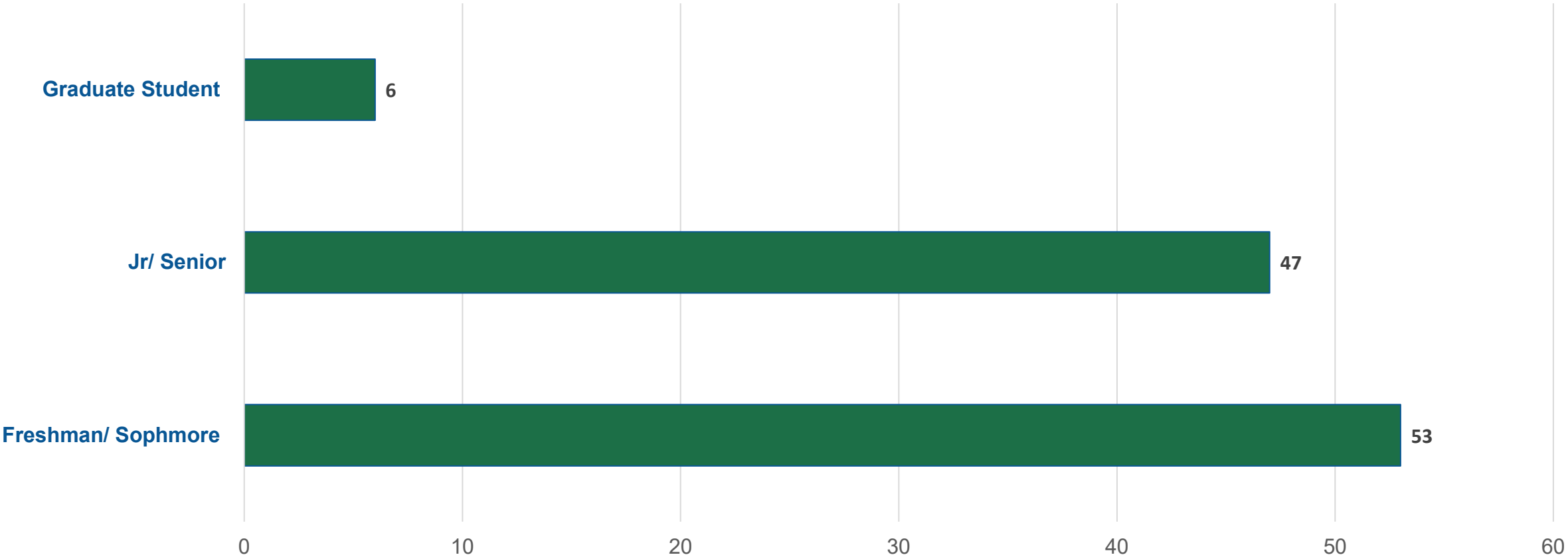
Come Learn With Us!

