



Georgia Department  
of Transportation

# Accountability and Investment Report

# 2019

Fiscal Year

JULY 1, 2018-JUNE 30, 2019



# State Transportation Board

The State Transportation Board is comprised of 14 congressional districts each represented by a board member elected by a majority of a General Assembly caucus from their congressional district. Board members serve staggered five-year terms and guide the planning, development and management of the department and critical transportation projects in the state of Georgia.



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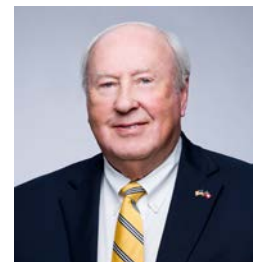
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# Georgia DOT Strategy Map

## VISION

Boost Georgia's competitiveness via leadership in transportation

## MISSION

Deliver a transportation system focused on innovation, safety, sustainability and mobility

## CORE VALUES

**F**lexible  
**O**pen  
**C**ommitted  
**U**nified  
**S**uccessful

## GOALS

**Streamline processes and improve access** to opportunities for small business

**Utilize performance-based management, innovation & P3** to deliver GDOT's mission responsibly and more efficiently

**Provide multimodal transportation development** and infrastructure innovation throughout Georgia

**Put Georgians' safety first** through innovation and technology

## OBJECTIVES

**Enhance** small business training

**Identify** opportunities to engage small businesses and the private sector for routine maintenance

**Enhance** organizational efficiencies through performance reviews

**Increase** use of innovative contracting and delivery methods

**Improve** GDOT's call center

**Authorize** projects as programmed

**Develop STIP** Statewide Transportation Improvement Plan (STIP)

**Preserve** bridges

**Increase** aircraft accessibility

**Increase** freight capacity

**Expand** broadband deployment in rural Georgia

**Support** efforts to combat human trafficking

**Reduce** roadway fatalities

**Decrease** worker-related injuries

**Upgrade** signal technology

**Improve** HERO response time

**Reduce** planning time index

## STRATEGIES

**Increase** small business contract capacity

**Analyze** routine maintenance project program

**Identify** challenges and needs, implement improvements

**Advance** Georgia's Major Mobility Investment Program (MMIP)

**Implement** new NAVIGATOR system

**Balance** and prioritize STIP projects throughout Georgia

**Evaluate** rural bridge needs

**Utilize** rail bond program

**Expand** technology deployments

**Provide** training to employees

**Implement** Strategic Highway Safety Plan (SHSP)

**Develop** and implement Safety Plan

**Enhance** transportation technologies

# Executive Summary

The FY 2019 Accountability and Investment Report looks at Georgia Department of Transportation's previous fiscal year, including an overview of accomplishments, performance measures, funding, innovative programs and partnerships, planning, project delivery, construction and operations.

Georgia DOT and its 3,965 employees share a vision to boost Georgia's competitiveness through leadership in transportation. This stance supports Governor Brian Kemp's vision to ensure that Georgia remains the #1 state for business, a designation the Peach State has received for seven consecutive years.

The Department aligns its goals and objectives with its mission to deliver a transportation system focused on innovation, safety, sustainability and mobility.

Major initiatives include the ambitious Major Mobility Investment Program (MMIP), which is comprised of 18 projects that will create additional capacity, improve freight movement, provide operational improvements and efficiencies, enhance safety, offer more reliable trip times and decrease travel times across Georgia. The \$11 billion MMIP includes interchange, express lanes, interstate widening and bridge improvement projects, plus a commercial vehicle lanes project.

Georgia Express Lanes are tolled managed lanes that provide a mobility choice for motorists and transit users by offering more reliable trip times. Four express lanes projects are currently operating in Georgia, with plans for five more underway as part of the Major Mobility Investment Program. Once open to traffic, these projects will create a connected network of express lanes across metro Atlanta. The benefits of express lanes are proven. The multi award-winning Northwest Corridor Express Lanes, which opened in FY 19 and had an immediate impact on congestion and travel times on I-75 and I-575 in northwest metro Atlanta, have greatly improved travel times and reduced rush hour in these corridors by one hour in both the morning and evening commutes.

The efficient movement of freight is crucial to Georgia's economy and to the quality of life of residents. As more and more consumers exercise their buying power online, freight and logistics continue to gain increased focus and importance.

Between 2012 and 2040, freight demand in Georgia is expected to more than double from 256 million tons to 571 million tons. It is important that the state's transportation system can handle that growth. Today, Georgia serves as the Southeast rail hub with 4,643 rail miles. The freight system includes 15 interstates and the Port of Savannah – the largest and fastest growing container port in the country and the nation's 4th busiest. The Port of Brunswick is the number two U.S. port for total new vehicle imports and exports. And in 2017, Hartsfield-Jackson Atlanta International Airport was the 14th busiest air cargo airport in the U.S.

Under the leadership of the State Transportation Board, Georgia DOT is ensuring Georgia's transportation network can facilitate not only the increasing needs related to freight, but can also offer improved mobility for all motorists. That work is garnering national and international recognition and awards.

From public private partnerships to design-build contracts to assisting local governments with their road and bridge infrastructure, Georgia DOT continues to strive for a safe and efficient roadway network for all of Georgia – now and in the decades to come.



# Georgia Infrastructure by the Numbers



Number 1  
state for business for  
**7 years** straight



2019  
ASCE Georgia  
Infrastructure Report Card  
*(2017 National Average - D+)*  
- Georgia section of American Society  
of Civil Engineers



205,392,330  
Daily Vehicle  
Miles Traveled  
*(for State Roads only)*



1,551  
Georgia bridges in  
need of replacement



10.52 million  
Georgia's population



28.4 minutes  
Average Georgia commute to  
work *(26.6 minutes national average)*  
- U.S. Census Bureau



Nearly 50,000  
lane miles of interstates  
and state routes



Port of Savannah  
Home to the largest  
single container terminal  
in North America



Home to 106 public-use airports  
ranging from small general aviation to  
the busiest airport in the world,  
**Hartsfield-Jackson Atlanta  
International Airport**



Approximately 4,600  
miles of rail transporting  
more than 196 million  
tons of freight



# Letter from the Commissioner

I am very pleased to present the annual Georgia Department of Transportation Accountability and Investment Report for Fiscal Year 2019 (FY 19). I hope you will find it a useful resource that showcases Georgia DOT's performance not only in the areas in which we excel, but also in areas where we must continue to improve.

With Georgia's recognition as the best state to do business—for the seventh consecutive year—Georgia DOT continues to deliver a transportation system focused on innovation, safety, sustainability and mobility. We track and report our performance each year so that we can continue to “make it better.” Time and again our staff exhibit expertise and pride in what they accomplish, from developing streamlined processes that create efficiency and conserve taxpayer dollars to utilizing innovative new techniques and materials that ensure better quality projects and faster completion. I could not be prouder of their work, nor of the level of service that we deliver year after year.

In 2019, Georgia DOT enjoyed numerous successes and earned national and international recognition. While the accolades are a wonderful acknowledgement, we are equally appreciative of the support of Georgia's elected officials and residents who frequently provide critically important feedback about what we do.



Many highlights of the past fiscal year are discussed in this Accountability and Investment Report. Below are a few of the ways that GDOT is making it better:

- **Innovation:** GDOT is deploying tomorrow's traffic technology today at many intersections. Smart signal technology allows a traffic signal to communicate with an enabled car to let it know when the light is about to change. These signals can notify a driver's vehicle of the minimum speed required to make it through a green light. There's also an application to warn drivers about approaching pedestrians. This innovative technology provides tangible hope of improving safety at intersections.
- **Safety:** Georgia DOT works diligently to reduce crashes and fatalities through our Drive Alert Arrive Alive and See and Be Seen campaigns. This year GDOT expanded these efforts by entering into an innovative three-year partnership with Scholastic—the global children's publishing, education and media company—that establishes compelling classroom curriculum to educate Georgia's middle-school students about the dangers of distracted walking and driving before they become drivers.
- **Sustainability:** Georgia DOT signed a programmatic agreement with other agencies to streamline environmental procedures for highway construction projects. The agreement was signed in consideration of Section 106 of the National Historic Preservation Act, which requires that each federal agency identify and evaluate the effects its actions may have on historic and archaeological cultural resources. It involves collaboration among GDOT, Federal Highway Administration, U.S. Army Corps of Engineers, Advisory Council on Historic Preservation, Georgia State Historic Preservation Office and multiple tribal nations.
- **Mobility:** Georgia DOT continues to improve mobility by implementing the Major Mobility Investment Program (MMIP), as well as other large-scale projects such as the reconstruction of the interchanges at I-16 and I-75 in Macon and I-285 and SR 400 in Atlanta. These projects and others will not only improve personal mobility, but also freight mobility. In 2019 the Georgia Commission on Freight and Logistics spoke with partners and experts in freight and logistics across Georgia in order to better understand our current situation and to make recommendations on how to ensure exceptional freight mobility in the future.

Georgia DOT celebrated milestone birthdays in 2019. The Northwest Corridor Express Lanes (NWC) opened to traffic in FY 19, offering nearly 30 miles of tolled reversible express lanes on I-75 and I-575 in Cobb and Cherokee counties. By its first birthday, more than seven million motorists had chosen to use the NWC. Why? The data tells the story. NWC Express Lanes users routinely save 30 minutes or more over travel time in the general purpose (GP) lanes. Peak congestion at rush hour has been reduced by one hour during both the morning and evening commutes; and the GP lanes are also up to 20 mph faster during the busiest travel times. By 2032, a completed network of express lanes will traverse the Atlanta metro area offering cumulative benefits like these.

I-285 also saw its 50th year in 2019. “The Perimeter” was transformative for metro Atlanta. Now imagine how transformative it will be having express lanes and mobility improvement projects traversing top end I-285 in the near future as part of the MMIP.

Our transportation system is recognized as among the best in the country. Still, we at Georgia DOT are never satisfied with the status quo. You have our commitment to continue to make it better.

A handwritten signature in blue ink that reads "Russell R. McMurry".

Russell R. McMurry, P.E.  
Commissioner

# Accountability and Fiscal Year 19 Results

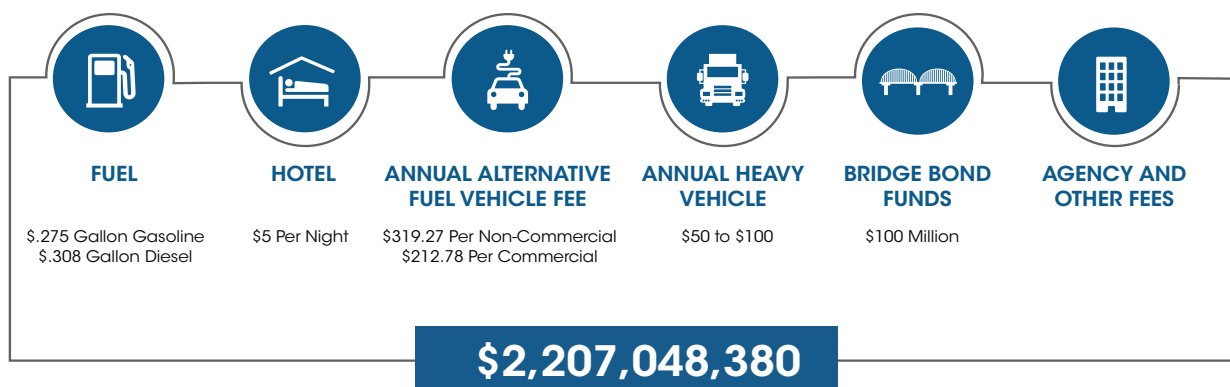
## FINANCE AND FUNDING

Georgia DOT's operating budget is derived from two primary funding sources, federal and state.

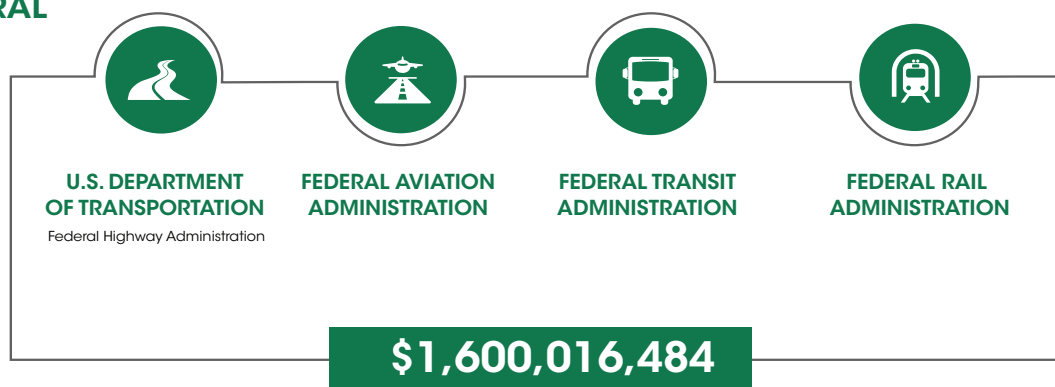
Federal funding comes from the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA) and the Federal Rail Administration (FRA). State funds are appropriated and approved by the Governor of Georgia and General Assembly, and come from a variety of funding sources. Federal funds must be spent in Fixing America's Surface Transportation (FAST) Act budget categories (see page 9).