Summer Internship Program Growth

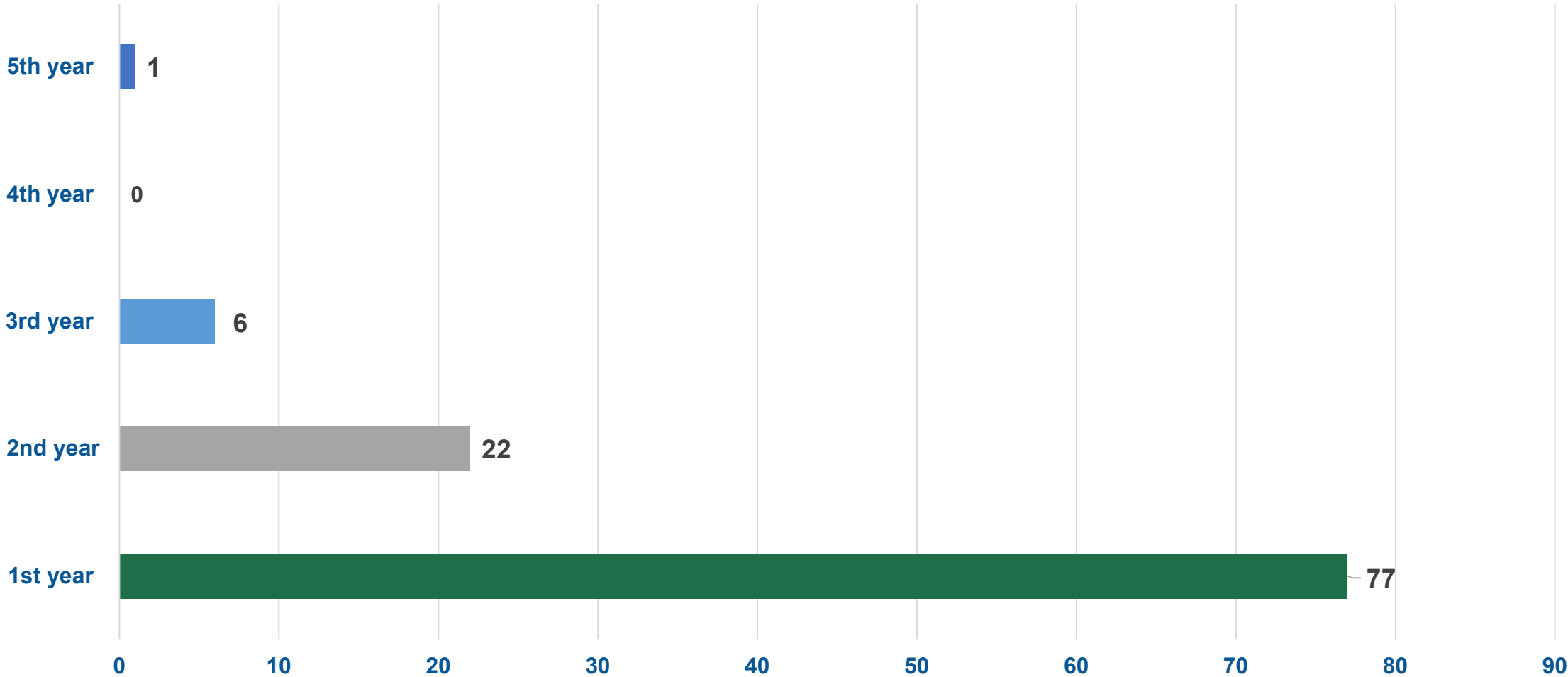


Meet The Interns

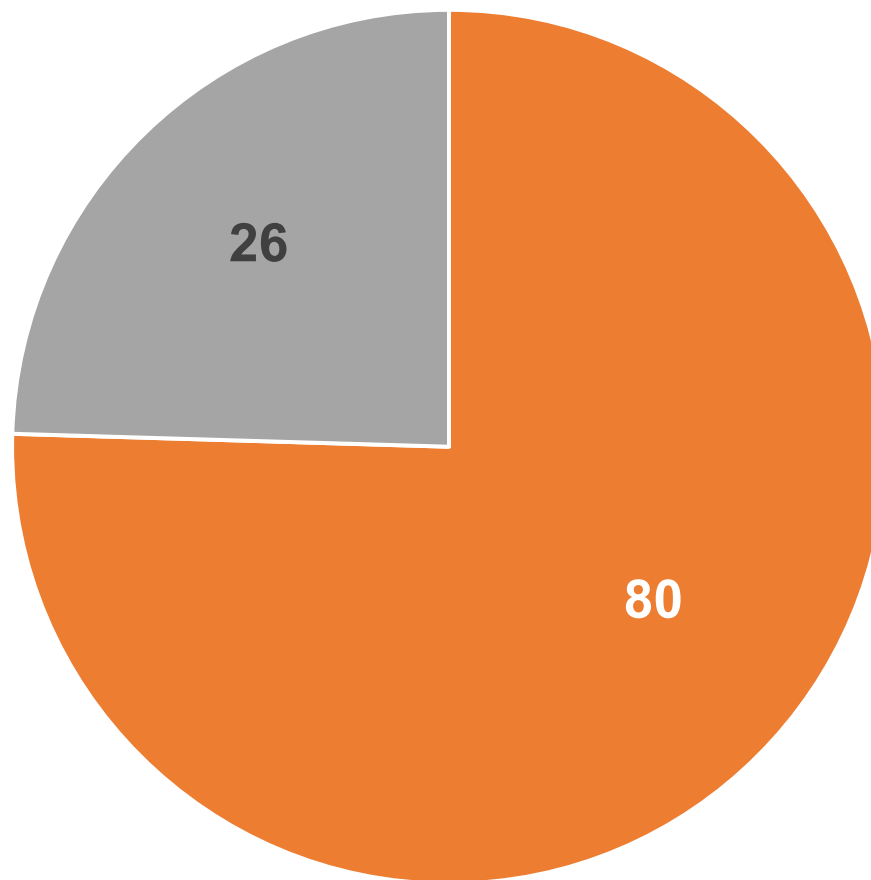
Intern Classification



Pathway to Full Time Employment

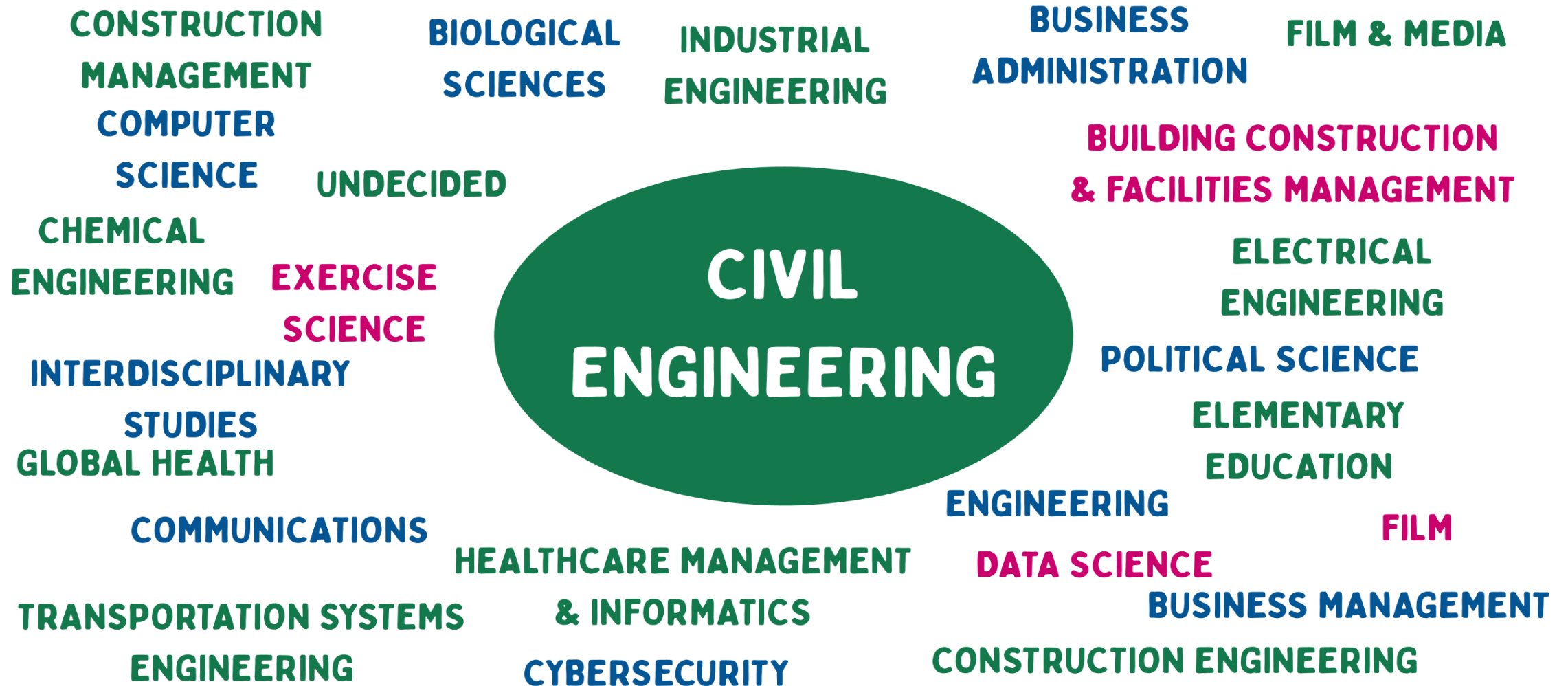


Internship Type

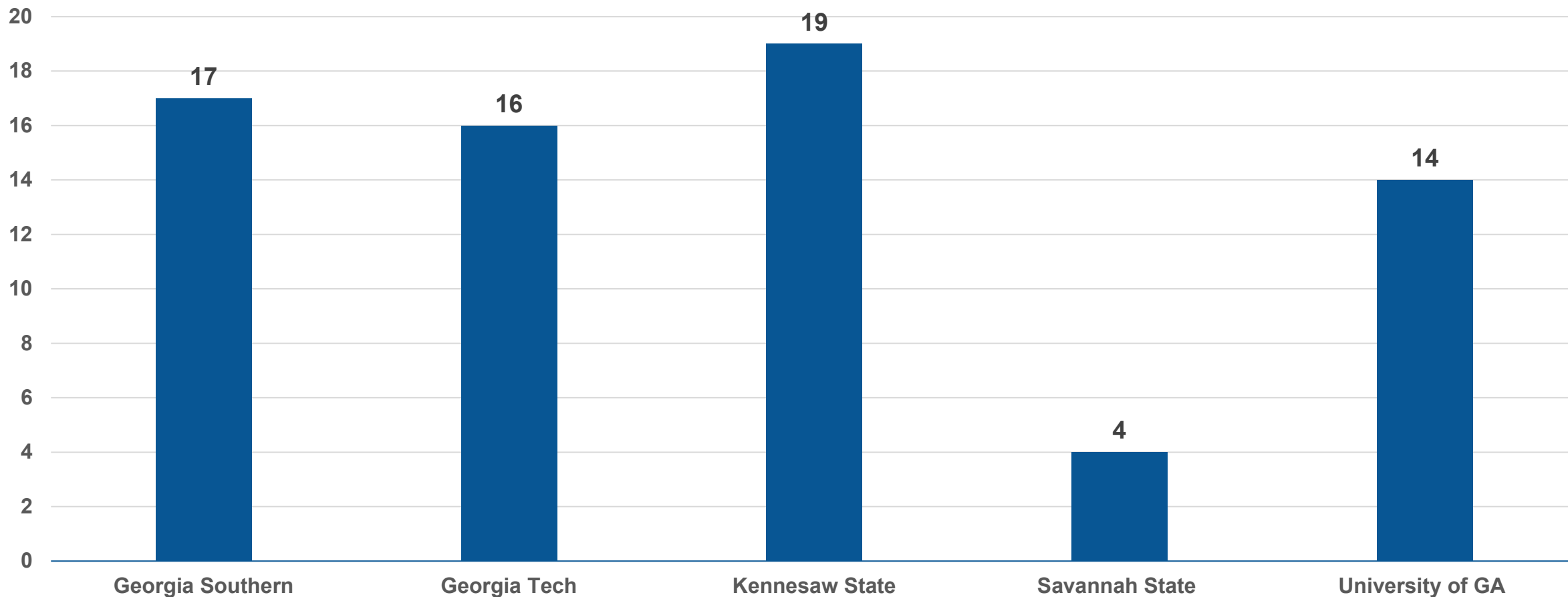


■ Engineering ■ Non-Engineering

Intern Majors



Interns from Georgia Schools



Intern Feedback

Providing opportunities to work on real-life projects; people being available to help/ answer questions has also been great.
-Office of Roadway Design
Kennesaw State University

The encouragement management gives to us when choosing which field interests, us most. In other words, by being flexible if an intern would like to see a different field within GDOT. The onboarding process (training day) is also helpful and good to meet our potential future coworkers and managers.
-D1
University of Georgia

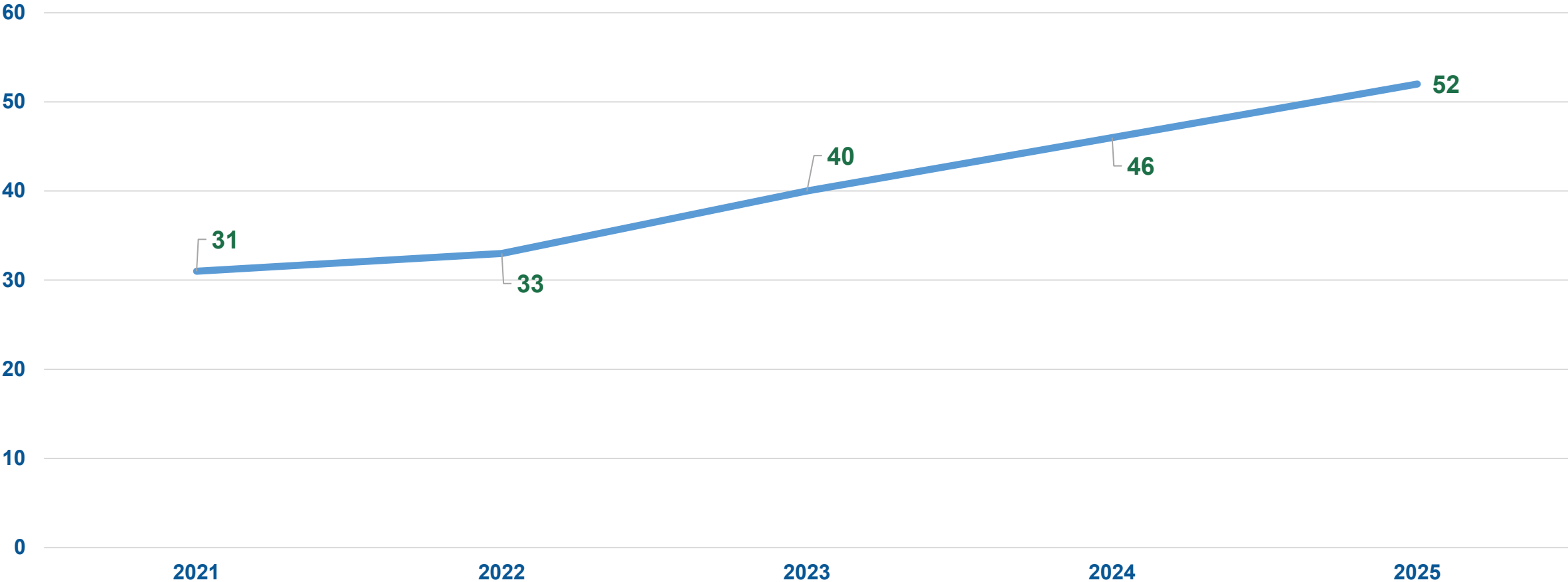
GDOT has provided excellent learning experiences, from on site experience to plant tours. GDOT goes above and beyond to give their interns experience in everything transportation.
-D5
Georgia Southern University

The mentorship and guidance provided by my supervisor have been incredibly helpful. I always felt supported and encouraged to ask questions.
-D3
Georgia Southern University

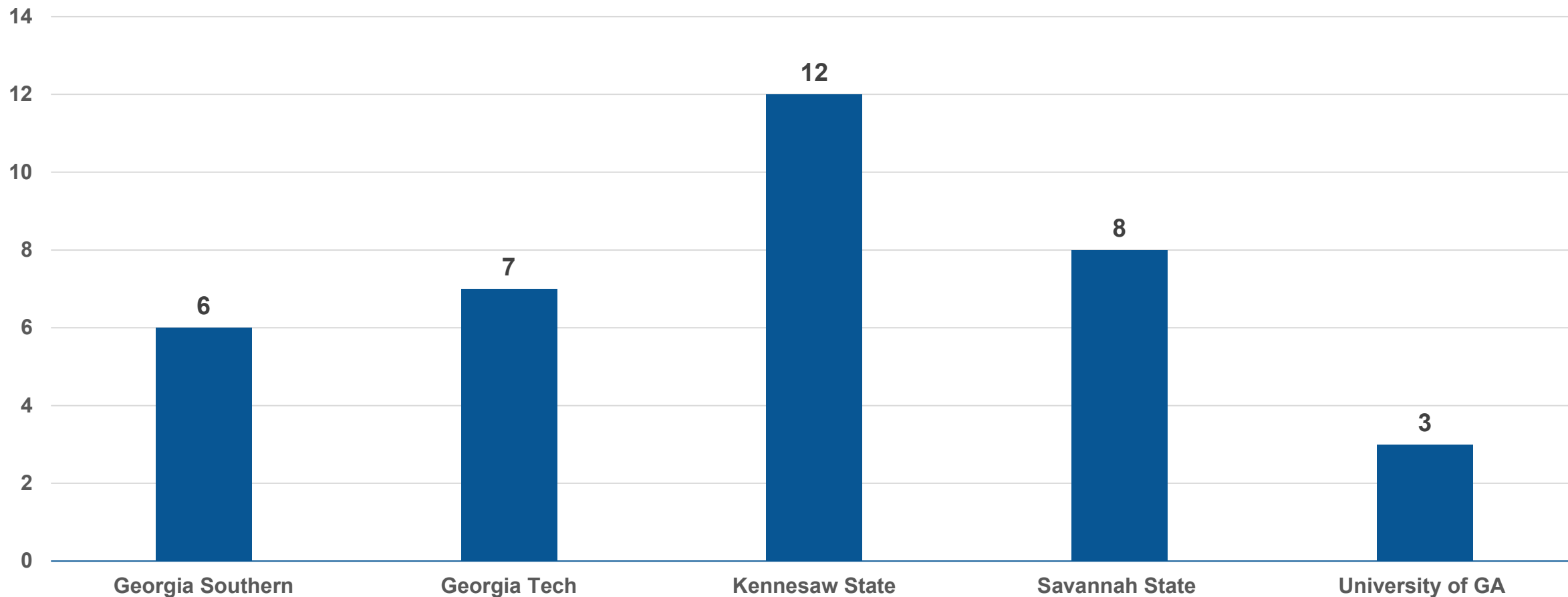
The staff has created a very welcoming environment and are very eager to teach us interns new ideas everyday.
-Office of Bridge Design
Georgia Tech

Impact on Headcount

Entry Level Employees Hired



Full Time Hires From Georgia Schools



Questions?



Thank You



Management Development Program

Kyle Mote

State Talent Development Manager

August 20, 2025



Agenda

- Leadership Development Overview
- Management Development Program
- Making it Better
- MDP Project Updates



Strategic Leadership Development

AASHTO Trainings

Advanced MDP

Management Development Program

Monthly soft skill managerial class/Leadership Empowerment
Training (L.E.T.)

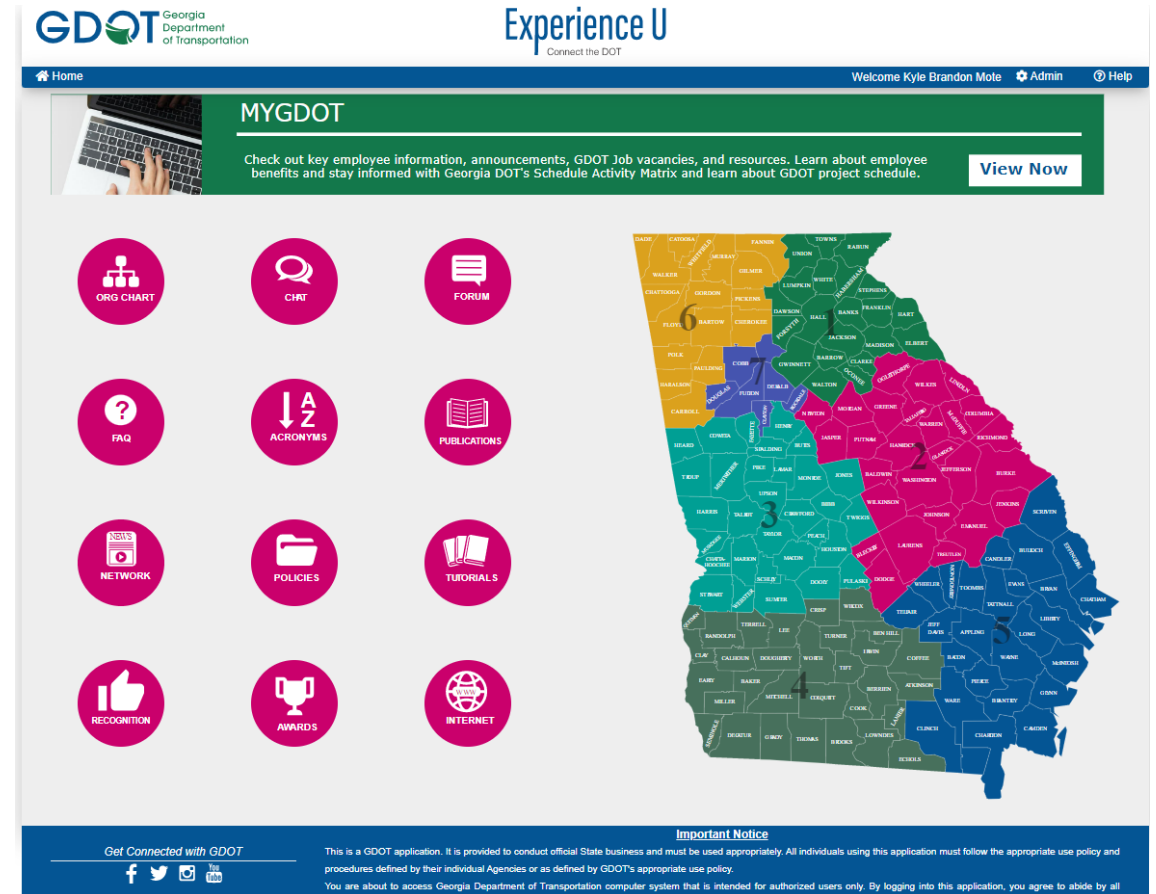
Management Development Program

- Two-week program
- Goals
 - Leadership Development
 - Project Presentations
 - Collaboration and Innovation
- Topics
 - Listening
 - Mentoring
 - Leadership Style Assessment
 - Presentation Skills
 - Leadership Habits
 - Employee Motivation
 - Time Management
 - Team Building
 - Change Management



Celebrating Successes

- Making it better
 - Experience U
 - Fuel Receipts
 - E-Ticketing
 - Salt Barn Inventory
 - Smaller and Digital Plan Sets
 - Battery Operated Hand Tools
 - Sign Vandalism Prevention
 - Motor Vehicle Defect Report
 - Electronic ROW signatures

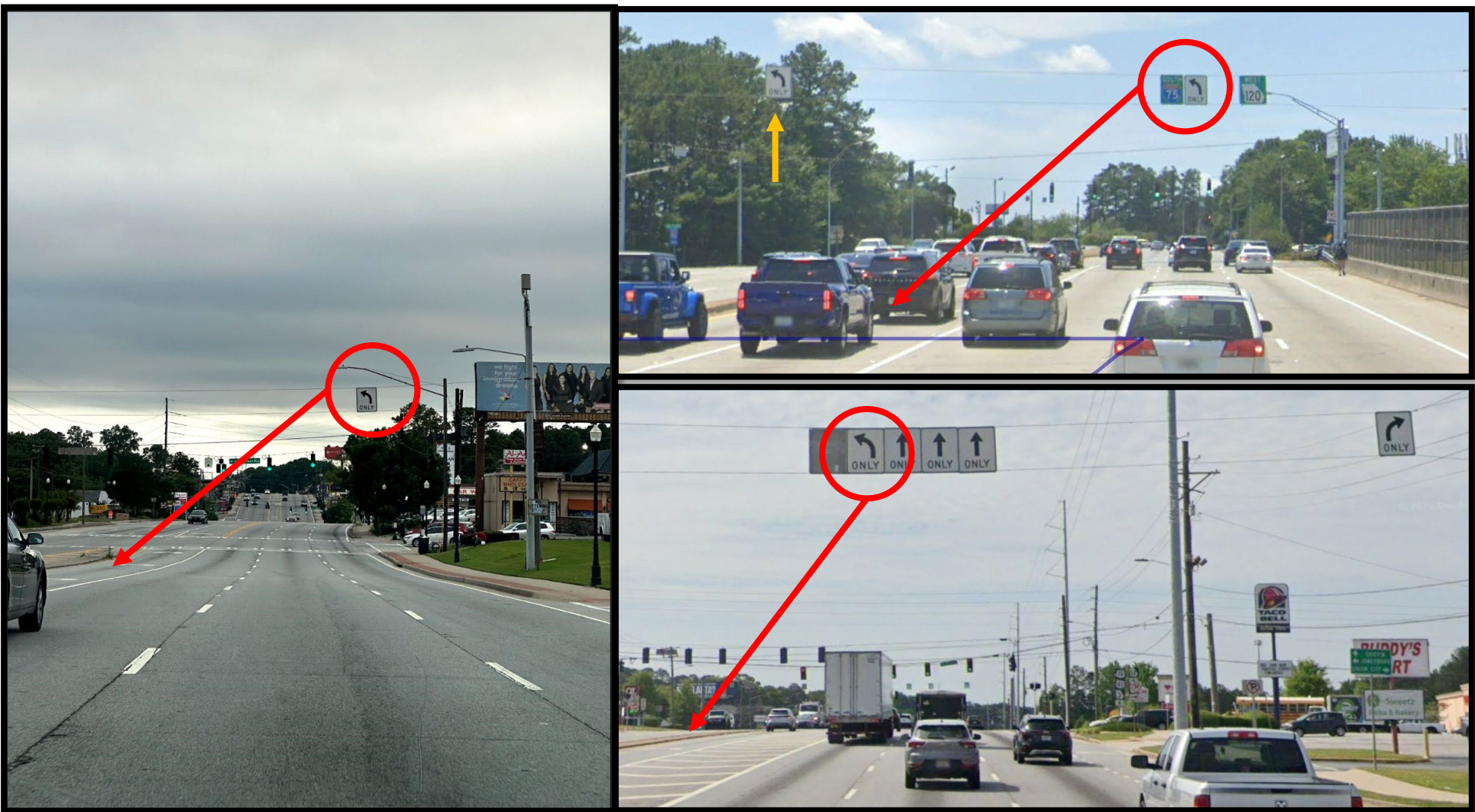


Summer 2025 Management Development Project Update

- Anna Plegachova:
State Signal Engineer –
Metro Atlanta, Office of
Traffic Operations
- Team: “Six Sigma's”, Class: Fall
2024
- Team Members: Alicia Taylor,
Alan Coleman, David Borchardt,
Wei Li



Overhead Signs -Span Wire Attachment



Overhead Signs -Span Wire Attachment

❖ Resources:

- District Sign Managers
- 8 DOTs
 - Wind belt
 - Hurricane states
- Approved vendors



Overhead Signs -Span Wire Attachment

❖ Anticipated Cost estimate

- Currently - \$42.08
- Recommended - \$3.28
- **Savings \$38.80**

❖ Benefits

- Improve safety
- Reduce cost

❖ Next Steps

- Six-month testing period at 10 locations
- Full deployment



90%
reduction

Thank you!

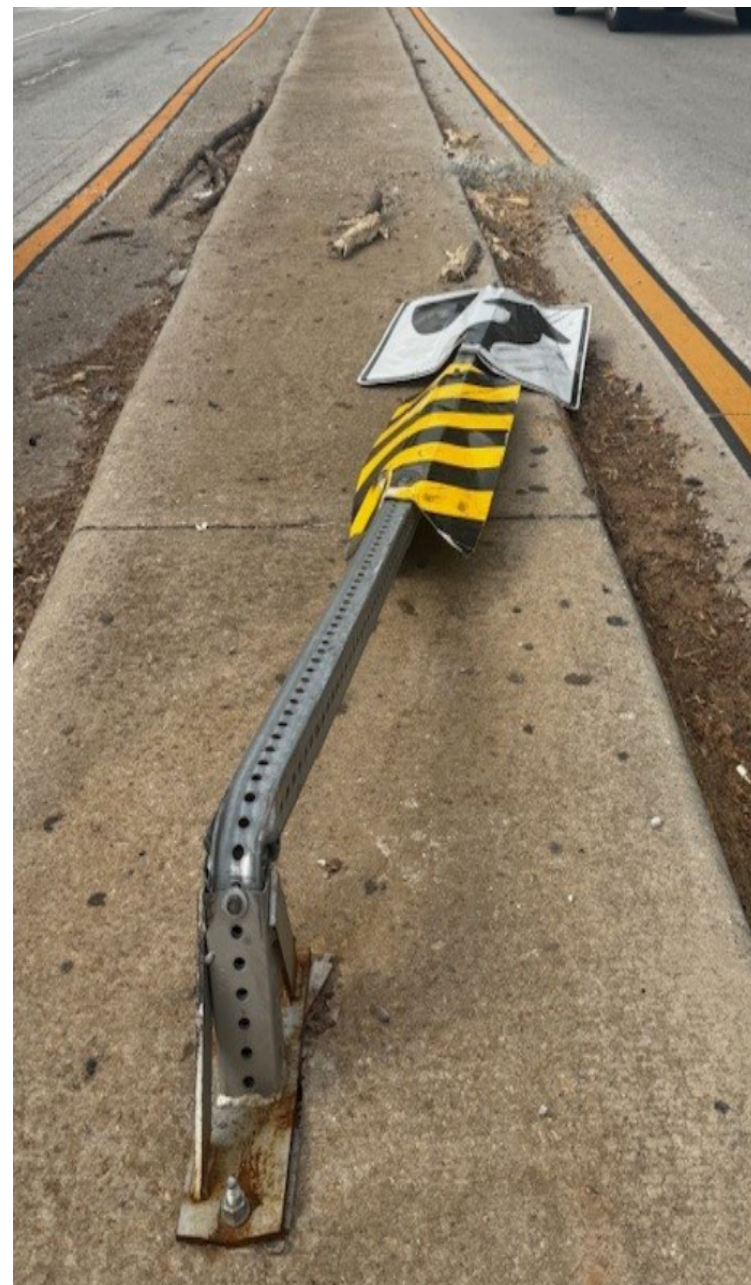


Summer 2025 Management Development Project Update

- Teri Freinkel - Senior Counsel, Office of Legal Services
- Team: “Road Warriors” Class: Spring 2025
- Team Members: Derek Fusco, Daniel Faircloth, Brian Gardner, Davina Williams, Tyrone McCord



The Beginning Challenges

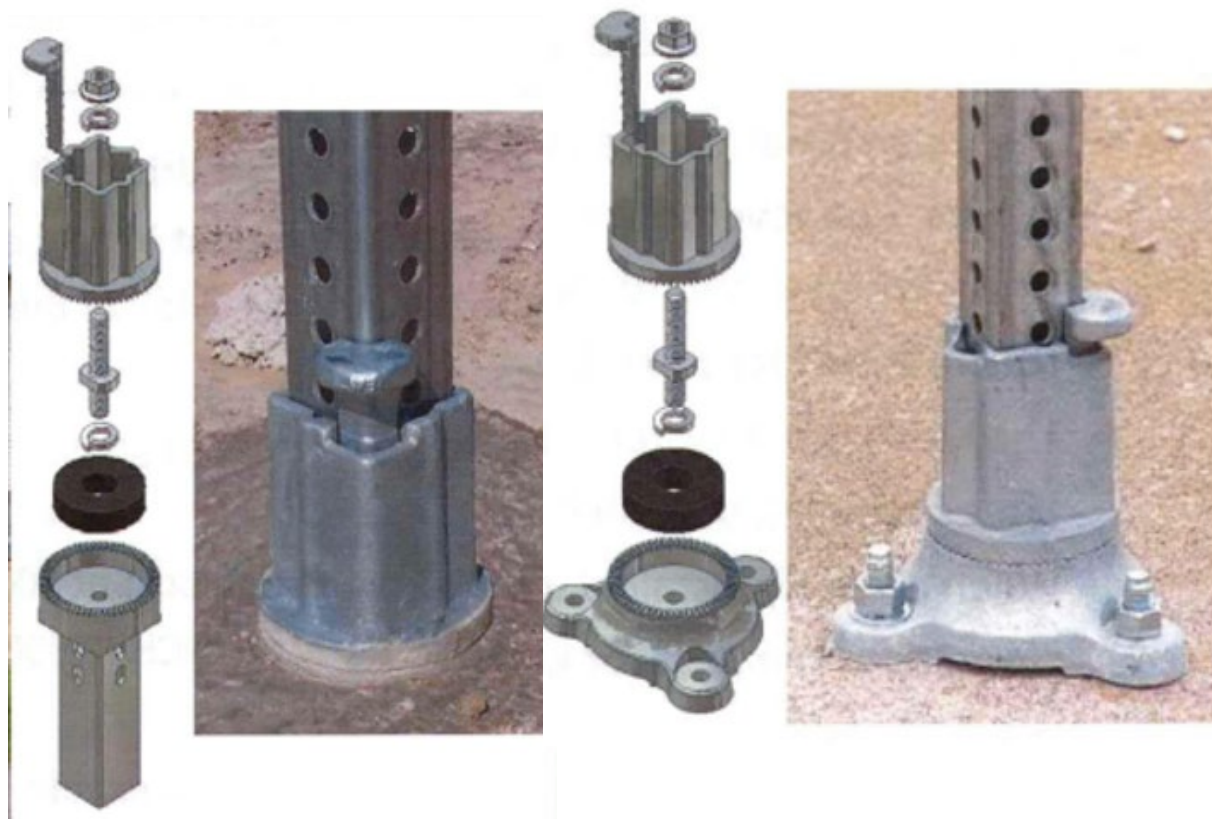


Proposed Solutions

- New Construction Installation



- Existing Structures (Kleen Break)



Our Journey Since MDP

Since MDP we have continued to evaluate our project and define the ways to make it successful

- Kleen Break systems
 - - monitoring various locations in two districts.
- Testing Deployment – Pipe solution
 - utilized in known problematic areas as new concrete structures are installed in one district
 - future sites are currently being assessed in additional districts.

The future is a better, faster, and most of all safer practice (benefiting the Dept. and the motoring public).