## FUNDING SOURCES

### STATE



### FEDERAL

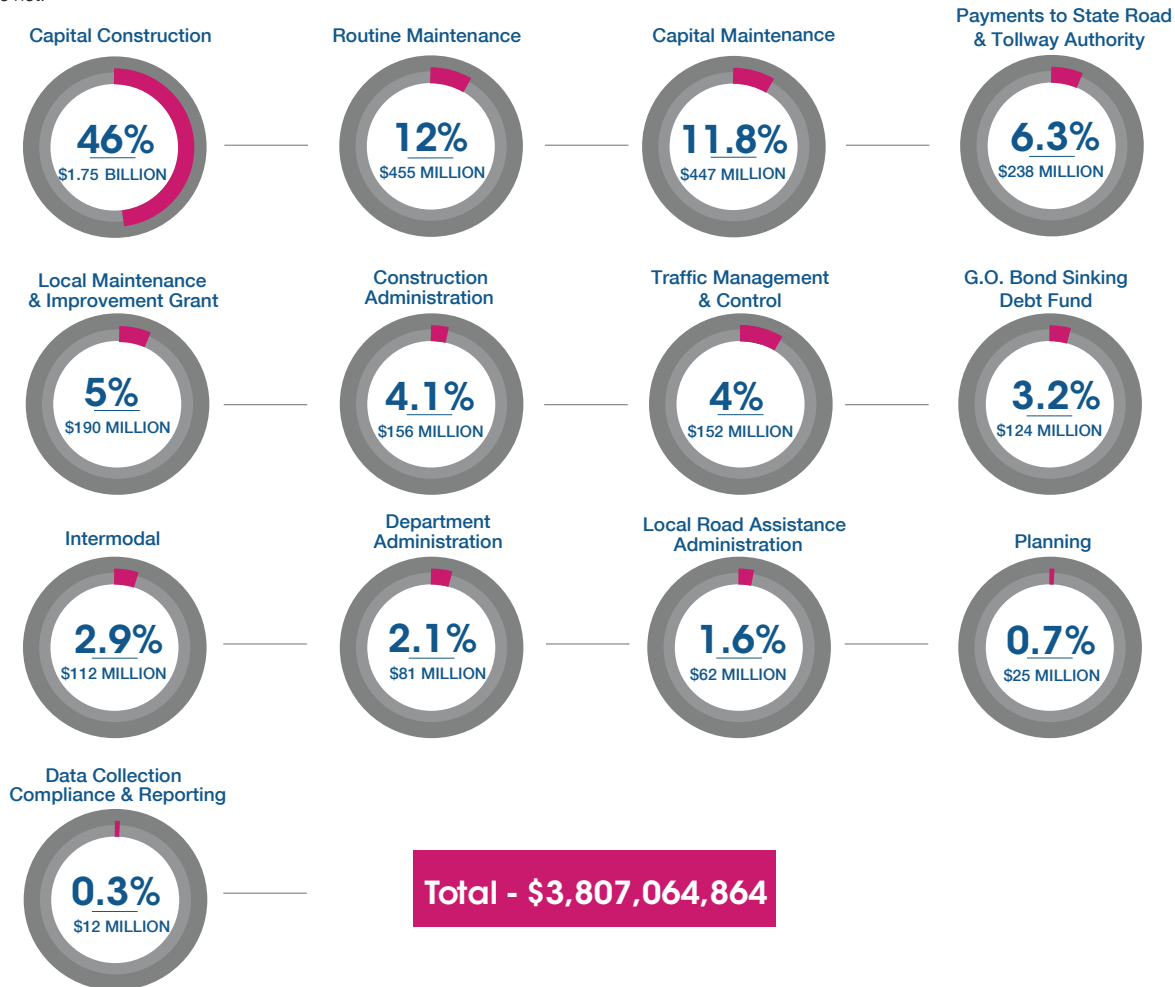


### TOTAL

**\$3,807,064,864**

## HOW FUNDS ARE USED

Georgia DOT balances how funds are used to best serve the people and businesses of Georgia. The following depicts how GDOT funds were used in FY 19. Georgia's transportation investment in FY 19 represents **7.25%** of the state budget once the GO bond debt service is included. Based on the National Association of State Budget Officials' state expenditure report the national average is **8.1%**. *Note: methodology between what is reported between states and how they are structured varies, some include law enforcement, public safety, port authorities, etc. while others do not.*



## FAST ACT

Federal funds must be spent in budget categories that align with Fixing America's Surface Transportation (FAST) Act. Enacted in 2015, the FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment projects.



# Georgia DOT Performance Measures

## SETTING GOALS

Georgia DOT defines and measures its performance against its goals and objectives. Each goal and objective relates to and supports the state's strategic priorities.

## DATA DRIVES PERFORMANCE

Georgia DOT accomplishes its mission of providing a safe and well-maintained transportation system for transportation users throughout the state. Performance management and measuring data enables the department to make decisions, adjustments and improvements that lead to fulfillment of the mission.

## PERFORMANCE MEASURES

Georgia DOT's performance-based management reporting, known as MilePosts, helps Georgians understand how the department is doing in meeting its goals and objectives, and where improvements are needed. MilePosts cover hundreds of key measures from average highway speeds to pavement conditions, the condition of state bridges to the average of the Highway Emergency Response Operator (HERO) response time, the number of fatalities on Georgia's roads to the percentage of projects completed on schedule and on budget.

## VISION AND MISSION

In 2019, the department's vision and mission were revised to better reflect its focus on innovation as well as excellence in the delivery of all its products. Georgia DOT's vision is to boost Georgia's competitiveness via leadership in transportation; the mission is to deliver a transportation system focused on innovation, safety, sustainability and mobility.

## FOUR STRATEGIC GOALS

- 1) Streamline processes and improve access to opportunities for small business
- 2) Utilize Performance-based management, Innovation and Public-Private Partnerships (P3) to deliver GDOT's mission responsibly and more efficiently
- 3) Provide multimodal transportation development and infrastructure innovation throughout Georgia
- 4) Put Georgians' safety first through innovation and technology

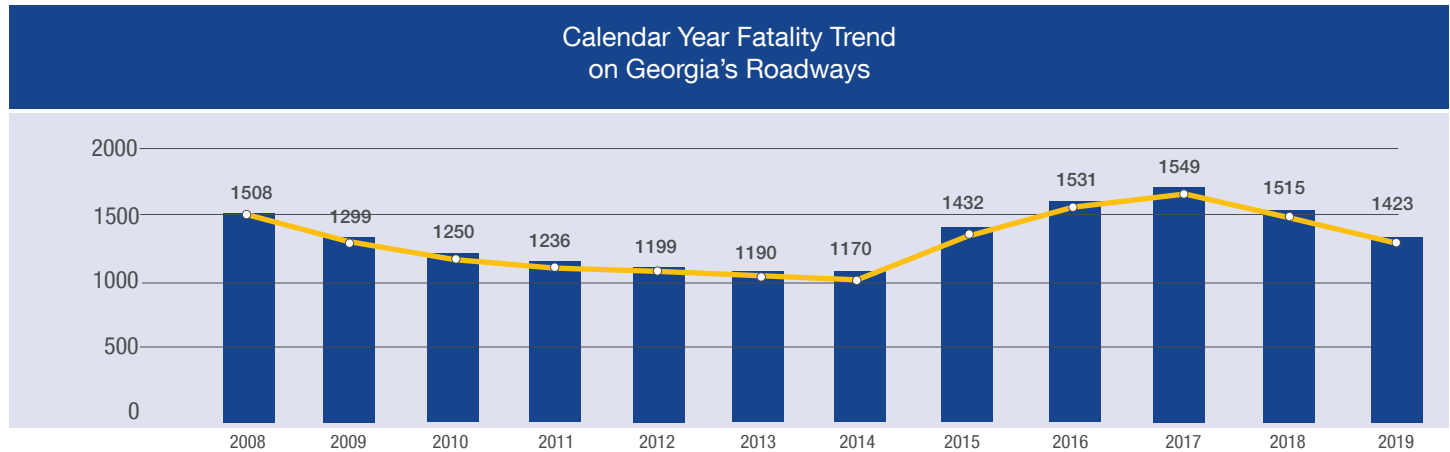


## SAFETY

These metrics track fatalities on Georgia's roads.

Number of Roadway Fatalities Statewide Calendar Year to Date	January - March	January - June	January - September	January - December (Calendar Year to Date)
2019	362	748	1,128	1,423
2018	339	730	1,117	1,515
Difference	+23	+18	+11	-92

Published numbers are estimates and are subject to change.



## TOWARD ACHIEVING RESULTS

- Georgia DOT makes ongoing infrastructure investments to enhance safety. By utilizing data analytics, systemic safety projects such as improved pavement markings, cable barrier installations and rumble strips are identified. Non-systemic projects in targeted locations include reduced conflict U-turn intersections (R-Cuts) and roundabouts. Road safety audits are also conducted.
- Georgia's Hands-Free law went into effect July 1, 2018. The law requires hands-free technology when drivers use a cell phone or other electronic device. The law makes it illegal for a driver to hold a phone in their hand or to use their body to support a phone.
- Georgia DOT conducts several public safety campaigns including:
  - **Drive Alert Arrive Alive**, which educates drivers about how changes in their behavior can reduce preventable crashes and save lives.
  - **See & Be Seen** is a pedestrian safety campaign that addresses an alarming increase in pedestrian fatalities in Georgia. The program emphasizes the shared responsibility for safety between drivers and pedestrians.
  - **National Work Zone Awareness Week** is observed each spring to call public attention to the dangers in roadway work zones.
  - **Recognizing the Risk**, GDOT's new three-year partnership with Scholastic, is an educational middle school outreach initiative that engages Georgia's youth to learn about the dangers of distracted driving and walking before they're old enough to drive.
  - **Teens in the Driver's Seat** is a peer program for teens that focuses solely on traffic safety and addresses major risks for teen drivers.
  - **Safety On My Mind**, GDOT's employee-focused initiative, inspires a safety-first culture among staff.

## SYSTEM RELIABILITY

These metrics track average speeds across freeways in metro Atlanta.

By focusing on metro Atlanta’s general purpose and express lanes, GDOT can identify and address congestion challenges. The goal is to reduce congestion so that a 30 minute trip during non-peak travel hours would take no more than 40 minutes during peak rush hours. That means an average speed of 55 mph during non-peak hours would be reduced to no less than 40 mph during peak rush hours.

Average Vehicle Speeds across Freeways in metro Atlanta	Q1 July - September 2018	Q2 October - December 2018	Q3 January - March 2019	Q4 April - June 2019	FY 19 Average
General Purpose Lanes Morning Peak (6 AM to 10 AM)	53	53	53	54	53
General Purpose Lanes Evening Peak (3 PM to 7 PM)	49	49	50	50	49
Express Lanes Morning Peak (6 AM to 10 AM)	70	70	70	70	70
Express Lanes Evening Peak (3 PM to 7 PM)	73	69	70	69	70

*The methodology for calculating metro Atlanta speeds has changed. Instead of calculating speeds on the most congested corridors in metro Atlanta, the data reflected in the table represents all corridors in metro Atlanta.*

## TOWARD ACHIEVING RESULTS

- In 2016, Major Mobility Investment Program (MMIP) transportation projects were identified to create additional capacity, improve freight movement, provide operational improvements and efficiencies, enhance safety, offer more reliable trip times and decrease travel times across Georgia. They include interchange, express lanes, interstate widening and bridge improvement projects, and a commercial vehicle lanes project. The MMIP is an ambitious, monumental program and among the first of its kind in the country. MMIP projects are advancing quickly, with the I-85 widening project phase 1 nearing completion and the I-16/I-95 interchange projects under contract. More information about the MMIP is on pages 22-23.
- Georgia Express Lanes (GEL) provide a mobility choice for drivers to pay a toll to bypass congestion. Four systems are open to traffic: I-75 South Metro Express Lanes in Henry/Clayton counties, Northwest Corridor Express Lanes in Cobb/Cherokee counties, and two adjoining I-85 Express Lanes systems in Gwinnett County. In addition to offering significant time savings to motorists and transit riders in the express lanes, motorists in the general purpose lanes experience travel time savings also. Due to the Northwest Corridor Express Lanes, average travel times on I-75 and I-575 have been reduced from 26 to 13 minutes in the morning peak, and from 27 to 14 minutes in the afternoon peak.
- Incident management that facilitates efficient, safe and fast roadway clearance reduces the impact of crashes on motorists. In metro Atlanta, a primary mission of the Highway Emergency Response Operator (HERO) program is to provide interstate incident management assistance to police, fire and rescue crews. They also assist disabled motorists with flat tire repair, fuel and minor vehicle repair. The Coordinated Highway Assistance & Maintenance Program (CHAMP) performs similar services in the balance of the state, with an additional focus on maintenance along the interstates.



## PROJECT DELIVERY

These metrics track percentage of projects constructed on schedule, under budget and on budget.

### PERCENTAGE OF PROJECTS CONSTRUCTED ON SCHEDULE

Each construction contract executed to build a project includes an agreed upon timeframe by GDOT and the contractor to complete construction.

FY 2019	Q1 July - September	Q2 October - December	Q3 January - March	Q4 April - June	FY Total
Percentage of projects constructed <b>on schedule</b> (Original Time)	62% = 29 (on schedule) of 47 (total projects)	61% = 25 (on schedule) of 41 (total projects)	47% = 27 (on schedule) of 57 (total projects)	60% = 24 (on schedule) of 40 (total projects)	57% = 105 (on schedule) of 180 (total projects)