Thank you



STATE TRANSPORTATION BOARD

Finance Committee

August 20, 2025



Amended Fiscal Year 2026 and Fiscal Year 2027 Budget Request

Angela Whitworth

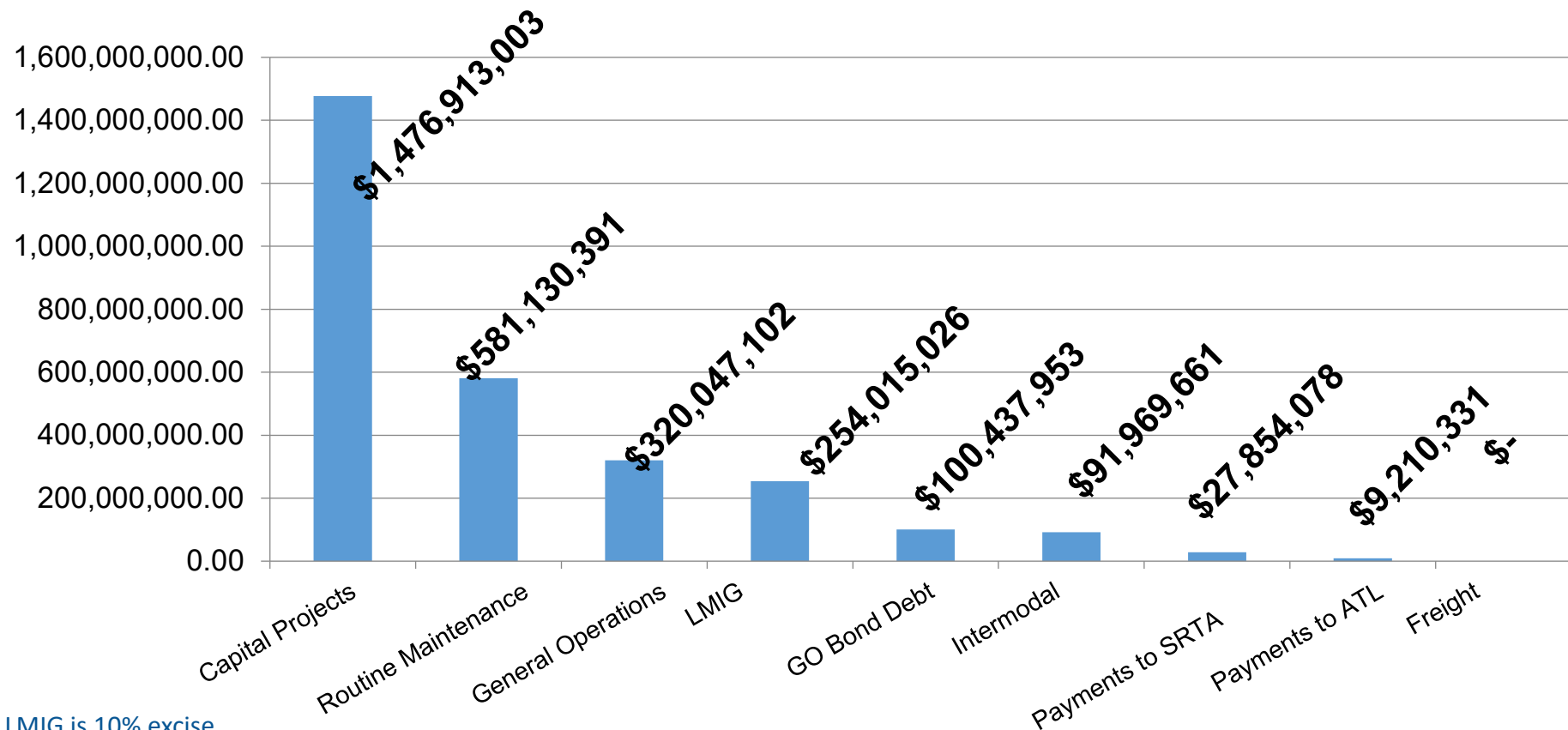
Treasurer

August 20, 2025

Amended FY 2026 Revenue Comparison Request

	FY 26 Base	Change	Amended FY 26
Excise:	\$2,476,442,802	\$63,707,462	\$2,540,150,264
Transportation Trust Fund Fees:	\$238,271,141	\$-	\$238,271,141
Transit Trust Fund Fees:	\$38,005,357	\$-	\$38,005,357
State General Funds:	\$45,150,783	\$-	\$45,150,783
Total:	\$2,797,870,083	\$63,707,462	\$2,861,577,545

Amended FY 2026 Budget Request - Summary



* LMIG is 10% excise

AFY 26 Budget Request by Program and Fund Source

Program	Fund Source	FY 26 Base	Change	Amended FY 26
GO Bond Debt	Motor Fuel	\$101,564,756	(\$1,126,803)	\$100,437,953
Airport Aid	State General Funds	\$30,000,000	\$-	\$30,000,000
Capital Construction	Motor Fuel	\$988,192,130	\$33,393,034	\$1,021,585,164
	Transportation Trust Fund Fees	\$140,735,735	\$-	\$140,735,735
	Total	\$1,128,927,865	\$33,393,034	\$1,162,320,899
Capital Maintenance	Motor Fuel	\$260,588,167	\$-	\$260,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$304,745,643	\$-	\$304,745,643
Data Collections	Motor Fuel	\$3,180,059	\$-	\$3,180,059

AFY 26 Budget Request by Program and Fund Source

Program	Fund Source	FY 26 Base	Change	Amended FY 26
Departmental Admin	Motor Fuel	\$93,103,898	\$-	\$93,103,898
LMIG	Motor Fuel	\$247,644,281	\$6,370,745	\$254,015,026
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
	State General Funds	\$5,500,000	\$-	\$5,500,000
	Local Roads Total	\$9,846,461	\$-	\$9,846,461
Planning	Motor Fuel	\$2,907,406	\$-	\$2,907,406
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,907,406	\$-	\$4,907,406
Ports & Waterways	State General Funds	\$1,398,641	\$-	\$1,398,641
Program Delivery	Motor Fuel	\$142,904,450	\$-	\$142,904,450

AFY 26 Budget Request by Program and Fund Source

Program	Fund Source	FY 26 Base	Change	Amended FY 26
Rail	State General Funds	\$1,350,207	\$-	\$1,350,207
	Locomotive Diesel Funds	\$6,901,935	\$-	\$6,901,935
	Transportation Trust Fund Fees	\$-	\$332,871	\$332,871
	Rail Total	\$8,252,142	\$332,871	\$8,585,013
Routine Maintenance	Motor Fuel	\$562,829,445	\$18,300,946	\$581,130,391
Traffic Management	Motor Fuel	\$69,181,749	\$6,769,540	\$75,951,289
Transit	Transportation Trust Fund Fees	\$14,313,521	(\$332,871)	\$13,980,650
	Transit Trust Fund	\$38,005,357	\$-	\$38,005,357
	Transit Total	\$52,318,878	(\$332,871)	\$51,986,007

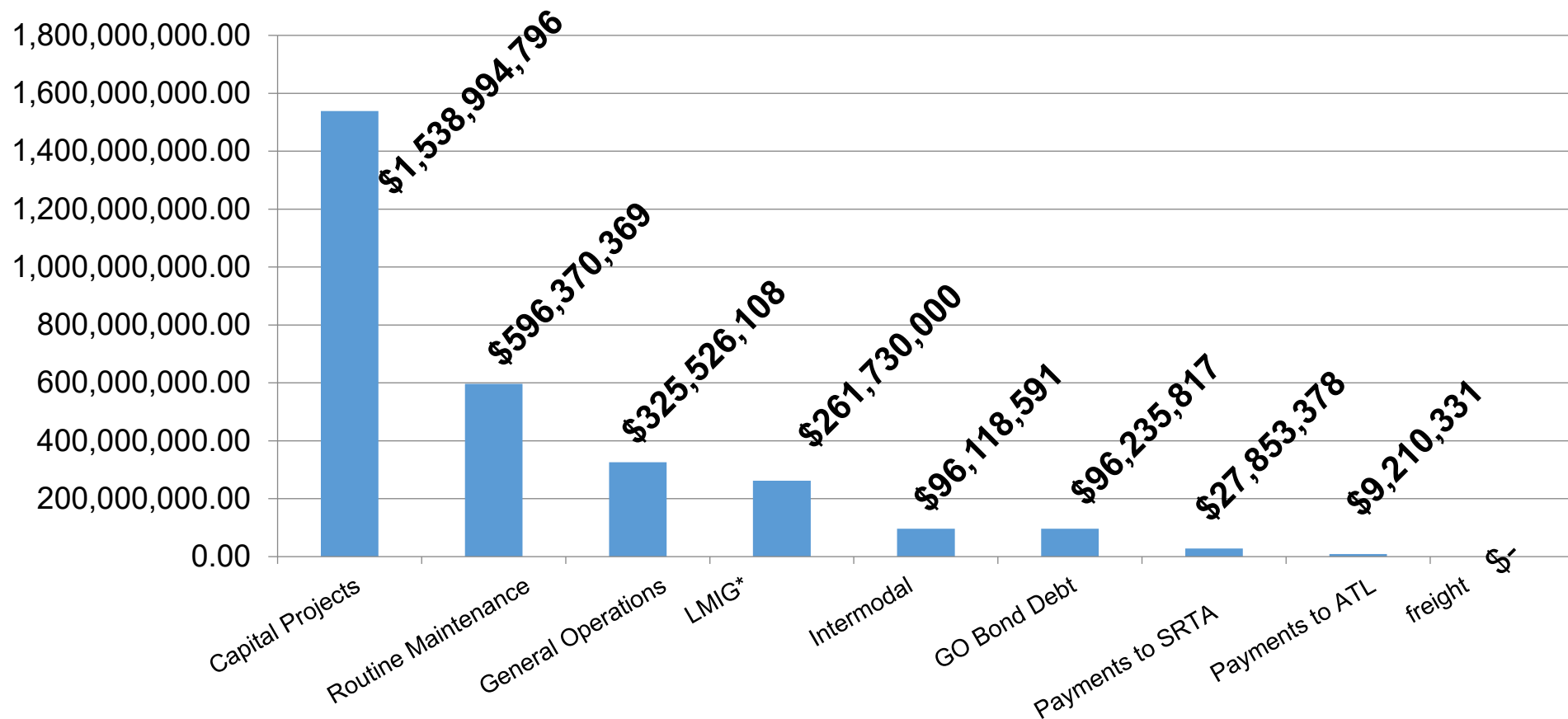
AFY 2026 Budget Request-Attached Agencies

Program	Fund Source	FY 26 Base	Change	Amended FY 26
Freight	State General Funds	\$-	\$-	\$-
Payments to SRTA	Transportation Trust Fund Fees	\$27,854,078	\$-	\$27,854,078
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331

FY 2027 Revenue Comparison Request

	FY 26 Base	Change	FY 27
Excise:	\$2,476,442,802	\$140,857,198	\$2,617,300,000
Transportation Trust Fund Fees:	\$238,271,141	\$16,222,909	\$254,494,050
Transit Trust Fund Fees:	\$38,005,357	\$3,952,579	\$41,957,936
State General Funds:	\$45,150,783	(\$6,863,379)	\$38,287,404
Total:	\$2,797,870,083	\$154,169,307	\$2,952,039,390

FY 2027 Budget Request - Summary



* LMIG is 10% excise

FY 27 Budget Request by Program and Fund Source

Program	Fund Source	FY 26 Base	Change	FY 27
GO Bond Debt	Motor Fuel	\$101,564,756	(\$5,328,939)	\$96,235,817
Airport Aid	State General Funds	\$30,000,000	\$-	\$30,000,000
Capital Construction	Motor Fuel	\$988,192,130	\$86,310,948	\$1,074,503,078
	Transportation Trust Fund Fees	\$140,735,735	\$14,663,879	\$155,399,614
	Total	\$1,128,927,865	\$100,974,827	\$1,229,902,692
Capital Maintenance	Motor Fuel	\$260,588,167	\$-	\$260,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$304,745,643	\$-	\$304,745,643
Data Collections	Motor Fuel	\$3,180,059	\$-	\$3,180,059

FY 27 Budget Request by Program and Fund Source

Program	Fund Source	FY 26 Base	Change	FY 27
Departmental Admin	Motor Fuel	\$93,103,898	\$2,819,999	\$95,923,897
Freight	TBD	\$-	\$-	\$-
LMIG	Motor Fuel	\$247,644,281	\$14,085,719	\$261,730,000
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
	State General Funds	\$5,500,000	(\$5,500,000)	\$-
	Total	\$9,846,461	(\$5,500,000)	\$4,346,461
Planning	Motor Fuel	\$2,907,406	\$-	\$2,907,406
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,907,406	\$-	\$4,907,406
Ports & Waterways	State General Funds	\$1,398,641	\$-	\$1,398,641
Program Delivery	Motor Fuel	\$142,904,450	\$2,734,007	\$145,638,457

FY 27 Budget Request by Program and Fund Source

Intermodal	Fund Source	FY 26 Base	Change	FY 27
Rail	State General Funds	\$1,350,207	\$-	\$1,350,207
	Locomotive Diesel Funds	\$6,901,935	(\$1,363,379)	\$5,538,556
	Transportation Trust Fund Fees	\$-	\$332,871	\$332,871
	Rail Total	\$8,252,142	(\$1,030,508)	\$7,221,634
Routine Maintenance	Motor Fuel	\$562,829,445	\$33,540,924	\$596,370,369
Traffic Management	Motor Fuel	\$69,181,749	\$6,694,540	\$75,876,289
Transit	Transit Trust Fund	\$38,005,357	\$3,952,579	\$41,957,936
	Transportation Trust Fund Fees	\$14,313,521	\$1,226,859	\$15,540,380
	Transit Total	\$52,318,878	\$5,179,438	\$57,498,316

FY 2027 Budget Request-Attached Agencies

Program	Fund Source	FY 26 Base	Change	FY 27
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331
Payments to SRTA	Transportation Trust Fund Fees	\$27,854,078	(\$700)	\$27,853,378

**THANK
YOU**


Georgia **Your**
Dollar\$
Building
A Better
Georgia



STATE TRANSPORTATION BOARD

Committee of the Whole

August 20, 2025



I-285 West Wall Reconstruction

Jeremy Daniel, P.E.
Assistant State Construction Engineer
August 20, 2025

I-285 Original Construction

- South End Completed 1967
- North End Completed 1969
- 2 Lanes
- 10" Concrete Pavement
- 6" Aggregate Stabilized Base
- 6" Cement Stabilized Graded Aggregate Base