*Revised based on updated data due to additional analysis and processing.*

### HISTORICAL TREND OF PROJECTS CONSTRUCTED ON SCHEDULE FY 15 - FY 19

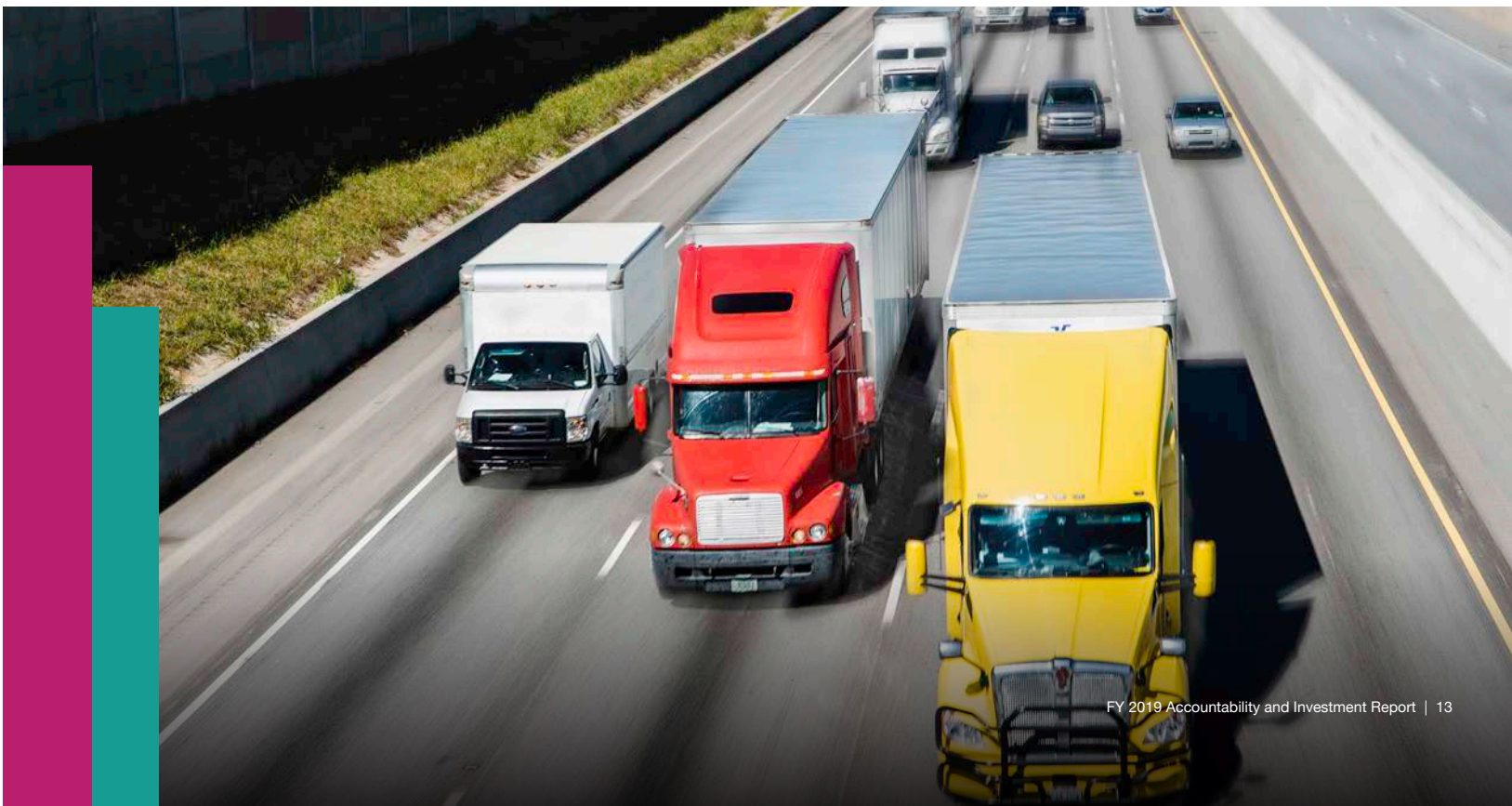


### PERCENTAGE OF PROJECTS CONSTRUCTED ON SCHEDULE THAT INCLUDE SUPPLEMENTAL AGREEMENTS

Sometimes necessary extensions occur. This measure tracks how well GDOT is constructing projects within the agreed upon contract time.

FY 2019	Q1 July - September	Q2 October - December	Q3 January - March	Q4 April - June	FY Total
Percentage of projects constructed <b>on schedule</b> (Original + Revised Time)	64% = 43 (on schedule) of 67 (total projects)	65% = 45 (on schedule) of 69 (total projects)	61% = 45 (on schedule) of 74 (total projects)	72% = 53 (on schedule) of 74 (total projects)	65% = 186 (on schedule) of 284 (total projects)

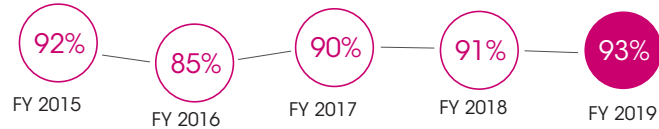
*Revised based on updated data due to additional analysis and processing.*



## PROJECT DELIVERY

These metrics track percentage of projects completed both under and on budget.

### HISTORICAL TREND OF PROJECTS CONSTRUCTED BOTH ON AND UNDER BUDGET FY 15 - FY 19



## PERCENTAGE OF PROJECTS CONSTRUCTED UNDER BUDGET

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

FY 2019	Q1 July - September	Q2 October - December	Q3 January - March	Q4 April - June	FY Total
Percentage of projects constructed <b>under budget</b>	68% = 43 (under budget) of 63 (total projects)	66% = 42 (under budget) of 64 (total projects)	76% = 55 (under budget) of 72 (total projects)	74% = 39 (under budget) of 53 (total projects)	71% = 179 (under budget) of 252 (total projects)

*Revised based on updated data due to additional analysis and processing.*

## PERCENTAGE OF PROJECTS CONSTRUCTED ON BUDGET

Each contract executed to build a project includes a dollar (award) amount agreed upon by GDOT and the contractor to complete construction. The measure below tracks how well GDOT is constructing projects on the agreed upon award amount. Note: these numbers are strictly those projects that were constructed on budget, not over or under.

FY 2019	Q1 July - September	Q2 October - December	Q3 January - March	Q4 April - June	FY Total
Percentage of projects constructed <b>on budget</b>	21% = 13 (on budget) of 63 (total projects)	25% = 16 (on budget) of 64 (total projects)	19% = 14 (on budget) of 72 (total projects)	25% = 13 (on budget) of 53 (total projects)	22% = 56 (on budget) of 252 (total projects)

*Revised based on updated data due to additional analysis and processing.*

## TOWARD ACHIEVING RESULTS

- Georgia DOT's State Utilities Office ensures that Utility Adjustment Schedules are included in the advertisement for contractor consideration when bidding on projects.
- The project close-out procedure has been updated to allow for corrective work to be completed within the contract time.
- Georgia DOT works proactively with contractors to resolve issues as quickly as possible.
- These practices along with other initiatives have contributed to a significant reduction in utility delays on construction projects.

## PAVEMENT AND BRIDGE CONDITIONS

These metrics track roadway pavement and bridge conditions.

**Comprehensive pavement condition:** This metric tracks pavement conditions on surveyed routes and is based on route prioritization. Scores are on a 0-100 scale, with 100 being the best. Scores: GOOD > 85, FAIR 70-85, POOR < 70

Pavement Condition Based on Route Type	2016	2017	2018	2019
<b>Critical</b> Interstates, National and State Freight Corridors, Federal Strategic Highway Network	84	84	84	84
<b>High</b> National Highway System, U.S. Routes, GRIP Corridors	79	79	79	79
<b>Medium</b> GEMA Routes	78	80	80	80
<b>Low</b> All other Uncategorized Routes - Low Connectivity	80	80	80	79

**Bridge condition:** This metric tracks bridge conditions based on strength and deck condition. GDOT continues to reduce the number of deficient bridges and is also targeting bridges in “Fair” condition, raising them to a level of “Good”. On-system bridge structures carry Interstate, U.S. Numbered and State Routes. Off-system bridge structures are locally-owned.

Bridge replacement projects take nearly five years from when they are added to the program to be ready for construction. Typically construction takes 12 to 24 months and then it can take up to 12 months for the completed structure to be reflected in the bridge inventory. With construction activities underway on many projects and projecting construction through FY 2020, the percentage of bridges in good condition is anticipated to rise again. Georgia DOT continues to replace those bridges that are in poor condition, keeping that percentage very low. But due to an aging infrastructure, bridges will continue to move from good condition into fair condition.

Bridge Condition Based on Good, Fair and Poor	2016	2017	2018	2019
<b>Bridges Percentage in Good Condition</b>	<b>51%</b>	<b>48%</b>	<b>46%</b>	<b>51%</b>
On-System	50%	47%	45%	50%
Off System	51%	48%	48%	52%
<b>Bridges Percentage in Fair Condition</b>	<b>47%</b>	<b>50%</b>	<b>52%</b>	<b>47%</b>
On-System	48%	51%	54%	49%
Off System	44%	47%	48%	44%
<b>Bridges Percentage in Poor Condition</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>
On-System	1%	2%	1%	1%
Off System	4%	5%	4%	4%

Number of bridges needing replacement - **1,551**

## TOWARD ACHIEVING RESULTS

- Georgia DOT continues to focus on deferred routine maintenance activities including pavement preservation and bridge rehabilitation or replacement. Compared to FY 2015, funding for roadway resurfacing nearly quadrupled in FY 2016 with similar funding in FY 2017, FY 2018, and again in FY 2019. This provides Georgia DOT with the ability to restore a 15-year pavement resurfacing cycle in contrast to the previous 50-year cycle. Additionally, funding for bridge repairs and replacements nearly doubled in FY 2016 and FY 2017 providing the opportunity to repair or replace both on-system and off-system bridges.
- In FY 2019, GDOT invested \$443 million in routine maintenance, \$416 million in capital maintenance, and \$301 million in bridge repair and replacement.

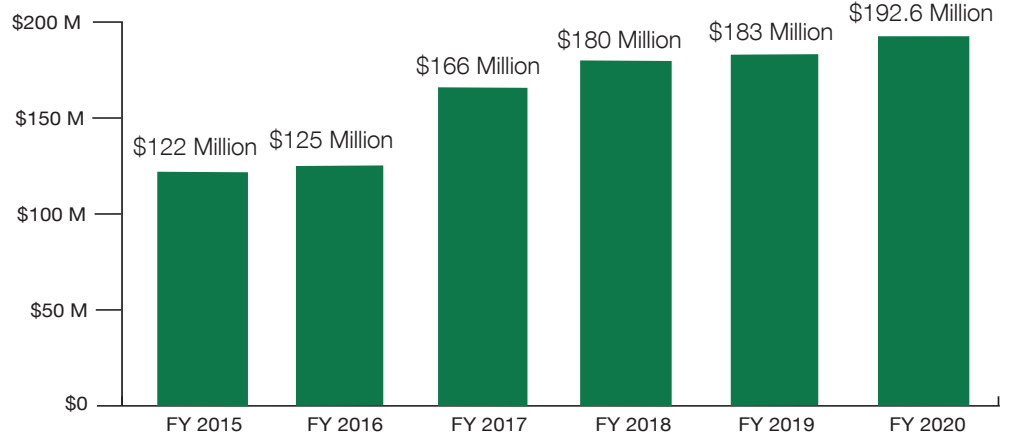
## LOCAL MAINTENANCE AND IMPROVEMENT GRANT

The Local Maintenance and Improvement Grant (LMIG) is a program required by GA Code stating that not less than 10 percent of the funds from state motor fuel taxes be provided to all local governments according to a funding formula developed by the department's planning director. This formula considers population, local roadway miles and other factors.

The program allows local government flexibility, control and quick project delivery. The funds are used for infrastructure improvements on county and city roads and bridges. Typical projects include patching, resurfacing, turn lanes and safety improvements.

In an effort to increase efficiency and effectiveness, for the first time, GDOT has implemented a mandatory online LMIG submittal process for LMIG applications beginning with FY 20. The online LMIG program allows for each county and city to upload their LMIG application into the system. Online submittal allows for seamless electronic reviews and approvals by the GDOT Districts, General Office and Accounting Office. This online program has streamlined the LMIG submittal, approval, payment and tracking processes ultimately providing LMIG payments more quickly to the customer.

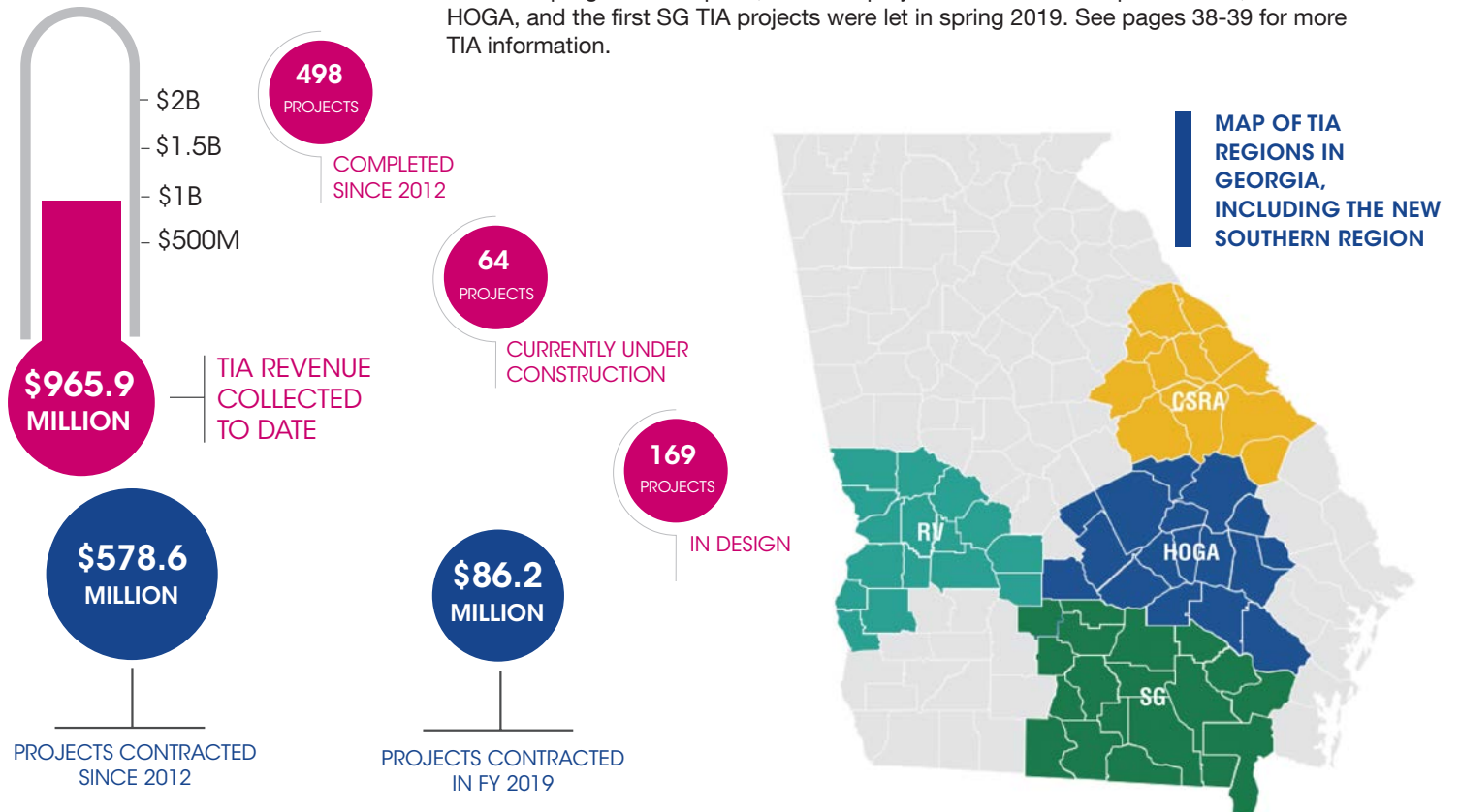
LMIG ANNUAL ALLOCATIONS FY 15 - FY 2020



## TRANSPORTATION INVESTMENT ACT

In 2012, voters in three Georgia regions - River Valley (RV), Central Savannah River Area (CSRA) and the Heart of Georgia Altamaha (HOGA) - approved a 10-year one percent sales tax to fund regional and local transportation improvements. The Southern Georgia (SG) Region passed the legislation in May 2018. Prior to the votes, regional roundtables of local elected officials, with significant public input, selected projects for each region's Approved Investment List. Combined, these lists represent 1,022 TIA projects valued at \$1.58 billion. TIA tax collections will continue through 2022 for the original three regions and until 2028 in the SG Region.

Since the program's inception, 498 total projects have been completed in RV, CSRA and HOGA, and the first SG TIA projects were let in spring 2019. See pages 38-39 for more TIA information.

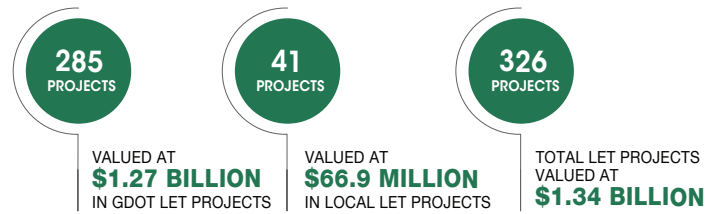


## STATE TRANSPORTATION PROJECT DELIVERY

While construction and capital maintenance are the largest areas of investment in Georgia DOT's budget, they are just one part of a comprehensive process that includes planning, design, construction, operations and ongoing maintenance.

One of the ways the department measures progress is by tracking the number of projects annually "let," or advertised for bidding, which allows the department to get the most competitive pricing. Once bids have been reviewed, Georgia DOT awards the project to the lowest-cost qualified bidder so work can begin.

## Projects Bid to Contract



- **938** - Total number of bidders in FY 19
- **3.3** - Average number of bidders per project in FY 19

## PROMOTING DISADVANTAGED, VETERAN-OWNED AND SMALL BUSINESS ENTERPRISES

GDOT works diligently to provide supportive services that contribute to the growth and business sufficiency of DBE firms so they may achieve proficiency in competing for contracts and subcontracts. A Business Help Center is available to eligible GDOT-certified Disadvantaged Business Enterprises, registered small businesses and veteran-owned small businesses that have an interest in working on GDOT's State Funded Projects. The Center provides training, consulting, targeted matchmaking, one-on-one assistance, meeting space and computer access.

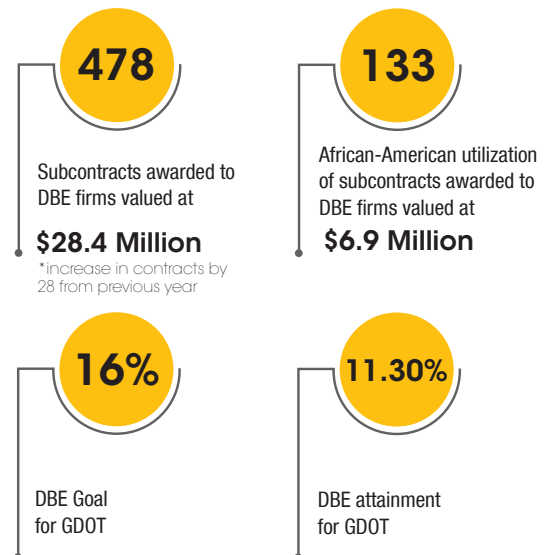
The Business Help Center is open Monday through Friday and located at One West Court Square, suite 750, Decatur, Georgia 30030.

- In FY 19 GDOT contractors met or exceeded 84% of all project-specific DBE goals.
- DBE staff worked with 34 different agencies and organizations and assisted prime contractors on 61 projects to help locate DBE firms.
- \$12.7 million was awarded to DBE firms in FY 19 on state-funded capital construction projects.



## GDOT's DBE GOALS FOR FEDERALLY-FUNDED CONTRACTS:

- Ensure nondiscrimination in the award and administration of GDOT-assisted contracts in the department's highway, transit and airport financial assistance programs
- Create a level playing field on which DBEs can compete fairly for GDOT-assisted contracts
- Ensure that the department's DBE program is narrowly tailored in accordance with applicable law
- Guarantee that only firms that fully meet DBE eligibility standards are permitted to participate
- Help remove barriers to the participation of DBEs in GDOT-assisted contracts
- Promote the use of DBEs in all types of federally-assisted contracts and procurement activities conducted by recipients
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program
- Provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs



Reporting period October 1, 2018 - March 31, 2019 represents partial FY reporting timeframe. The noted reporting period doesn't include peak construction season, additional federal dollar contracts that include single purpose work items resulting in less opportunity for subcontracting or inclusion of project lettings occurring during the federal government shutdown. Thus the goal attainment did not include those areas of DBE participation opportunity with GDOT.

# Life of a Georgia DOT Project

Georgia DOT is constantly looking ahead at ways to improve the state's infrastructure. A Georgia DOT project may take many years to plan, design and construct. Once a project is completed, the focus shifts to ongoing operation and maintenance of the infrastructure.

All infrastructure projects are touched by various Georgia DOT divisions and require many people who aid in bringing a project to life.

This Accountability and Investment Report follows the process outlined below.



## MAINTENANCE AND ASSET MANAGEMENT

- Conduct routine inspections and maintenance of on-and off-system bridges and roadways
- Contract and oversee preventative maintenance contracts
- Establish departmental procedures
- Participate in department and staff trainings and continued education
- Oversee overall preservation of the state highway system and bridges



# Planning

The department periodically submits federal grant applications in an effort to obtain additional funding for transportation projects. Federal grants help to improve and expand the state's transportation network in a more timely and efficient manner. The Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure For Rebuilding America (INFRA) are primary examples of federal grant programs in which the department submits project funding application requests. These federal grant programs provide unique opportunities for the department to better invest in roads, bridges and other transportation infrastructure that will help deliver the state's multimodal transportation system focused on safety, mobility, sustainability and innovation. The federal grant application process is highly competitive. The department has been successful in receiving awards from each of the above-referenced programs in recent years. The department consistently pursues cost savings and investment opportunities to address Georgia's critical infrastructure needs.

Among others, in state fiscal year 2019, the department was awarded:

- Approximately \$25 million in BUILD grant federal funding for a proposed new interchange project at US 29/State Route (SR) 316 and SR 11 in Barrow County.
- \$184 million in INFRA grant federal funding for a proposed managed lanes project on SR 400 from N. Springs MARTA Station to McFarland Road in Forsyth and Fulton counties.

The Planning Office is currently updating the 2050 Statewide Transportation Plan (SWTP)/Statewide Strategic Transportation Plan (SSTP), a combined document that encompasses the traditional transportation analysis of the federally-required Long Range Transportation Plan (LRTP) and the strategic business case for capital investment required by State Senate Bill 200. The current 2050 update incorporates an added emphasis on securing input and feedback from all GDOT subject matter experts than in previous years. Specifically, data coordination efforts were leveraged between Bridge, Maintenance, and OPMR offices to closely align the SWTP/SSTP with the recently completed GDOT Transportation Asset Management Plan (TAMP). Working groups were also established across GDOT offices to support consistent analysis, messaging and implementation of strategies. Due to this approach, the GDOT Planning Office team has benefited from having a better working knowledge of GDOT's goals pertaining to Bridge, Maintenance, Safety, Traffic Operations and Intermodal programs.

## TRANSPORTATION FUNDING ACT TEN-YEAR PLAN

As part of the passage of House Bill 170 in 2015, Georgia DOT is required to compile a 10-year plan focused on improving Georgia's roads and bridges. The funding assists in prioritizing projects while outlining the use of department resources for the upcoming fiscal years.

Statutory Funding Categories	FY 2019			FY 2020			FY 2021			FY 2022			FY 2023		
	State	Fed	Total	State	Fed	Total	State	Fed	Total	State	Fed	Total	State	Fed	Total
Construction of New Highway Projects	43%	45%	44%	44%	58%	51%	48%	54%	51%	50%	56%	53%	52%	56%	54%
Maintenance of Existing Infrastructure	33%	20%	27%	32%	13%	23%	32%	12%	23%	31%	12%	22%	30%	12%	22%
Bridge Repairs and Replacements	10%	14%	12%	9%	11%	10%	5%	17%	11%	5%	16%	10%	5%	16%	10%
Safety Enhancements	5%	13%	9%	5%	12%	8%	5%	11%	8%	5%	11%	8%	5%	11%	7%
Administrative Expenses	10%	6%	8%	10%	6%	8%	10%	6%	8%	9%	5%	7%	9%	5%	7%

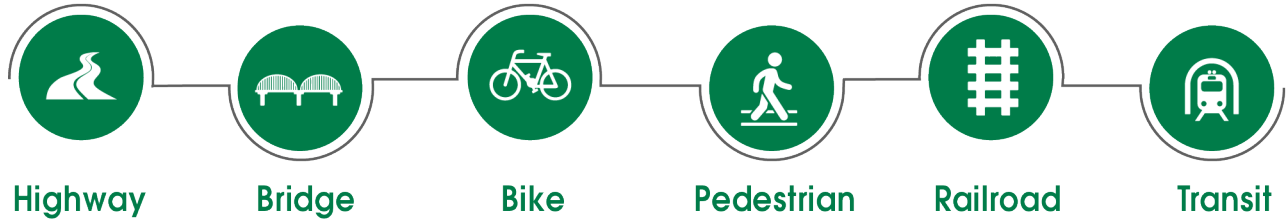
Statutory Funding Categories	FY 2024			FY 2025			FY 2026			FY 2027			FY 2028		
	State	Fed	Total	State	Fed	Total	State	Fed	Total	State	Fed	Total	State	Fed	Total
Construction of New Highway Projects	52%	56%	54%	52%	52%	52%	53%	52%	52%	53%	52%	53%	54%	52%	53%
Maintenance of Existing Infrastructure	30%	12%	22%	30%	13%	22%	29%	13%	22%	29%	13%	22%	29%	13%	22%
Bridge Repairs and Replacements	5%	16%	10%	5%	17%	10%	5%	17%	10%	5%	17%	10%	5%	17%	10%
Safety Enhancements	4%	11%	7%	4%	12%	8%	4%	12%	8%	4%	12%	8%	4%	12%	8%
Administrative Expenses	9%	5%	7%	9%	6%	8%	9%	6%	8%	9%	6%	8%	9%	6%	7%

## STATEWIDE TRANSPORTATION PLAN (SWTP)

Using a methodical, data-driven approach, the Planning Division works with other state agency offices and divisions, the Federal Highway Administration (FHWA), 16 Metropolitan Planning Organizations (MPOs) and local governments to implement the Statewide Transportation Plan (SWTP). Federal regulations require states to have a multimodal long-range transportation plan that maintains at least a 20-year window into the future. The current SWTP has a horizon year of 2040. The SWTP assesses the current and future performance of all major transportation modes in the state and examines the linkages between modes. It also defines financially-constrained and unconstrained statewide transportation programs, estimates program costs, and forecasts available and potential funding.

## STATEWIDE STRATEGIC TRANSPORTATION PLAN (SSTP)

Georgia legislation requires the department to develop a Statewide Strategic Transportation Plan (SSTP). The SSTP is a comprehensive, fiscally-constrained plan that provides a look at all transportation issues facing Georgia now and through the year 2040. The plan sets the department's strategic direction and makes the business case for increased transportation investment. It takes into account growth trends and projections, economics, existing conditions, future needs and investment strategies. Projects, programs and other activities designed to support the transportation goals and policies are incorporated.



## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Statewide Transportation Improvement Program (STIP) is Georgia's four-year transportation and capital improvements program that focuses on funding for the completion of rural transportation projects, including highway, bridge, public transit, bike, pedestrian, railroad and other improvements. The STIP benefits all areas outside of Metropolitan Planning Organization (MPO) boundaries. MPOs are transportation planning bodies comprised of elected and appointed officials representing local, state and federal entities that are tasked with transportation planning and programming. There are 16 MPOs in Georgia with each developing its own Transportation Improvement Program (TIP), which is incorporated into the STIP.

The STIP follows the framework of the most recent Statewide Strategic Transportation Plan (SSTP) in an effort to coincide with the Governor's strategic goals.

### THE 16 MPOs IN THE STATE OF GEORGIA



# ADVANCING GEORGIA'S MOBILITY NETWORK

Georgia DOT focuses on reducing congestion, expanding the state's freight network and providing increased mobility options to residents and businesses. With the projected growth in population and in jobs, investing in the transportation system is critical to the economic success of the state and to the livelihoods of the residents of Georgia. GDOT has numerous programs in the works to enhance Georgia's mobility.

## PROJECT INITIATION

A project is identified through planning studies conducted by GDOT's Planning Division, a Metropolitan Planning Organization (MPO) for large urban areas or local governments in rural areas of the state. The Planning Division manages the development of studies for new capital projects and the public information process. Planning studies can range from development of need and purpose statements to specific project implementation plans. Planning for an infrastructure project relies on input from citizens and their elected officials, and must be in agreement with the goals and objectives of municipal, county and regional governments.

## MAJOR MOBILITY INVESTMENT PROGRAM

In 2016, Major Mobility Investment Program (MMIP) transportation projects were identified to create additional capacity, improve freight movement, support transit, provide operational improvements and efficiencies, enhance safety, offer more reliable trip times and decrease travel times across Georgia. The MMIP is an ambitious, monumental program and among the first of its kind in the country. Through these major projects, Georgia DOT will deliver some of the nation's most innovative transportation solutions and the newest engineering and technological advances and keep Georgia the No. 1 state to do business.

### Interchange Reconstruction:

1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

### Express Lanes:

4. I-285 Eastside
5. I-285 Top End East
6. I-285 Top End West
7. I-285 Westside
8. SR 400

### Interstate Widening:

9. I-85 Phase I
10. I-85 Phase II
11. I-16

### Commercial Vehicle Lanes:

12. I-75

### I-285 Advanced Improvement Projects:

13. I-285 Westbound Collector-Distributor Lanes
14. I-285/Peachtree Industrial Boulevard Interchange Improvements
15. I-285 Westside Railroad Crossings
16. I-285 Westside Bridge Replacements
17. I-285 Eastside Bridge Replacements
18. I-285 Westbound Auxiliary Lane Extension



# BENEFITS OF THE MAJOR MOBILITY INVESTMENT PROGRAM BY 2030

The MMIP will deliver positive societal benefits at a reasonable cost. A 30-year benefit-cost analysis proves the network yields a benefit of \$1.10 for every \$1.00 invested. Additionally, long-term returns will be higher since capital investments will accrue benefits beyond the analysis period.