I-285 Widening

- 1 to 2 Lanes added in 1980s
- 10" Concrete Pavement
- 5" Asphalt
- 10" Graded Aggregate Base



I-285 Maintenance

- **Service Life**
 - 25 years – Slab Rehab and Grinding
 - 40 years – Reconstruction
- **Extended Service Life**
- **Shoulder Reconstruction**
 - 2005
 - Roller Compacted Concrete
- **D7 Routine Maintenance**
 - 2014 to Present
 - \$60 Million
 - Maintenance Projects, ITB, In House Forces



PI 0018193 Fulton & Cobb Counties

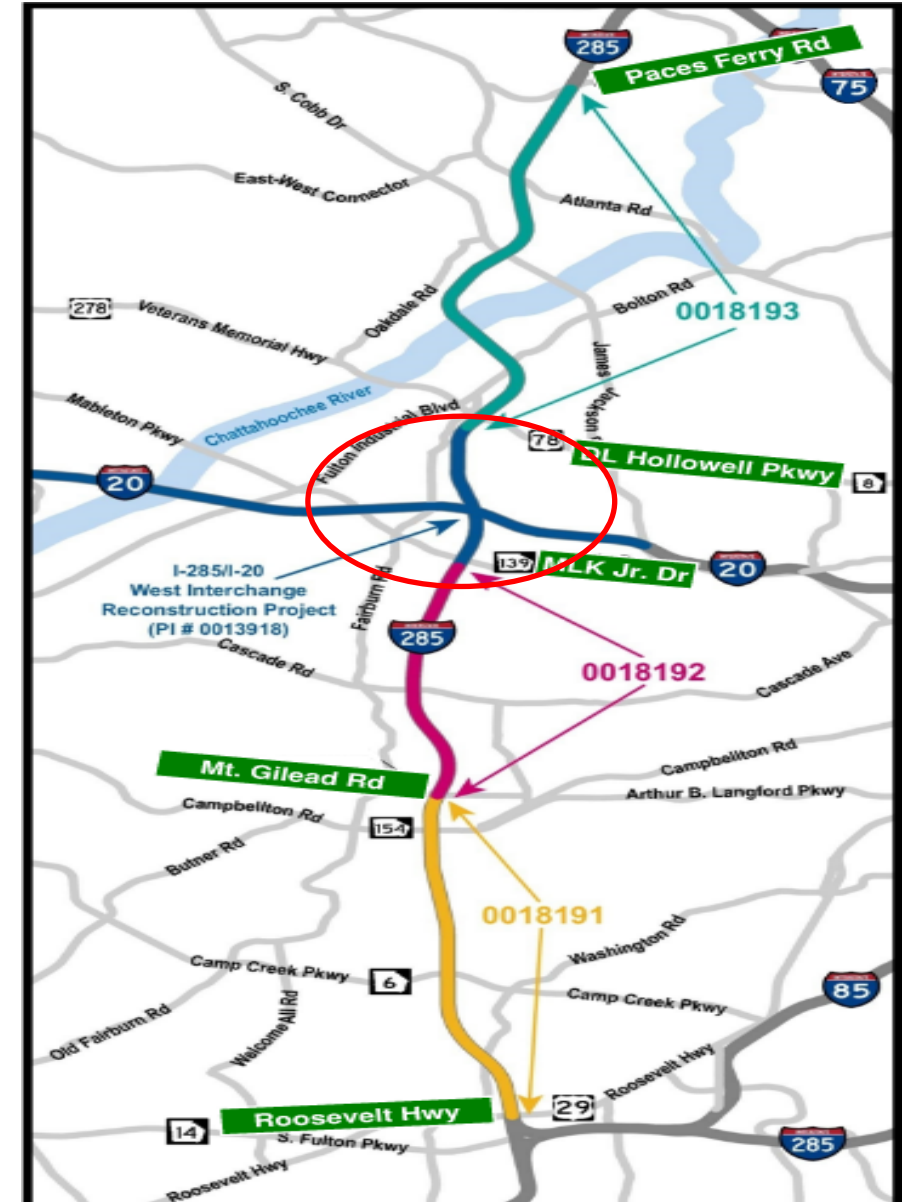
I-285 FROM CS 843/COLLIER DRIVE TO CR 2838 /
PACES FERRY ROAD
Congressional District 06
7.22 miles

PI 0018192 Fulton County

I-285 FROM CS 2971/MT GILEAD ROAD TO CS 843 /COLLIER DRIVE
Congressional District 05 & 06
4.80 miles

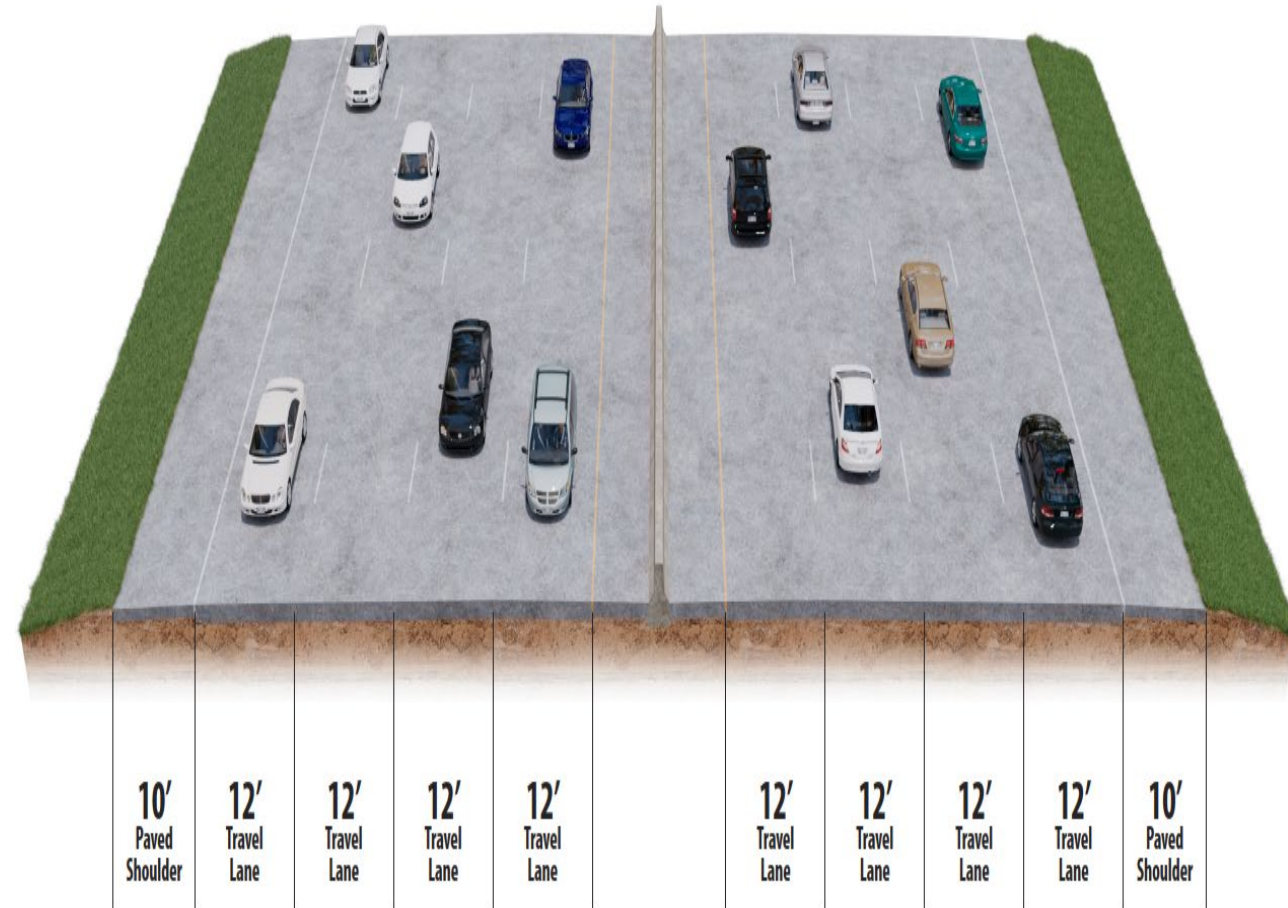
PI 0018191 Fulton County

I-285 FROM SR 14 TO CS 2971/MT GILEAD ROAD
Congressional District 05 & 06
5.30 miles