Reduces travel times by **44%** for transit vehicles



Relieves traffic through a travel-time savings of **\$3.28 billion**



Provides **45 minutes** in trip planning time savings



Decreases travel times - the Northwest Corridor Express Lanes have reduced rush hour by one hour



Allows transit services to provide expanded alternatives and more reliable trip times



Provides more reliable travel times



Improves freight movement



Curbs pollution with a **13% reduction** in vehicle emissions due to less congestion and faster travel times



Reduces commercial vehicle fleet costs by saving **\$355 million** in vehicle operating cost



Enhances safety



Pays for itself yielding a benefit of **\$1.10** for every **\$1** invested



Offers operational improvements and efficiencies



In fiscal year 2019, the I-85 Widening Phase 1 project was the first Major Mobility Investment Program project to break ground.



The project reached the halfway to completion point by the end of the fiscal year and is on track for a 2020 completion.

## GEORGIA EXPRESS LANES

The Georgia Express Lanes network is a system of optional tolled, managed lanes that run alongside existing interstates in some of the most congested corridors in metro Atlanta. There are four express lanes in operation with another five planned for construction, valued at \$7 billion.



### VALUE-ADDED FOR TRANSIT

**44% travel time reduction** for transit vehicles, increasing time reliability and ridership for a total value of **\$147 million** in transit benefits



### SAFER ROAD TRIPS

**8% reduction** in traffic fatalities and serious injuries generating **\$396 million** in safety benefits



### RELIABLE TRAVEL TIMES

**40 minutes** in planning times savings, improving travel time predictability and dependability for a total value of **\$1.41 billion** in reliability benefits



### TRAFFIC RELIEF

**38% travel time reduction** in express lanes compared to general purpose lanes in 2040, resulting in travel time savings of **\$2.25 billion** over the analysis period



### REDUCE FLEET COSTS

**10% reduction** in motor fuel consumption, saving freight and passenger car customers over **\$240 million** in vehicle operating costs



### CURB POLLUTION

**9% (NOx, VOC, PM2.5) reduction** in vehicle emissions due to less congestion and faster travel times for an estimated value of damages avoided of **\$10 million**

## NORTHWEST CORRIDOR EXPRESS LANES



Rush hour reduced by over **1 hour** in both the morning and evening commutes



Total trips: **Over 9.5 million\***



Average daily fare: **\$2.32**



Weekday trip average: **26,600**



Travel speeds **20% faster** in the express lanes than in the general purpose lanes



GP lanes up to **20 mph faster** than they were before the express lanes opened

\* At time of publication





# Innovative Project Delivery Methods

## Public Private Partnerships (P3) Accelerate Transportation Projects in Georgia

With a focus on speed and innovation, Georgia DOT is bringing projects to the public in a number of ways through partnerships. Georgia DOT is responsible for the development and implementation of a statewide program for project delivery through the P3 Program, as provided for under O.C.G.A. § 32-2-78 to -80 (2006) enacted at 2009 GA. Laws 976, 984-8.

P3 projects leverage limited transportation funds by partnering with the private sector using innovative delivery methods, such as Design-Build (DB), Design-Build-Finance (DBF), Design-Build-Finance-Operate (DBFO), Design-Build-Finance-Maintain (DBFM) and Design-Build-Finance-Operate-Maintain (DBFOM).

Georgia DOT is required to identify and submit to the State Transportation Board a list of projects on the Statewide Transportation Improvement Program, or otherwise identified, that should be considered for pursuit as a P3. That list is submitted to the State Transportation Board on July 31 of each odd-numbered year. The goal is to identify those projects that can provide the greatest gains in congestion mitigation or promotion of economic development for Georgia.

### P3 Project Candidate List

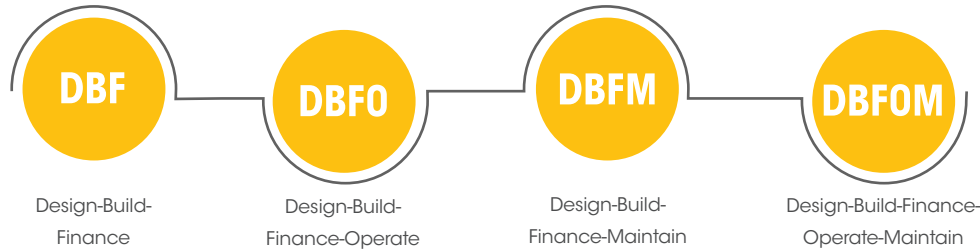
- I-285/I-20 East Interchange – Project reflects ramp reconstructions; construction of collector-distributor (CD) lanes between Wesley Chapel and I-285 interchange; and a westbound (WB) auxiliary lane between Wesley Chapel Road and Lithonia Industrial Boulevard.
- I-285/I-20 West Interchange – Project reflects additional capacity along I-20 eastbound (EB) and a WB CD lane from the I-285 interchange to Fulton Industrial Boulevard. Other improvements include the Hollowell Parkway entrance ramp becoming an additional lane on I-285 southbound (SB). The existing left-hand exits will also be reconfigured to right-hand exits with provisions of new alignments and flyovers as appropriate.
- I-285 Westside Express Lanes – Project reflects one new express (managed) lane in each direction between I-20 and I-75. The new lanes are added to the outside.
- I-285 Eastside Express Lanes – Project reflects one new express (managed) lane in each direction between I-20 and I-85. The new lanes are added to the outside.
- SR 400 Express Lanes – Project reflects two express (managed) lanes in each direction from the MARTA North Springs Station to McGinnis Ferry Road and one express (managed) lane in each direction from McGinnis Ferry to McFarland Rd.
- I-285 Top End Express Lanes – Project reflects two express (managed) lanes in each direction along the top end of I-285 between I-75 and I-85.
- I-75 Commercial Vehicle Lanes from SR 155 (McDonough) to I-475 – Project reflects the addition of two northbound truck lanes.
- I-20 East Express Lanes – Project reflects one additional express (managed) lane in each direction between I-285 to SR 124.
- I-20 West Express Lanes – Project reflects express (managed) lanes from I-285 to SR 92, and adds one additional lane in each direction.
- I-85 North Widening to Georgia/South Carolina Border – Project reflects one general purpose lane in each direction along I-85 North from US 129 to the South Carolina line. The corridor is currently comprised of 8 individual projects.
- Broadband and Wireless Antennas – Project would include future usage and best practices for gaining efficiencies from GDOT's existing telecommunication network by leasing network access to third parties in order to expand and better maintain GDOT's fiber optic communications network and optimize the deployment of wireless antennas (small cell/digital antenna systems) and support structures within the GDOT right of way.



## INNOVATIVE PROJECT DELIVERY

Design-Build (DB) contracts enable design engineering and other preconstruction services to be combined with construction into a single contract. DBs accelerate project delivery by overlapping the design and construction phases. This benefits the public by reducing construction times and increasing collaboration between the design team and construction contractor.

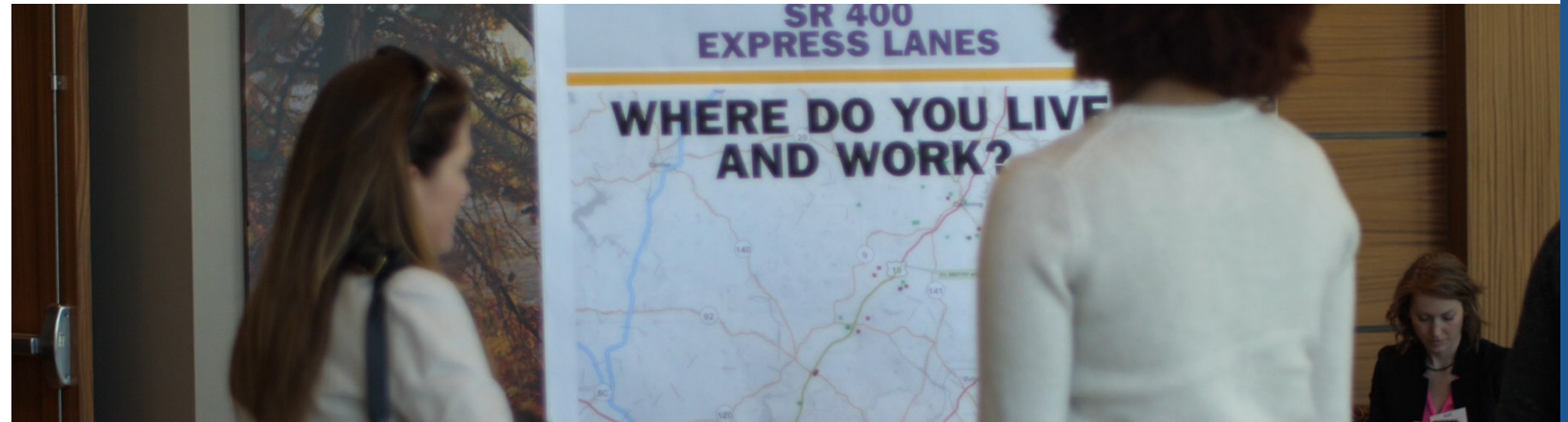
P3s are often structured as DB contracts. A P3 may also bundle and transfer other responsibilities like finance, long-term operations and maintenance, to the private sector. These are known as:



All are examples of innovative delivery, which brings major capital investment projects to Georgia at a very competitive cost.

The SR 400 Express Lanes project is one of the Major Mobility Investment Program projects and will be delivered as GDOT's first design-build-finance-maintain (DBFM) project. The project's estimated cost is \$1.3 billion (which includes preliminary engineering, design and construction) with a scheduled substantial completion in mid-2027. The project team held a series of Public Information Open House (PIOH) meetings in February and March 2019. PIOH attendees viewed the initial project concept and over 550 comments were received. GDOT took those important comments into consideration and refined the proposed concept. The final design of the project will be completed by the developer in the construction phase of the project; however, the project team will continue to refine the project concept in anticipation of the project's Public Hearing Open House (PHOH) meetings slated for mid-2020.

PIOHs were also held for another MMIP project in FY 2019: the I-285 Eastside Express Lanes project, which will be delivered with a design-build-finance (DBF) model.



## PUBLIC INVOLVEMENT

Public outreach and public involvement have always been critical to the way Georgia DOT develops and implements projects by enhancing decision-making and encouraging all Georgians to share their views and concerns regarding transportation issues. Having these important conversations with the public leads to the development of better products and services that improve mobility and brings GDOT closer to the traveling public's vision of an ideal comprehensive transportation network for the entire state.



# Design

Georgia DOT focuses on many factors when determining a location and selecting a design for a transportation project. Projects include repairing or replacing deteriorating bridges, improving safety of roadway or intersections, adding additional lanes for increased capacity, and other crucial transportation needs. This is done while keeping in mind the needs of the traveling public and the rapidly growing state population, the business environment and the safety aspects and aesthetics of Georgia's transportation network. The department builds innovative transportation facilities that transport people, goods and services, and plans and designs them to blend with communities—urban and rural.

Georgia DOT's innovative design process transforms the state's transportation infrastructure along state routes and interstates, making safer roadways and moving people across the state. Design improves reliability, mitigates congestion, enhances safety and provides greater connectivity, always keeping in mind the uniqueness of urban Georgia in contrast to rural Georgia. During the design phase, the department documents the environmental impact that a project may have on the surrounding area and hosts public meetings or hearings to solicit comments, address concerns and create dialogue with area residents, stakeholders and the broader community.

## DESIGN POLICY

The Office of Design Policy and Support manages the department's surveying and design standards including the engineering software required to prepare and document the plans. Special duties include providing engineering technical support in the areas of roadside safety hardware, roadway hydraulics and water quality design, and roadway lighting design. Other responsibilities include managing the department's Construction Standards and Detail drawings, and QA review and clearinghouse for survey databases, concept reports, design exceptions/variances, and final construction plans. The State Location Bureau also provides geodetic control, LiDAR, and photogrammetric mapping services.

## BRIDGE DESIGN

Bridge Design oversees structural design of highway bridges, culverts and retaining walls as well as the hydraulic design of bridge structures. This also includes supporting local bridges managed by counties (see [Repairing and Replacing Georgia's Bridges](#) pages 47-50).

## ROADWAY DESIGN

Developing tomorrow's transportation leaders while delivering design excellence, the Office of Roadway Design is responsible for the engineering and design of a variety of urban and rural transportation projects throughout Georgia. This includes the development and coordination of conceptual layouts, preliminary and final construction plans and right-of-way plans. Responsibilities also include extensive public involvement with federal and state agencies, local governments, neighborhoods, businesses and the general public.

## RIGHT OF WAY

The Right of Way Office is responsible for the acquisition of properties necessary for transportation projects. This task includes plan design review and approval, appraisal, relocation assistance, condemnation, negotiation and property management. GDOT acquisitions and local government acquisitions (if they include state or federal funds) are monitored by this office.

## UTILITIES

The State Utilities Office (SUO) works diligently to drive down the number of utility-related construction delays on projects. During FY 19, SUO instituted enhanced processes during project development (design), identified utility conflicts, and developed strategies to mitigate, minimize, or avoid conflict prior to construction. As part of this process, SUO built in multiple touchpoints for collaboration with Environmental, Right-of-Way, and Design. During FY 19, SUO processed only three utility delay-related time extensions. As SUO fully integrates enhanced utility coordination efforts, it expects the number to remain less than five utility delays per year, while continuing to provide exemplary customer service.

## INTERAGENCY OFFICE OF ENVIRONMENTAL QUALITY

The Interagency Office of Environmental Quality (IOEQ), established in January 2019, brings together personnel from state and federal agencies with which GDOT coordinates on environmental resources. The Interagency Office of Environmental Quality enables faster transportation decisions and saves taxpayer dollars by gaining efficiencies and enhanced coordination between resource agencies, GDOT and Federal Highway Administration (FHWA). The IOEQ enables faster transportation decisions and saves taxpayer dollars by gaining efficiencies and enhanced coordination between resource agencies, GDOT and FHWA. This concept allows continuous collaboration, transparency and efficiency with all resource agencies and the project team. The State Environmental Liaison helps to facilitate interagency communication and bolsters relationships through information sharing and project prioritization which provides time and cost savings without compromising strong environmental outcomes. In just its first year, the IOEQ has facilitated numerous collaborative discussions and streamlined efforts associated with program delivery.

## OFFICE OF ENVIRONMENTAL SERVICES

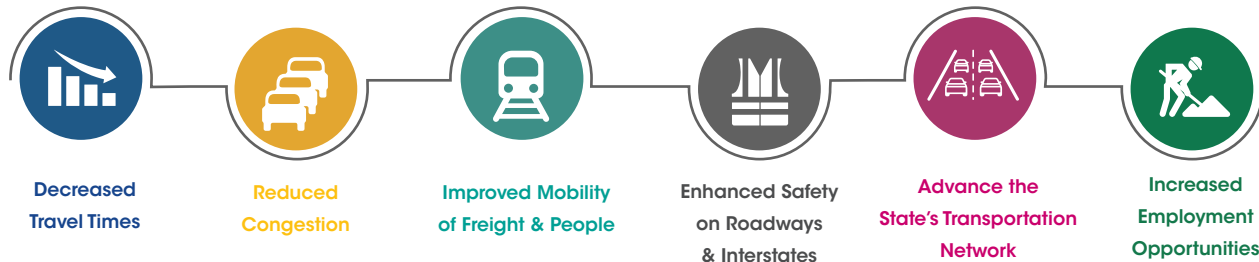
The Office of Environmental Services is crucial in preserving Georgia's cultural and environmental resources as well as protected species and quality of life for residents. Environmental analysis is part of making the determination of how a project should be developed for public use. Georgia DOT is responsible for reviewing projects and filing appropriate documentation to ensure that all projects comply with applicable federal and state historic preservation laws and regulations.

Environmental impacts are factored into the decisions made about the design and construction of a project. Ensuring that a project's impact on these resources is minimal can make for a potentially lengthy process. GDOT's Office of Environmental Services - including Cultural Resources, Ecology, Air Quality and Traffic Noise Analysis and NEPA specialists - continues to develop new methods to streamline processes. The environmental and design teams and other subject matter experts meet extensively during the design phase of a project to coordinate the best design options to avoid, minimize or mitigate impacts to identified resources including:

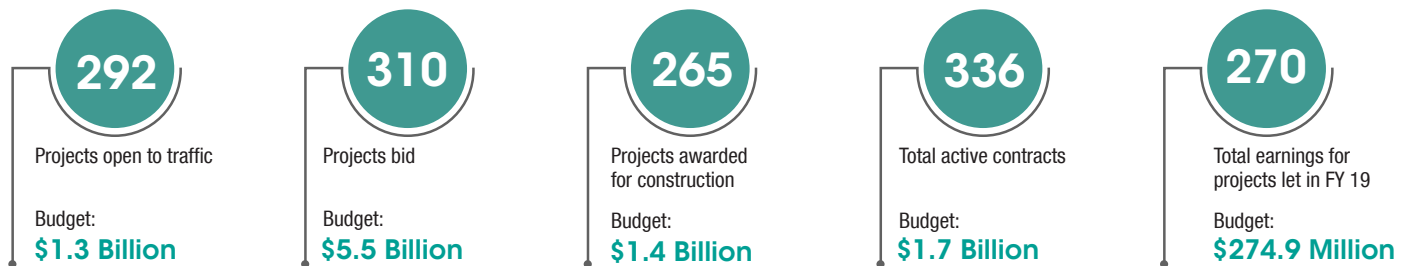


# Construction

## OVERALL PROJECT BENEFITS



One of the most visible and often inconvenient stages of a Georgia DOT project is construction. While the impacts of a project during the construction phase – such as lane closures, detours, pacing and increase in congestion – can cause a headache in motorists' day-to-day schedules, these projects are designed to better serve the public and improve quality of life once complete. The success of Georgia's transportation network plays a vital role in economic development and safety for motorists. This section lists a sampling of the many transportation projects that the department managed in FY 19.



## SPOTLIGHT: I-16/I-75 INTERCHANGE IMPROVEMENT PROJECTS

### WEST CENTRAL REGION

The I-16/I-75 Interchange Reconstruction projects will improve the safety of the corridor by widening and reconstructing I-75 from Hardeman Avenue to Pierce Avenue and I-16 from I-75 to Walnut Creek within the City of Macon. The project will improve each of the interstate highways by constructing wider shoulders, concrete barriers and, in most locations, additional lanes. A collector-distributor (CD) road system will be constructed parallel to both I-16 and I-75. Modifications will be made to bridges and surface streets within the project area, to accommodate the additional lanes and CD roads along I-16 and I-75. These improvements will provide opportunities for turning movements, as well as create additional storage for these turning movements, and will greatly improve freight mobility at this critical interchange.

#### Phase 1: I-16 Eastbound

Improves approximately 1.5 miles of I-16 EB between I-75 and Coliseum Dr. Phase 1 construction contract was awarded for \$63 million; with a planned completion date of summer 2021. Project includes operational improvements to I-16 WB at the Spring Street Interchange, elimination of the existing weave and improvement of safety on I-16 EB between I-75 and Spring Street. Construction of the I-16 EB collector-distributor road between I-75 and Spring Street will also occur as part of Phase 1.

#### Phase 2: I-75 & I-16

Consists of 1.02 miles of operational improvements along I-75 NB from Hardeman Ave. to the southern limit of the I-16 Interchange. Phase 2 includes construction of new ramp to I-16 EB, which will run parallel to I-75 NB and a collector-distributor road between Hardeman Avenue and the I-16/I-75 interchange. Following the split to I-16 EB, there will be two lanes on I-75 NB and two lanes on the I-16 EB collector-distributor road. The egress/ingress locations to and from I-16 along the I-75

SB corridor will be relocated and the exit ramp to I-16 EB from I-75 SB will be shifted north and the entrance ramp from I-16 WB to I-75 SB will be shifted south.

#### Phase 3: I-16 / I-75 Interchange

Construction of I-75 NB within the I-16 / I-75 interchange. Phases 2 & 3 construction contracts were awarded together for cost of \$156 million with an anticipated completion by winter 2021. Phase 3 includes construction of the west to south collector-distributor road and bridge over the river and the beginning portion of the I-75 SB to I-16 EB ramp.

#### Phase 4: I-16 Eastbound & I-75 and Phase 5: I-16 Westbound & I-75

Both projects are currently scheduled to be bid for construction contract in 2021.

#### Phase 6: I-75 & I-16

Project is currently scheduled to be bid for construction contract in 2023.

*Pleasant Hill neighborhood mitigation which was Phase 1b of the project is complete.*

# District 1 Projects at a Glance

NORTHEAST REGION

## STATE ROUTE 52 AT STATE ROUTE 183 ROUNDABOUT

Construction of a roundabout at the intersection of State Route 52 and State Route 183 was awarded to a contractor in November 2017 and construction began in February 2018. The \$3.3 million roundabout was designed to address congestion and safety for drivers in Dawson County. Sight distance and the geometry of the roadway was improved and the roundabout is expected to lower both the frequency and severity of crashes at this intersection. The Dawson County project is expected to be complete in May 2020.

## STATE ROUTE 53 BOLING BRIDGE REPLACEMENT

The new State Route 53 Bridge located in Hall and Forsyth counties was opened to traffic in August 2018. Known locally as Boling Bridge, this project replaced the former steel truss bridge that carried traffic over the Chestatee River/Lake Lanier since the lake was built in 1956. The \$20 million construction investment allowed the construction of a conventional two-lane bridge located 7.3 miles west of the city of Gainesville. The new bridge enhances safety as it added 8-foot shoulders on the bridge and 10 foot shoulders to the roadway approaches.

## WEST WINDER BYPASS

Under construction since November 2018, the first two phases of the West Winder Bypass were awarded in August 2018 for \$59.4 million. This project addresses the industrial growth in the region. Commercial and industrial traffic will be routed to and from the industrial areas in the county by way of this multi-phase bypass. The bypass will travel through the west side of the city of Winder in Barrow County, from State Route 316 to State Route 211. A grade separated railroad crossing along the new bypass will alleviate the percentage of trucks utilizing minor arterial routes and reduce congestion along Patrick Mill Road, State Route 8, State Route 211 and Pearl Pentecost. The first two phases are expected to be completed in June 2021.

## STATE ROUTE 11 /US 129 LONGSTREET BRIDGE REPLACEMENT

The replacement of a structurally-deficient bridge on SR 11 over the Chattahoochee River in Hall County was let to construction in May 2017 for \$26 million. Construction activities began in October 2017 with the current anticipated completion date being September 2020. The roadway typical sections vary from 2-lane and 3-lane rural sections that have flush shoulders to a 3-lane section that includes curb, gutter and sidewalk. The new bridge will be wider to accommodate shoulders on both sides of the roadway. The project will increase safety by providing a new, structurally sound bridge that will have the capacity to carry traffic for the foreseeable future.



# District 2 Projects at a Glance

EAST CENTRAL REGION

## WINDSOR SPRING ROAD PHASE IV & V IN RICHMOND COUNTY

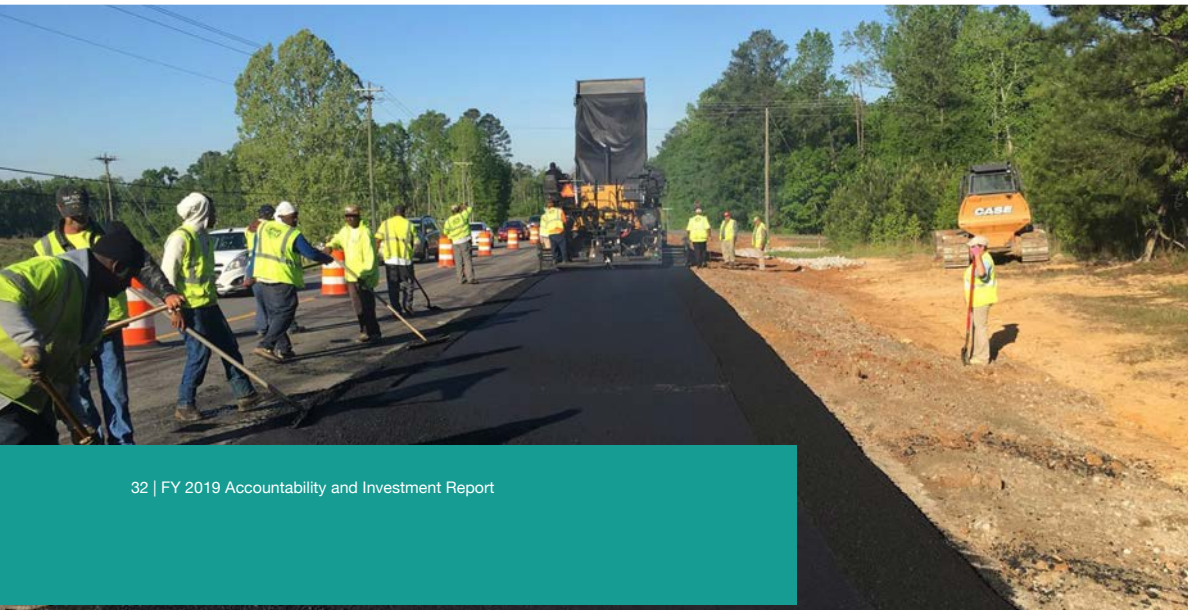
These projects were the final phases of corridor reconstruction that began in the early 1990s. These two phases stretched for 5.5 miles and consisted of widening to four lanes with a raised median, reconstruction of multiple bridges, landscaping, signal upgrades and a multi-use trail. Phase IV cost \$28 million and was open to traffic in July 2019. Phase V cost \$21 million and was open to traffic in March 2019.

## STATE ROUTE 10 (US 278/78) GATE 6 AT FORT GORDON/US ARMY CYBER COMMAND HEADQUARTERS

Stretching from SR 223 to just west of the new Gate 6 for Fort Gordon, GDOT has started 2.4 miles of widening and reconstruction on SR 10 (Gordon Hwy). This project will widen SR 10 to four 12-foot travel lanes with a 44-foot depressed grass median and 10-foot outside rural shoulders. This project also includes installing the entrance for the Fort Gordon new Gate 6. The entryway built under this GDOT contract will tie into an internal project underway by the Fort, which requires extensive collaboration. The intersection of Gate 6 and SR 10 will be controlled by a traffic signal to accommodate the anticipated traffic volume demands resulting from anticipated changes to Fort Gordon's access plan.

## RECONSTRUCTION OF US 78/STATE ROUTE 17/STATE ROUTE 10 IN MCDUFFIE AND WILKES COUNTIES

Approximately 17 miles of US 78/SR 10/SR 17 are being widened and reconstructed to accommodate the increase of traffic. The \$78 million projects consist of widening to 4 lanes with a depressed median and construction of 6 bridges. One project is 70% complete while the other is 85% complete and both are scheduled to open to traffic in spring 2020.



# District 3 Projects at a Glance

WEST CENTRAL REGION

## VETERANS PARKWAY (STATE ROUTE 1) COLUMBUS

The 1.6 miles of widening and reconstruction on US 27/SR 1 from Old Moon Road and extending to Turnberry Lane was completed in June 2019. Daily traffic along this route is expected to increase by nearly 6,200 vehicles by the year 2040. The reconstruction included widening to four lanes, adding a median, constructing sidewalks and a bike lane. The cost of this project was \$15,500,158.

## POPLAR ROAD INTERCHANGE CONSTRUCTION

The project consists of 3.2 miles of construction of an interchange on I-85/SR 403 at Poplar Road (CR 103); also includes construction of two bridges over I-85/SR 403 and the Central of Georgia Railway. Poplar Road was widened from two lanes to four with a concrete median and bike lanes between Newnan Crossing By-Pass and Newnan Crossing Boulevard. The project upgraded two existing traffic signals at Newnan Crossing By-Pass and Newnan Crossing Boulevard and installed three new signals at the ramps with I-85 northbound and southbound and Piedmont Newnan Hospital's Emergency Entrance. CCTV was also added at the I-85 northbound and southbound ramps. The cost of the project was \$29,291,770. The interchange was open to traffic on March 20, 2019. The Poplar Road traffic volume is expected to increase from 19,300 vehicles per day (VPD) in 2020 to 25,500 VPD in 2040. I-85 traffic volume is expected to increase from 21,340 VPD in 2020 to 33,300 VPD in 2040.