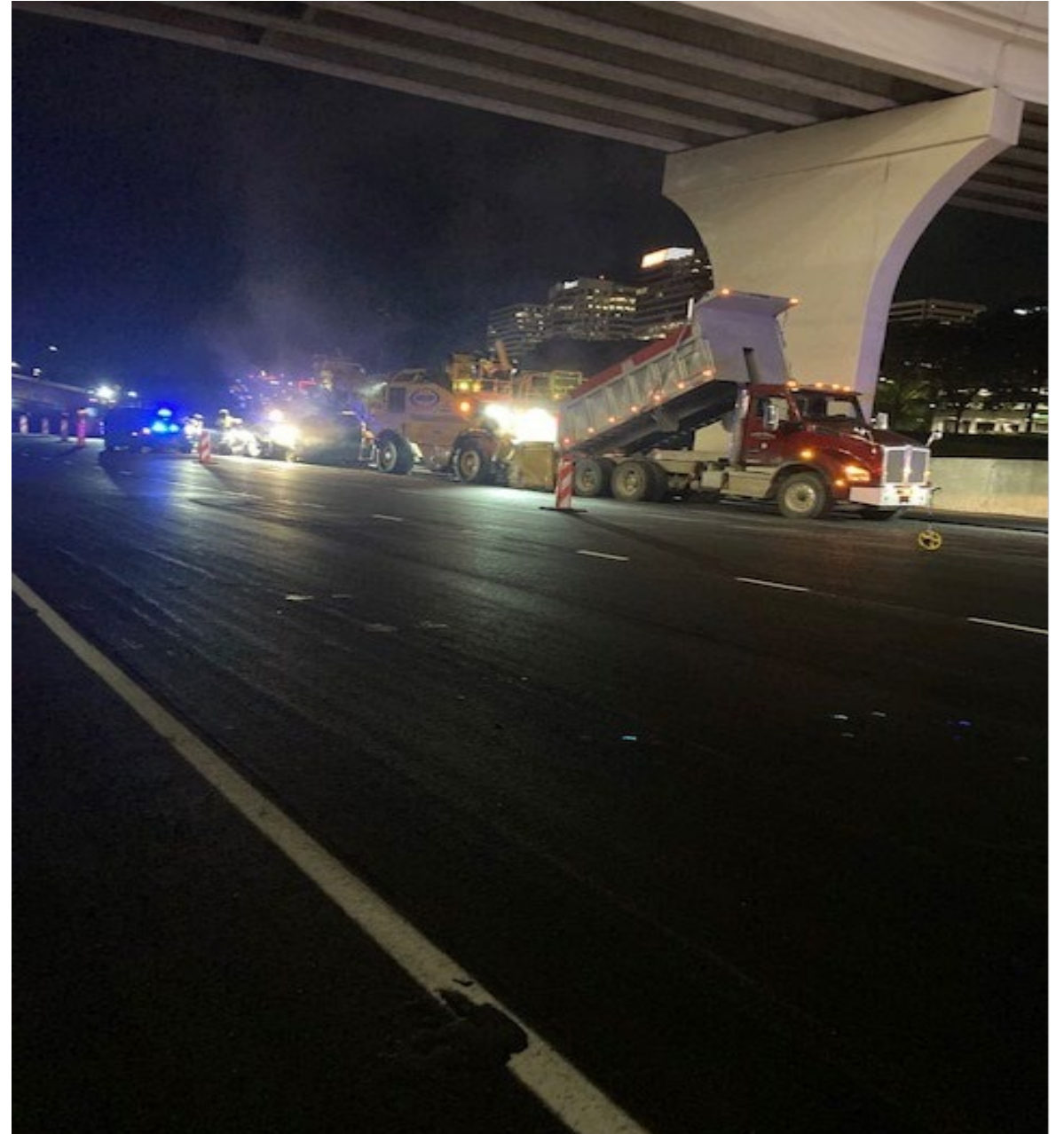
I-285 Reconstruction

- 17 Miles
- 10 Interchanges
- 14 Mainline Bridges
- 17 Overpass Bridges



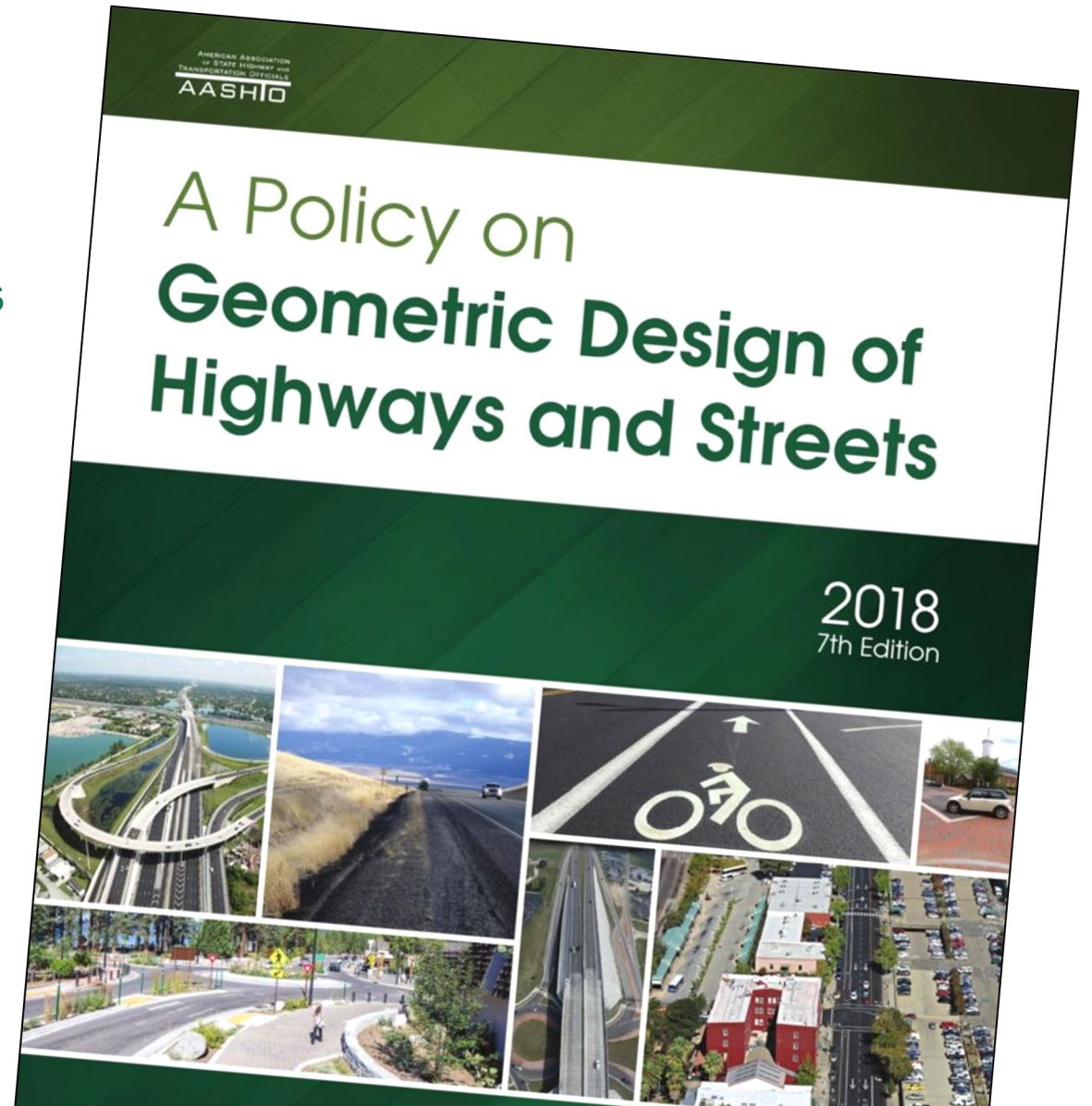
I-285 Reconstruction

- **Asphalt Overlay of Existing Concrete Slabs**
 - Concrete Slab Repair
- **Complete Removal and Replacement of Sections at Mainline Bridges and Overpasses**
- **Many Alternatives Considered**
- **Traffic Impacts**
 - 194,000 ADT
 - 18% Trucks



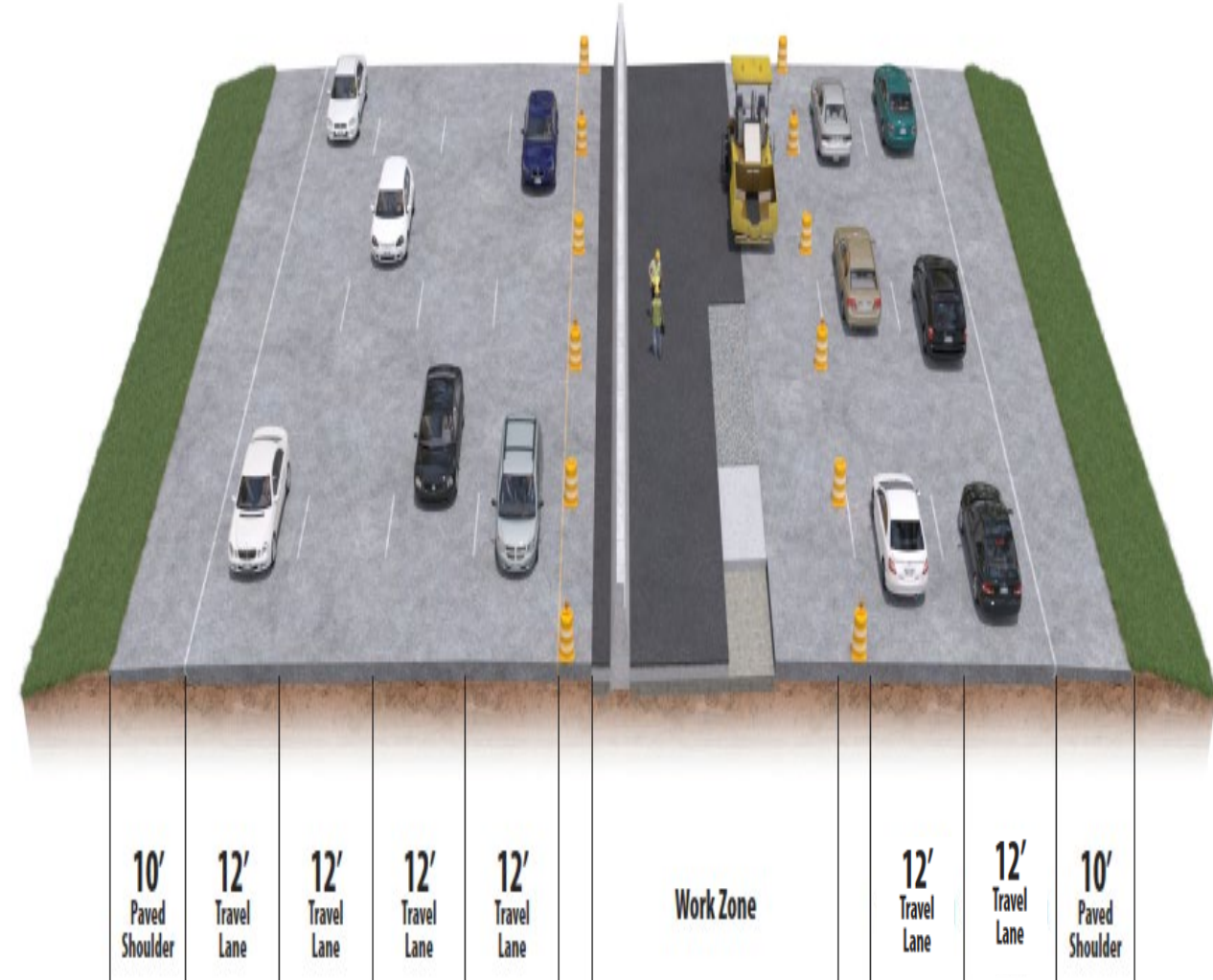
I-285 Reconstruction

- **Updating To Current AASHTO Standards**
 - Adjust Cross Slope
 - Median Barrier
 - Drainage
 - Guardrail
 - Overhead Signage



I-285 Reconstruction

- **Traffic Impacts**
 - Single and Double Lane Closures
 - Nights and Weekends
 - I-285 Closure between Interchanges over Weekends
 - Detour Downtown Connector
 - DPS Coordination
 - Atlanta Braves
 - FIFA World Cup



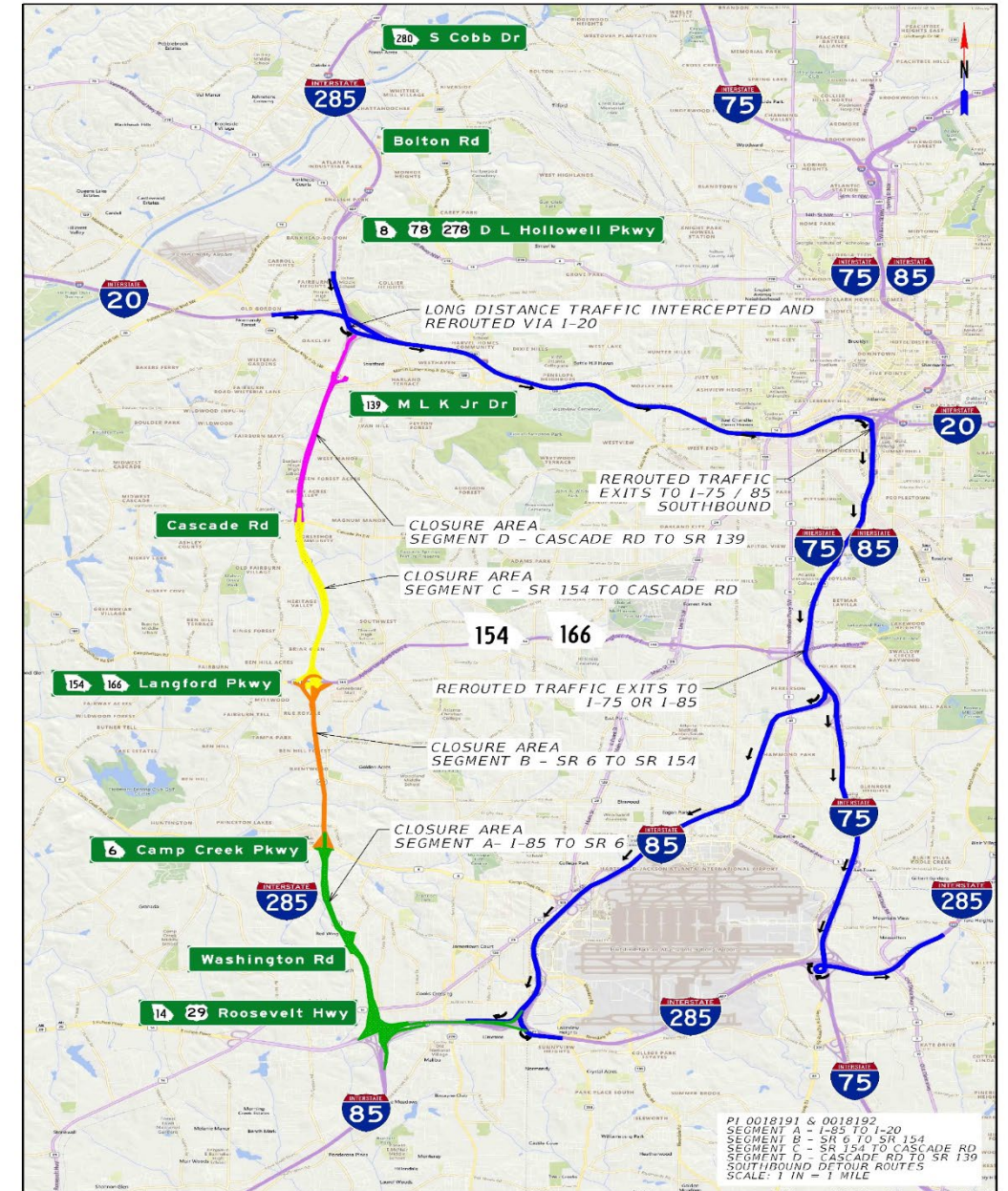
Weekend Closures Between Interchanges Southern Section