# District 4 Projects at a Glance

SOUTHWEST REGION

## RECONSTRUCTION OF EXITS 22 AND 29 ALONG I-75 IN LOWNDES COUNTY

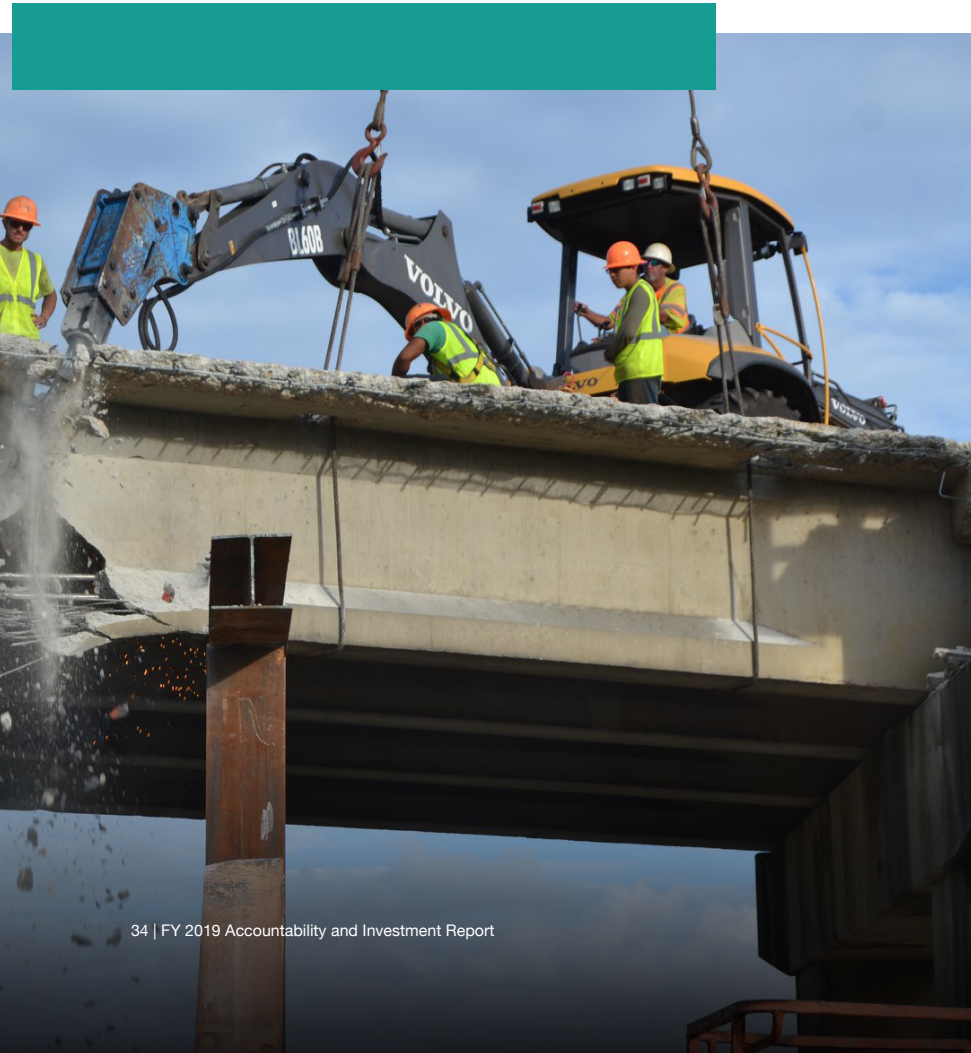
Georgia DOT has started rebuilding two heavily traveled I-75 interchanges in Lowndes County. The \$49 million project will reconstruct exits 22 and 29 and is designed to improve traffic flow and capacity while also improving visibility for drivers exiting the ramps. The existing overpasses were built in 1960, and the design is outdated for current and projected traffic. The project will widen both bridges to four lanes with turn lanes, add paved shoulders and concrete medians and will reconstruct the ramps. The project is approximately 77% complete and is anticipated to be finished in June 2020.

## WIDENING AND RECONSTRUCTION OF STATE ROUTE 135 (DOUGLAS BYPASS) IN COFFEE COUNTY

This project consists of widening for additional lanes and reconstructing of 2.7 miles on SR 135/Perimeter Road beginning at US 441 and extending to SR 32 in the city of Douglas, including a grade-separated railroad crossing. The project was needed to address current and future traffic congestion. The CSX Railroad overpass was needed to reduce crash frequency and severity at the track crossing, as well as to improve the travel time and operational flow of traffic, specifically emergency vehicles utilizing Perimeter Rd. The completed project will also improve regional traffic flow on the SR 32 GRIP corridor. The project is approximately 87% complete.

## WIDENING AND RECONSTRUCTION OF STATE ROUTE 133 AND EXTENDING TO OLD QUITMAN ROAD CRI (GRIP)

The project is part of the Governor's Road Improvement Program (GRIP) and one of five projects to widen SR 133 between Valdosta and Moultrie reducing turning conflicts, improving through traffic flow and increasing safety. The project consists of 5.6 miles of widening and reconstruction on SR 133 beginning at Pauline Church Road and extending to Old Quitman Adel Road. The roadway alignment was shifted in numerous locations to avoid historic resources. The project is complete and open to traffic. This project was the last of the five GRIP projects between Moultrie and Valdosta to be opened to traffic, which completes the widening on this portion of the SR 133 corridor.



# District 5 Projects at a Glance

SOUTHEAST REGION

## JIMMY DELOACH PARKWAY WIDENING PROJECT IN CHATHAM COUNTY

This 3.8 mile widening and reconstruction project will improve commerce and connectivity between Savannah and other destinations in the Southeast. When this \$48.9 million project is complete in 2021, the corridor will improve the mobility of freight by providing commercial traffic direct access to and from the Port of Savannah to I-16. This direct access to I-16 will allow truck traffic to avoid several major highways and interchanges in the Savannah area, which will in turn decrease travel times and reduce congestion on those routes.

## CORRIDOR RECONSTRUCTION OF GRANGE ROAD IN CHATHAM COUNTY

The Grange Road widening and reconstruction project was designed with truck traffic in mind. The original roadway was 20 feet wide and serviced logistics contractors doing business with the Georgia Ports Authority. The new continuous reinforced concrete roadway coupled with a median turn lane and extra-wide concrete shoulders easily accommodates the 13,000 trucks that utilize this route for connectivity with the Savannah ports and I-95, increasing freight throughout Georgia and beyond. This project was completed in November 2018 at an investment of \$13.3 million.

## CONSTRUCTION OF NEW INTERCHANGE ON I-95 IN BRYAN COUNTY

As the Savannah area continues to grow in commerce and population, so do the surrounding communities. Bryan County is no stranger to growth. Since 2000, the population has grown 37.44%, which is 16% and 26% higher than the state and national average, respectfully. With this growth comes transportation and infrastructure needs. The \$19.1 million construction of the Belfast-Keller Interchange on I-95 will provide access to I-95 for residents of Bryan County who work in the Savannah area, reducing traffic congestion on existing roadways and decreasing commuting travel time. The creation of this interchange will provide avenues for the county to grow industrially, since they will have a direct link to the national interstate system. This project is expected to be completed in October 2020.



# District 6 Projects at a Glance

NORTHWEST REGION

## RECONSTRUCTION OF I-20 IN CARROLL COUNTY

This project consists of 12.7 miles of concrete pavement placement and reconstruction on I-20. It begins at US 27 and extends to State Route 61. This \$88 million dollar project will rehabilitate the concrete pavement on the interstate in order to preserve the integrity of the roadway and enhance the traffic flow on both the east and westbound lanes of I-20 in Carroll County. Additional benefits of this project include enhancing the safety of the traveling public by upgrading the existing guardrail to current standards and clearing vegetation according to current guidelines. Work began in September 2016 and has been staged in two phases using contraflow to allow for reconstructing the lanes with minimal lane closures and disruption to traffic. The entire project is expected to be completed by the summer of 2020.

## RECONSTRUCTION AND WIDENING OF STATE ROUTE 92 IN PAULDING AND DOUGLAS COUNTIES

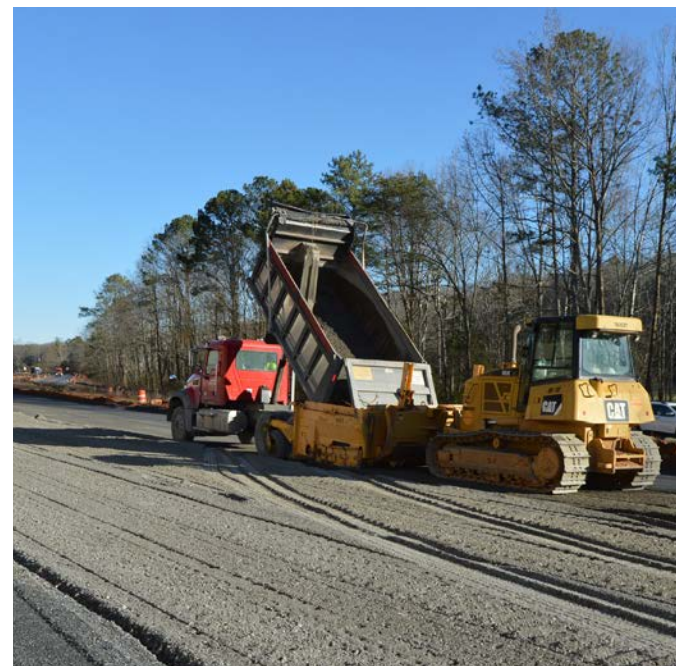
This 6.8-mile project of widening and reconstruction on SR 92 extends from Malone Road in Douglas County to Nebo Road in Paulding County. It also includes the construction of three bridges and approaches, median construction, and sidewalks. The project, currently under construction, is just one of several projects that will enhance the SR 92 corridor to a multi-lane facility, from I-20 in Douglas County to I-75 in Cherokee County. Work on this project began early December 2017. It is scheduled to be completed by the end of July 2022, at a construction cost of just over \$54 million.

## RECONSTRUCTION AND WIDENING OF STATE ROUTE 151 IN CATOOSA COUNTY

This project includes 2.07 miles of reconstruction and widening on SR 151 from Holcomb Road to US 41 in Catoosa County. Included in this project is the reconstruction of the ramps at the interchange with I-75 and the reconstruction of two parallel bridges over I-75 that will enhance the left turn movement at the signalized ramps. The project also includes the reconstruction of the bridge over South Chickamauga River. The project has been under construction since mid-June 2017. It is scheduled to be completed by the summer of 2021, at a construction cost of \$36 million.

## RECONSTRUCTION AND WIDENING ON STATE ROUTE 140 IN BARTOW AND FLOYD COUNTIES

This \$59.5 million dollar project widens SR 140 to four lanes with median, multiple wall construction and traffic signal installation. This 6.68 mile widening and reconstruction project on SR 140 begins at SR 53 in Floyd County and extends west of Oothkalooga Creek in Bartow County. Upon completion, this project will provide 4-lane access from Rome to I-75 and improve the mobility of truck traffic along the corridor. The project has a completion date of summer 2021 and is currently 57% complete.



# District 7 Projects at a Glance

METRO ATLANTA REGION

## TRANSFORM 285/400 IMPROVEMENT PROJECT IN FULTON COUNTY

The Transform 285/400 improvement project is designed to help reduce traffic congestion and enhance safety in the area in and near the I-285/SR 400 interchange in metro Atlanta. This priority project adds new flyover ramps, new collector-distributor lanes and other facilities to aid east-west travel along I-285 and north-south travel along SR 400. The project will improve 4.3 miles of I-285 from west of Roswell Road to east of Ashford Dunwoody Road and 6.2 miles along SR 400 from the Glenridge Connector to Spalding Drive. The project is currently under construction with an estimated total project cost of \$800 million.

## BRIDGE RECONSTRUCTION AT FLAT SHOALS ROAD AND I-285 IN DEKALB COUNTY

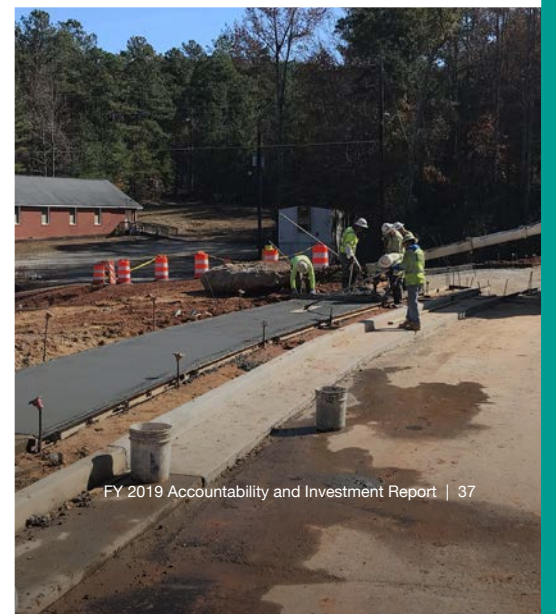
Located at I-285 and Flat Shoals Road, this \$48 million project was designed to improve traffic flow and decrease vehicular crashes. The completed project now gives drivers two new, wider lanes on the bridge, dedicated dual left turn lanes onto I-285 eastbound and westbound, and dual left and right turn lanes on exit ramps from I-285 onto the bridge. In addition, pedestrian and bike access has been provided on both the northbound and southbound sides of the bridge, and additional safety measures like enhanced crosswalks, pedestrian-activated signals and medians were installed.

## RESURFACING OF MEMORIAL DRIVE IN DEKALB AND FULTON COUNTIES

With the goal of improving pedestrian and driver safety on the corridor, the \$2.9 million completed project removed the old reversible lanes and improved the deteriorating roadway condition. The improvements included new designated turn lanes at key intersections, enhanced traffic signals with efficient timing for morning and evening commute traffic flow, improved pedestrian crosswalks, pedestrian-operated beacon signals, enhanced lane striping and directional arrows.