SR 14 to Camp Creek

Camp Creek to Langford

Langford to Cascade

Cascade to MLK



I-285 Reconstruction

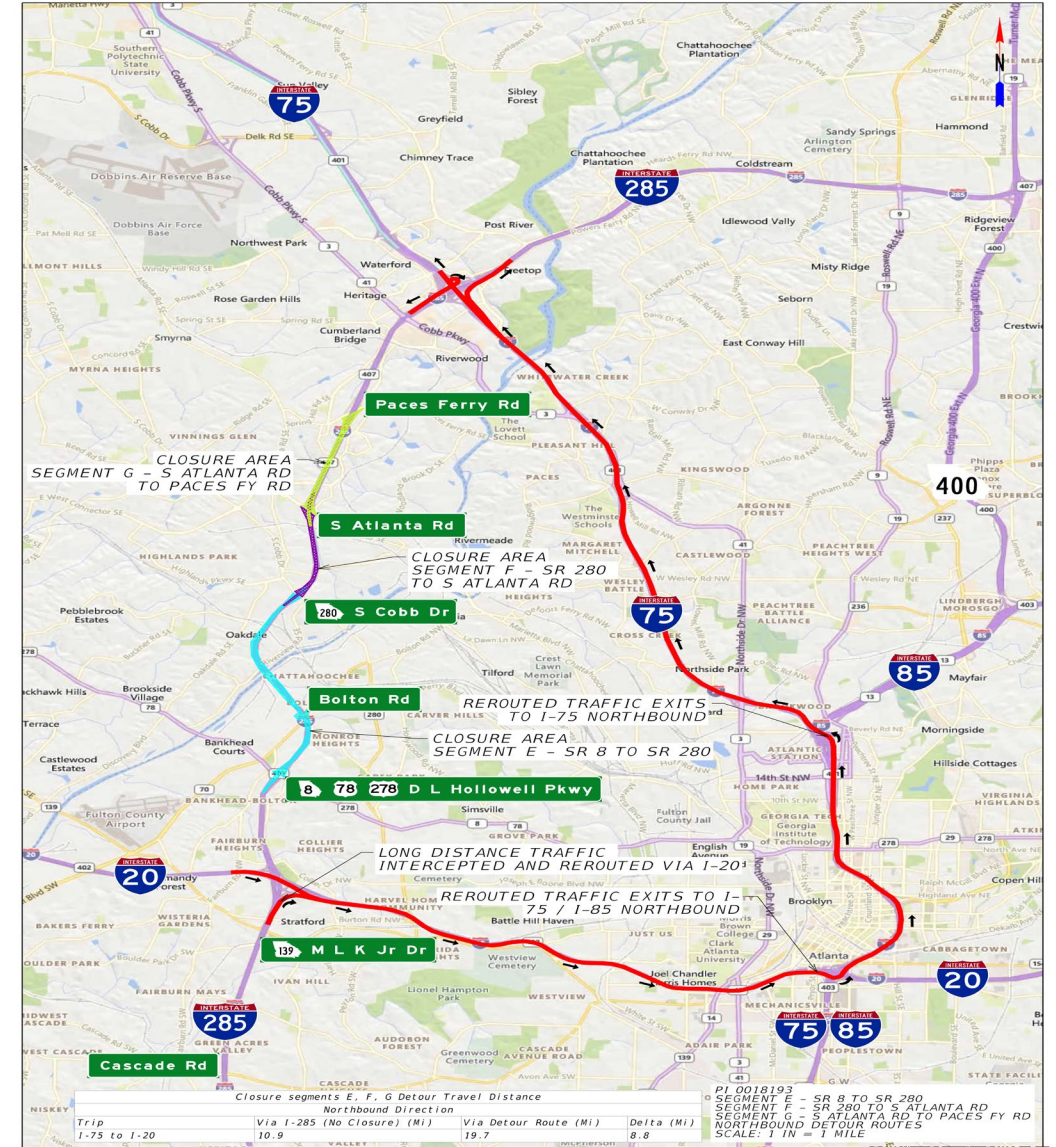
Weekend Closures Between Interchanges Northern Section

Sections

Hollowell to South Cobb

South Cobb to South Atlanta

South Atlanta to Paces Ferry

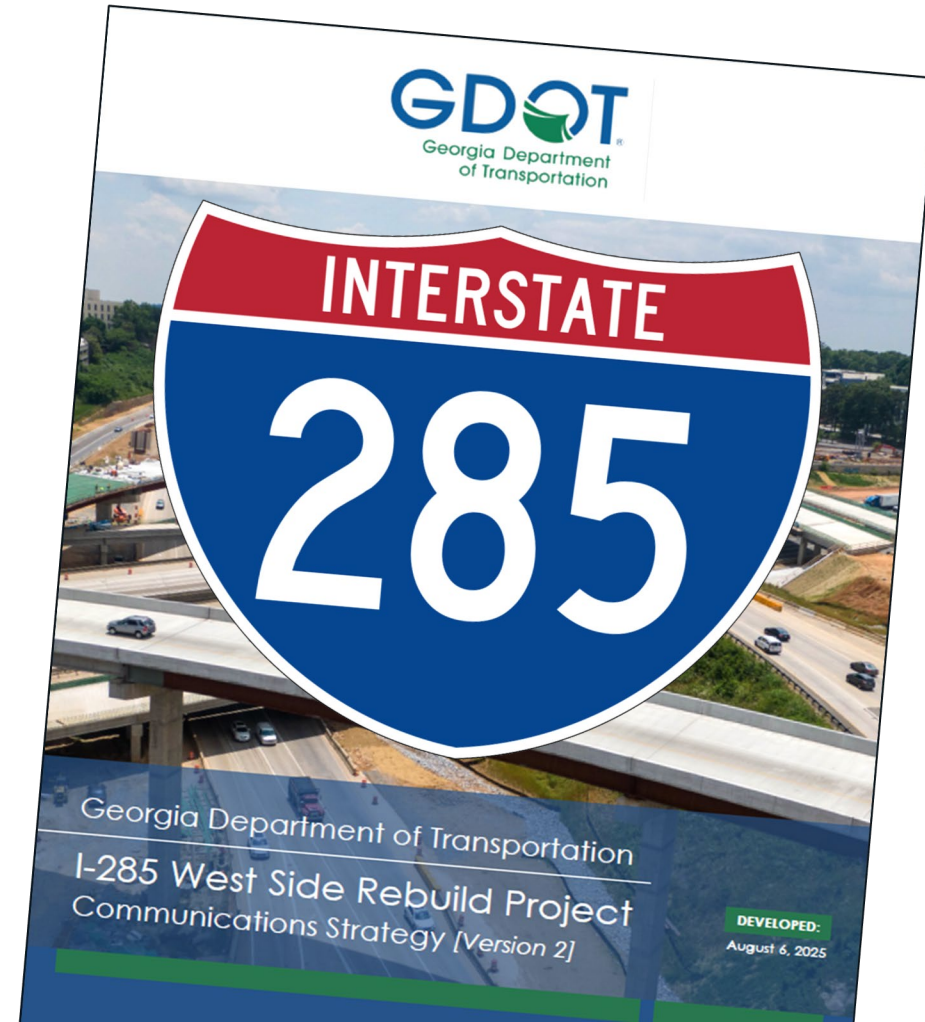


I-285 Reconstruction

- **Comprehensive Communication Strategy**
 - **Timely, Accurate and Accessible Information**
 - **Stakeholders**
 - Traveling Public
 - Local Businesses
 - Emergency Services
 - Trucking Industry
 - Governmental Agencies
 - **Multi-Channel Communication Strategy**
 - 511/GA Navigator
 - Social Media
 - TV and Radio
 - Digital Advertising PSAs
 - Storytelling Video Series
 - Project website
 - Press releases
 - Message Boards around Metro Area



PRESS RELEASE



I-285 Reconstruction

- **Comprehensive Communication Plan**
 - **Media Partnerships**
 - Traffic Reporters
 - **Neighboring States**
 - Impacts known prior to entering GA
 - **Work Zone Safety Messaging**

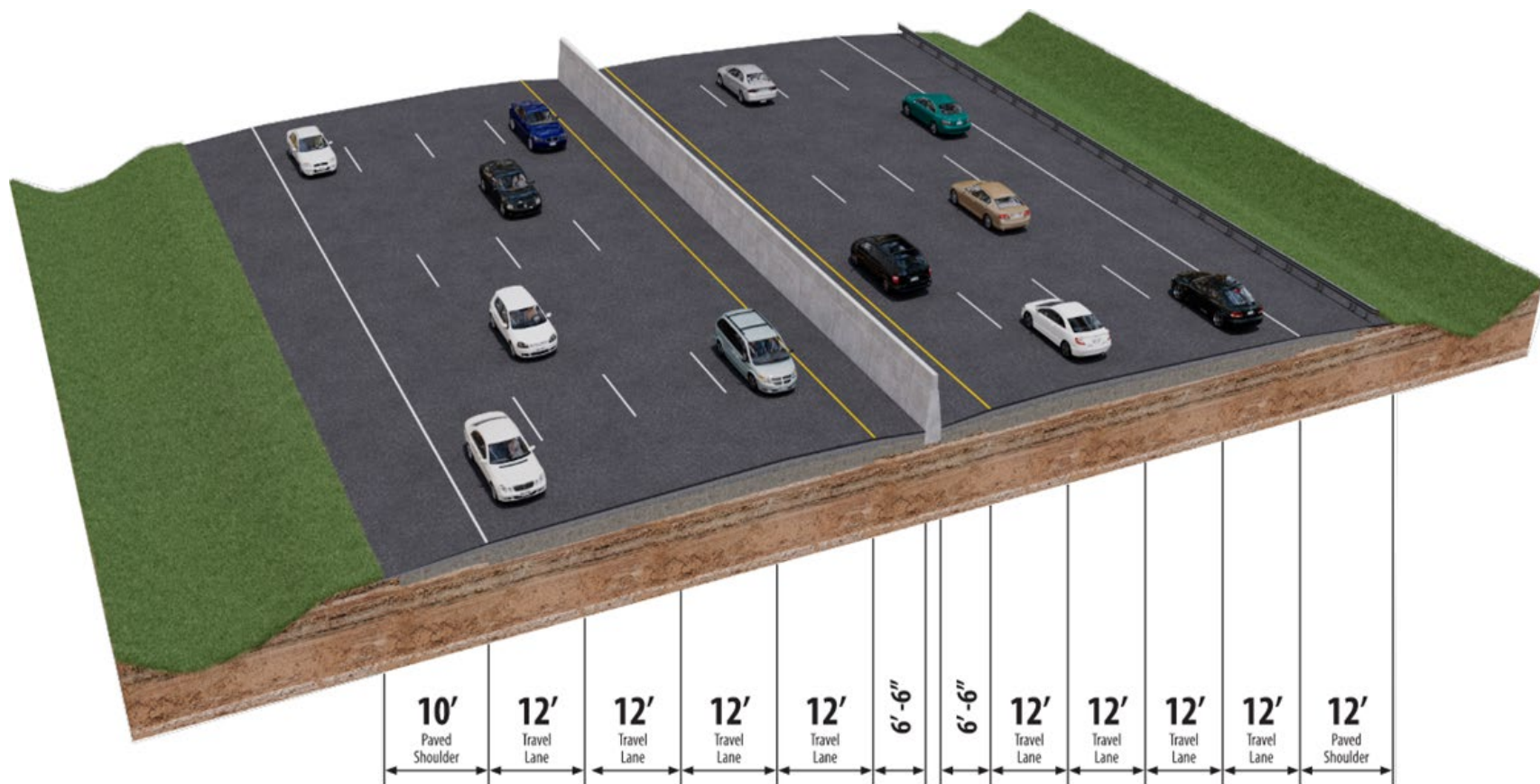


GEORGIA ASSOCIATION
OF BROADCASTERS



I-285 Reconstruction

Anticipated Project Completion Spring 2029



Questions?



GDOT DAMAGED ASSETS RECOVERY

Annette Simelaro
General Counsel
Director of Legal Services

Helen O'Leary
Transportation Counsel

August 20, 2025

GDOT INFRASTRUCTURE

In addition to owning state routes and highways, GDOT owns several mission-critical **State Road Assets (SRAs)**.

These SRAs include:

- pavement, bridges
- guardrail, cable barrier
- road symbol signs
- traffic control devices
- overhead panel signs
- noise barriers
- dynamic message signs
- other types of devices



SRAs NUMBERS

- 17,906 Miles of State Highways and Interstates*
- 6,857 State Highway Bridges**
- 5,883 Traffic Signals*
- 16,782,964 Feet of Guardrail***
- 2,655,593 Feet of Cable Barrier***



MOTORIST CRASHES

- In 2024: 367,523 reported Motorist Crashes
- SRAs often are damaged in crashes

* Per July 2025 TMC Data

** Per March 2025 FHWA Report

*** Per July 2025 State Maintenance Office Data

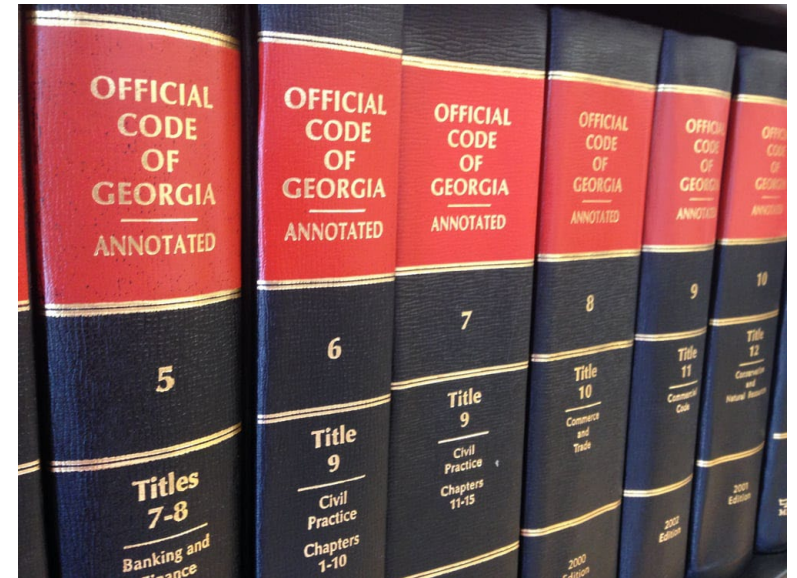
DAMAGED SRAs: WHO PAYS FOR THEIR REPAIR OR REPLACEMENT?

O.C.G.A. § 32-6-1

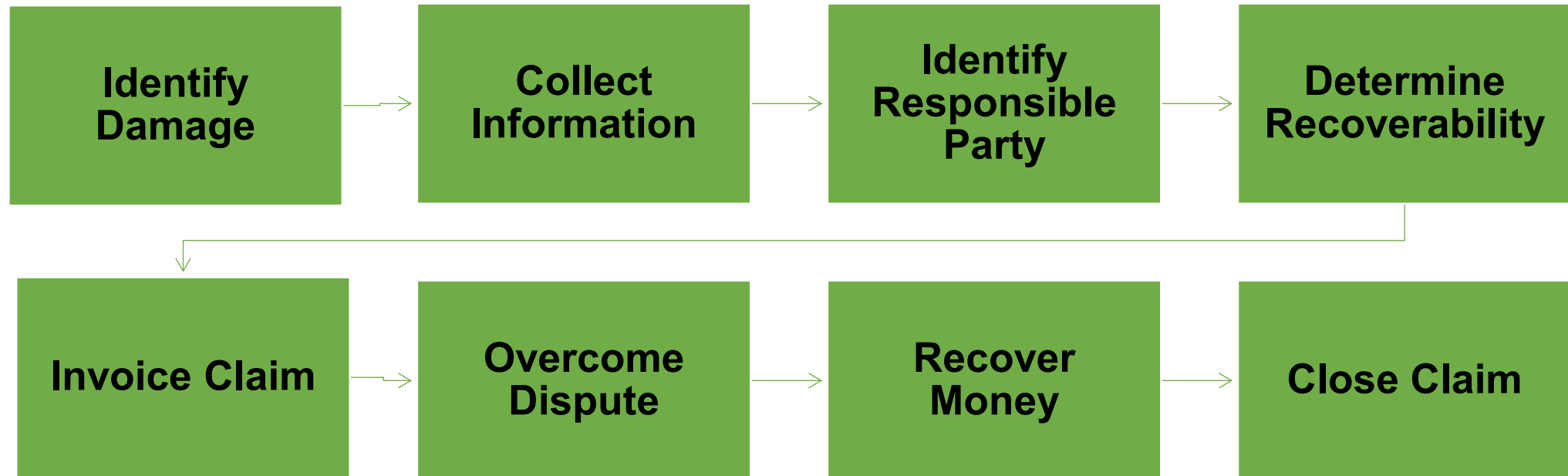
Obstructing, encroaching on, or injuring public roads; leasing of property by department

(a) It shall be unlawful for any person to . . . injure materially any part of any public road. . . directly incurred from such damages . . .

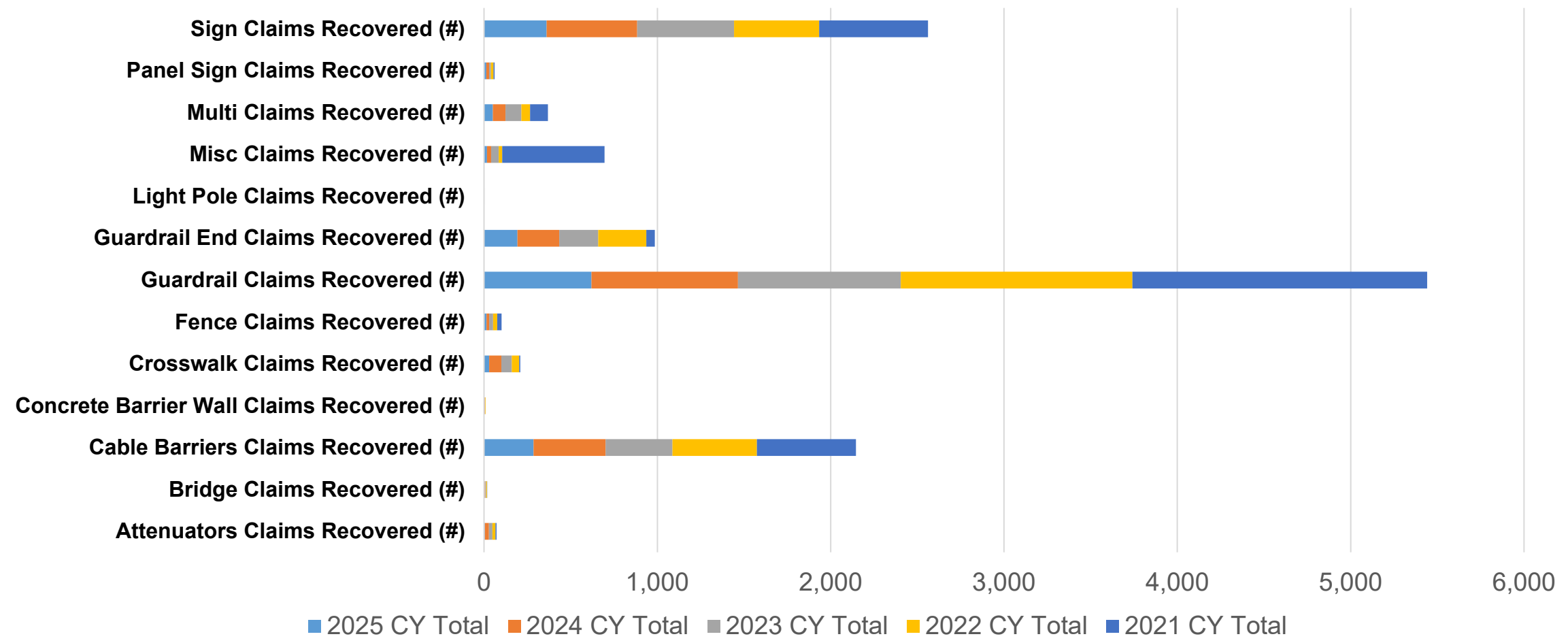
(b) ***Any person who . . . injures said public road shall be responsible for reimbursing the Department of Transportation . . . for the costs of . . repairs to the public road incurred*** by such department . . . including any costs associated with traffic management; provided, however, that such costs shall be limited to those costs which are directly incurred from such damages . . .



GDOT THE PROCESS FOR RECOVERY



CMR RECOVERY CASES BY TYPE

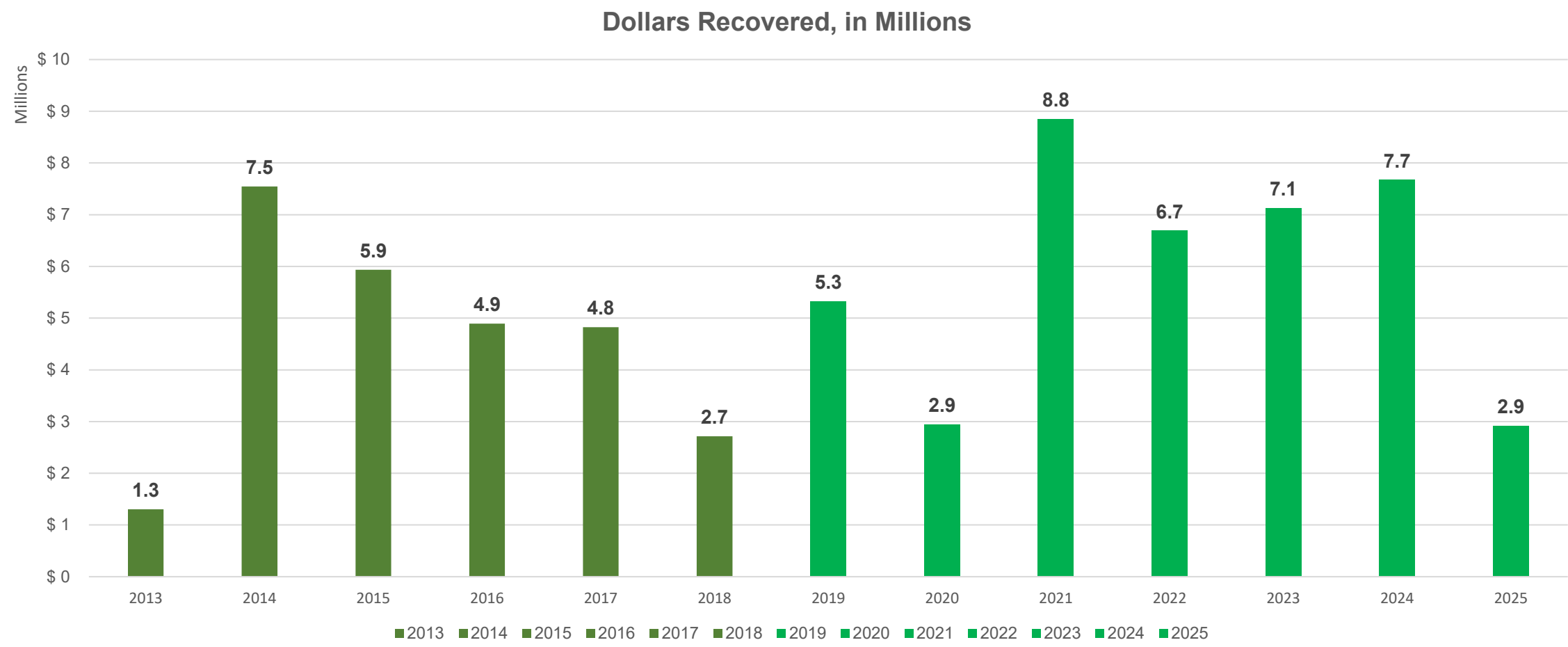


PROCESS IMPROVEMENTS

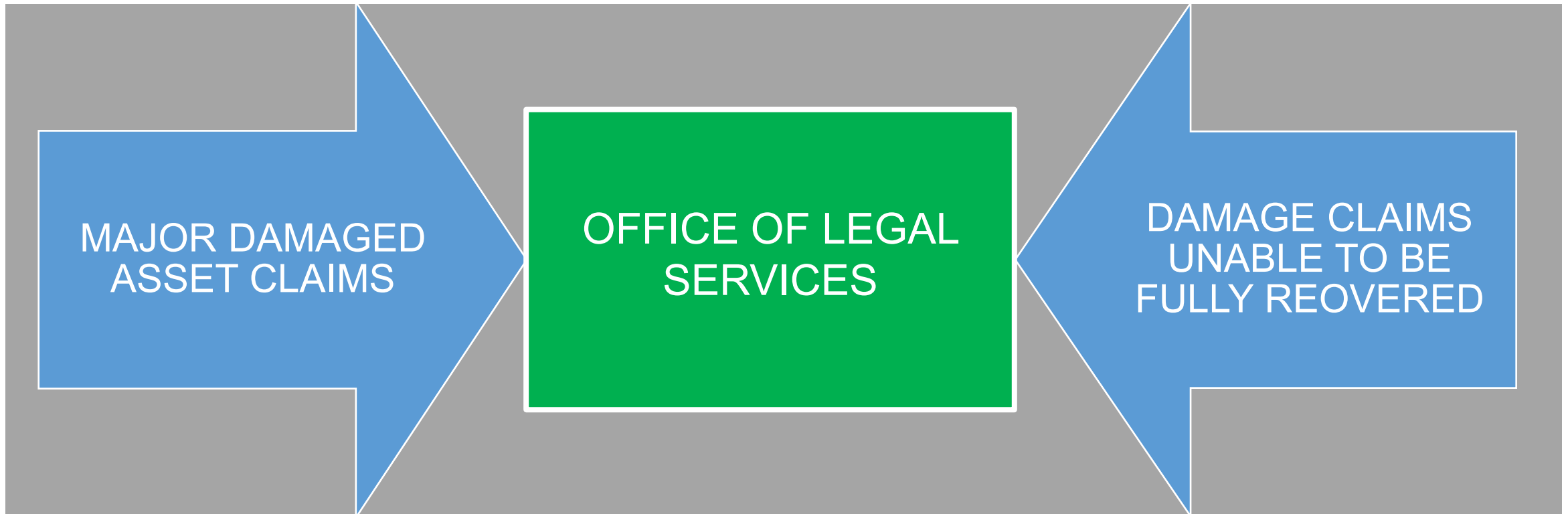
- To increase these damaged asset collections, GDOT staff and CMR have streamlined processes by:
 - Standardizing supportive documentation showing damages estimates
 - Refining identifiers of damages in police reports, and
 - Having “Before and After” repair damage photos.



RECOVERED COSTS THROUGH DAMAGED PROPERTY RECOVERY CONTRACT



SOME CLAIMS ARE HANDLED BY THE OFFICE OF LEGAL SERVICES



RECENT EXAMPLE OF CMR'S SUCCESSFUL DAMAGE RECOVERY

Date: September 12, 2024

Location: I-75N Turner County

GDOT Item Damaged: Concrete Barrier

Damages Invoiced: \$53,954.91

Recovery: \$53,954.91



RECENT EXAMPLE OF SPECIAL ASSISTANT ATTORNEY GENERAL'S SUCCESSFUL DAMAGE RECOVERY

Date: February 2022

Location: Instate 85 DeKalb County

GDOT Items Damaged: Concrete Barrier/Road

Damages Invoiced: \$290,474.81

Recovery: \$290,474.81



SINCE 2013:

TOTAL NUMBER OF CLAIMS: 33,000+

TOTAL RECOVERED: \$72,000,000+

QUESTIONS?



STATE TRANSPORTATION BOARD

AUGUST 2025 COMMITTEE MEETINGS

August 20, 2025