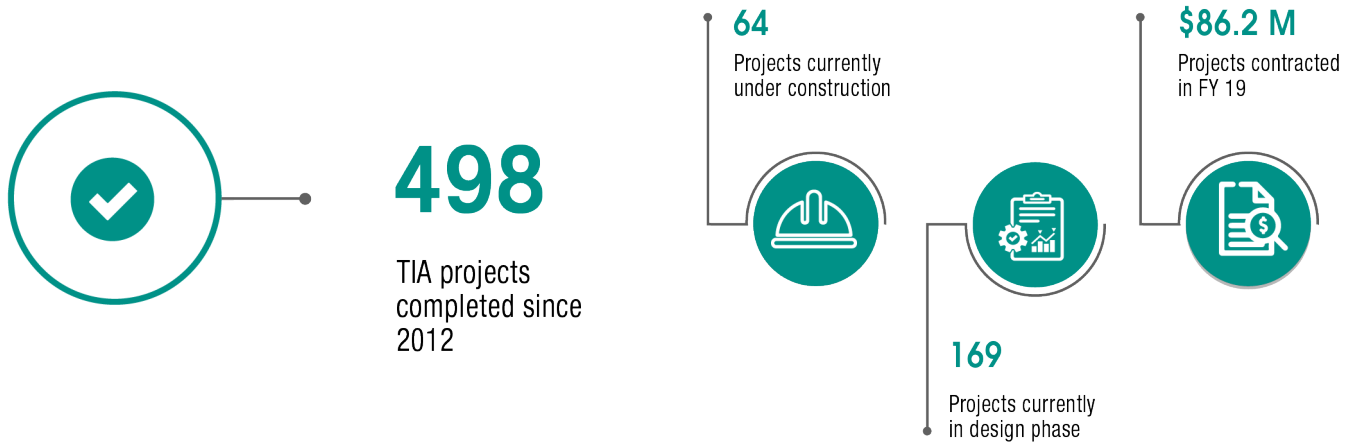
## RELOCATION AND WIDENING OF STATE ROUTE 92 IN DOUGLAS COUNTY

This \$65 million three-phase project includes grade separation and relocation of SR 92 at SR 5/US 78 Bankhead Hwy; including construction of three bridges. In addition, this project relocates SR 92 in the city of Douglasville. The project begins at Pine Drive (south of I-20 Interchange) and goes north on new location to SR 5/US 78/Bankhead Highway. The project also relocates and widens SR 92 beginning at Ellis Street to just north of the existing intersection of SR 92/Dallas Highway and Malone Road.



## CONSTRUCTION: TRANSPORTATION INVESTMENT ACT UPDATES

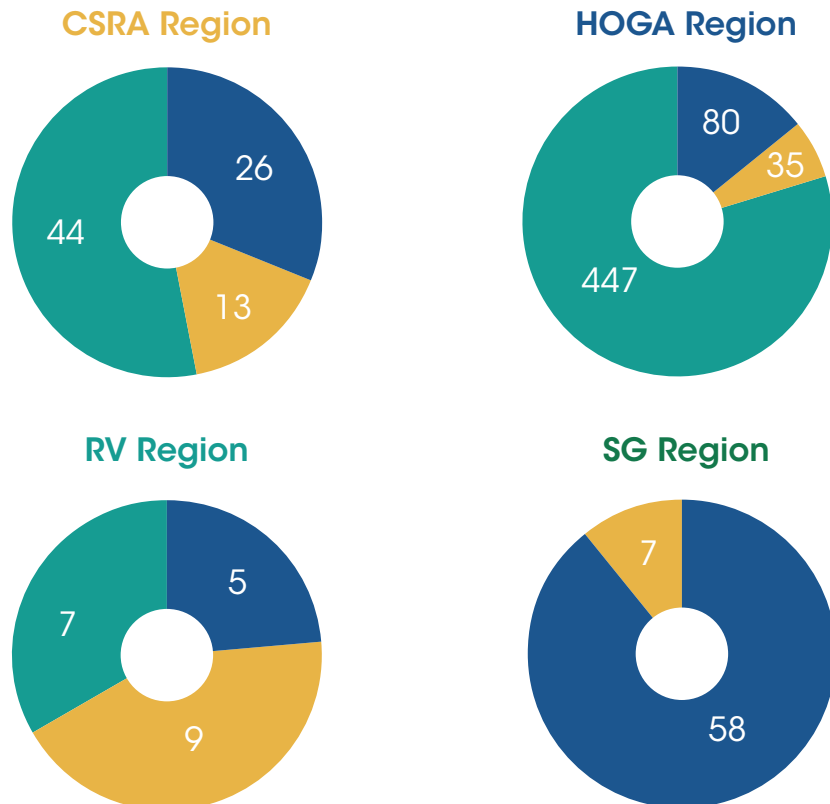
The Transportation Investment Act (TIA) Referendum was passed by Georgia voters in the regions of Central Savannah River Area (CSRA), Heart of Georgia Altamaha (HOGA), River Valley (RV) and most recently the Southern Georgia (SG) region as a means to fund regional transportation improvements with a one percent regional sales tax over a ten-year period. Georgia DOT is responsible for the management of the budget, schedule, execution and delivery of all TIA projects.



## TIA PROGRAM STATUS

● COMPLETE ● PROJECT DESIGN ● CONSTRUCTION

*\*includes project totals for Band I, II and III for each region*



# Notable TIA Projects for FY 19

## AUGUSTA TRAFFIC MANAGEMENT CENTER (CSRA - AUGUSTA)

The Augusta Traffic Management Center (TMC) opened in March 2019, and was supported with \$4.5 million in TIA funds. The project powered the installation of a new seven-mile traffic engineering fiber optic network throughout Augusta-Richmond County, and allowed the construction of the new TMC to coordinate and monitor traffic activities in real time using 85 high-definition cameras to connect over 200 intersections. The project also covered an emergency preemption system, allowing for improved response times throughout the area for police, fire, and medical personnel, as well as optimizing traffic flow during major events like the annual Masters Tournament.

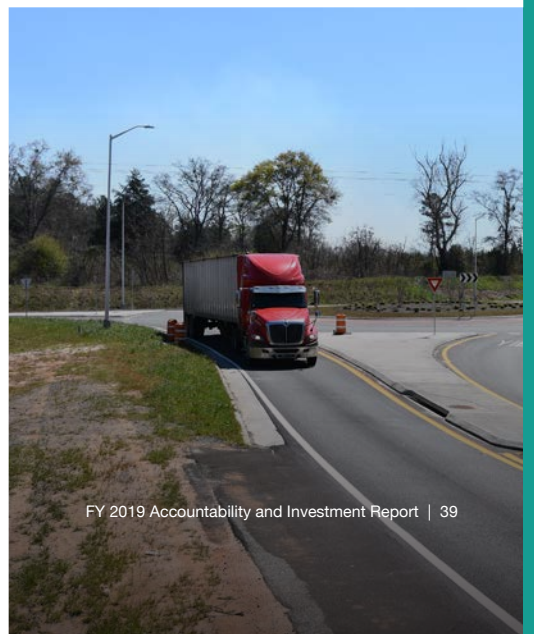
## FOLLOW-ME TRAIL (RV - COLUMBUS)

Part of the City of Columbus' Rails to Trails Network, this \$3.5 million dollar project converted an abandoned rail corridor into a linear park that now provides pedestrian and bicycle connectivity for a variety of destinations, including schools, parks, restaurants and several shopping centers in the community. The project was completed in December of 2019, and also includes the Owen T. Ditchfield Bridge that allows for safe pedestrian passage across a busy six-lane road.

## SOUTH GEORGIA TECH PARKWAY (RV - AMERICUS)

Completed in April 2019, improvements to South Georgia Tech Parkway in Sumter County utilized \$15 million in funds provided by TIA. The project features significant pedestrian/cyclist improvements, and helps detour semi truck traffic through Downtown Americus – a welcome relief for many residents. These updates, which include a semi truck-friendly roundabout, reduce commercial traffic downtown and create a more peaceful ambience where residential and business interests can thrive.

*More information on the Transportation Investment Act is on page 16.*



# Operations

Georgia DOT ensures the mobility and safe operations of the state's transportation system. The department oversees traffic management and information systems and improves highway safety and traffic control along Georgia interstates and state routes.

## TRANSPORTATION MANAGEMENT CENTER (TMC) AND NAVIGATOR 511

The Transportation Management Center (TMC) is GDOT's operations nerve center. NaviGator 511, Georgia's intelligent transportation monitoring system, provides real-time speed, volume and travel time data by using field devices like closed circuit television and video detection cameras, ramp meters and changeable message signs. Navigator has full instrumentation on over 300 miles of highway in metro Atlanta, as well as hundreds of other devices located in key areas throughout the state. TMC staff use this system to monitor roads 24/7, 365 days a year, and operate the NaviGator 511 call center. It also serves as the state's emergency operations and incident response home base.

## OFFICE OF TRANSPORTATION DATA (OTD) MAKES BUILDING ROADWAYS POSSIBLE

The task of collecting data, counting and crunching numbers may seem mundane, but it is a priority at Georgia DOT. Using traffic data in transportation planning is what helps build Georgia's dynamic transportation system throughout the state. This data includes information research, data collection, mapping and traffic counts provided by the Office of Transportation Data, GDOT's information and statistical resource hub for all things transportation.

Traffic data is the most sought-after information the Department generates. Ensuring accuracy on data such as counting and classifying vehicles on the roadway is crucial. Data collection involves three types of traffic counts: volume, weight and classification.

OTD also oversees federal aid designation for infrastructure damaged by natural disasters such as hurricanes; roads designated as critical to defense; prioritizing and ranking state routes; state freight network designation; tracking and mapping designated and available roads, bridges and interchanges for honorarium designation; and tracking road segment ownership in all 159 counties and 500 Georgia cities.

OTD produces two distinct map series annually and a significant number of special purpose maps monthly. OTD is also responsible for developing the Official Georgia State Highway Map and the official county maps once every five years.

## Going on Offense - the Road to Super Bowl LIII

### *Smart Traffic Management*

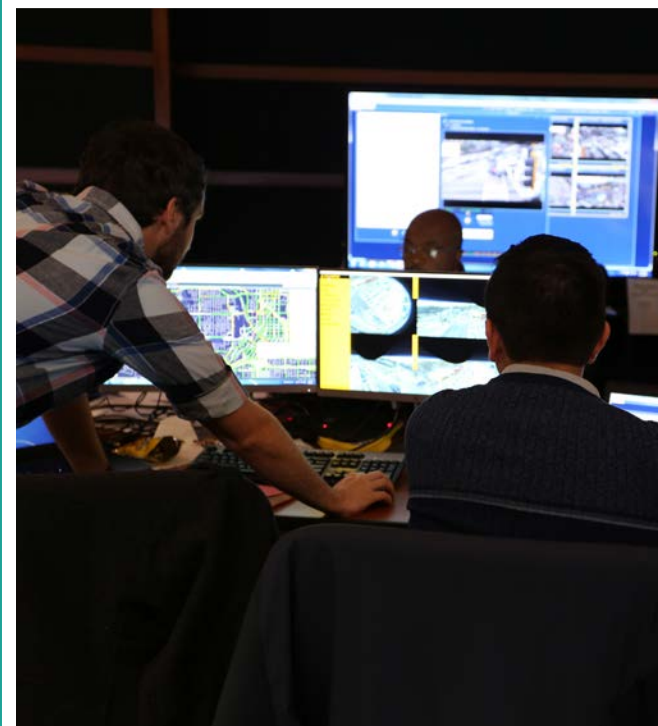
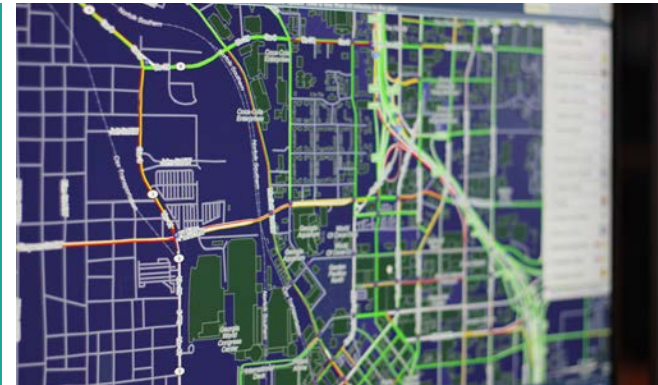
Georgia DOT worked and planned for more than two years to ensure Atlanta was ready for whatever challenges the 10-day Super Bowl LIII event may have presented, whether it be the influx of an estimated million guests or the potential of winter weather - or both.

From GDOT's Transportation Management Center, traffic engineers can flip a switch to change a traffic signal in a split second from red to green. In the metro Atlanta area alone, they have access on every state route as well as to hundreds of city and county operated signals - more than 2,000 traffic lights.

Using GDOT's smart signal systems, traffic engineers can quickly address traffic jams by remotely adjusting signal timing - without having to go into the field.

For pedestrian safety near the stadium, engineers could initiate a "pedestrian scramble" which extends the red light for vehicles for as much time as needed to allow pedestrians exiting the stadium plenty of time to cross the intersection in any direction, including diagonally. The goal is to safely keep people moving - whether they are on foot, in a car or on a bicycle.

The planning paid off with numerous praises to GDOT not only from the NFL and others, but also with numerous new relationships and partnerships that were developed.



## INCIDENT RESPONSE PROGRAM

Whether it's a minor automobile stall, a serious crash or a jackknifed 18-wheeler, the TIME Task Force, co-chaired by Georgia DOT and the Department of Public Safety, and comprised of others in Georgia's traffic incident management (TIM) community, endorses Georgia's Open Roads Policy and facilitates a statewide incident management program to promote roadway clearance in the safest and fastest way possible.

In metro Atlanta, Georgia DOT's Highway Emergency Response Operators (HEROs) not only help motorists who run out of gas, they also respond to and assist in clearing interstates after incidents. The Coordinated Highway Assistance & Maintenance Program (CHAMP) performs a similar function in the rest of the state.

For incidents involving heavy-duty commercial vehicles, Georgia's Towing & Recovery Incentive Program (TRIP), an initiative of the TIME Task Force, manages quick, safe incident clearance by paying a monetary performance-based incentive of up to \$3,500 to highly-skilled, TRIP-certified towing operators for clearing wrecks within 90 minutes. Plans are underway to begin expanding the program across Georgia in 2020.



## HERO



30

Monitored routes  
in metro Atlanta 24/7



100

Active  
operators



382

Miles of patrol  
of routes

### 88,747 total assists performed

HERO assists include the number of motorists assists performed and do not include lane clearance and other maintenance activities performed

## CHAMP



20

Monitored routes  
outside metro Atlanta



57

Active  
operators



981

Miles of patrol  
of routes

### 164,529 total assists performed



## INCLEMENT WEATHER

### GDOT PREPARES YEAR-ROUND FOR INCLEMENT WEATHER

Hurricanes, tornadoes, tropical storms, snow or ice can severely impact roadways and bridges. To ensure the safety of the traveling public, the Georgia DOT team and its incident response partners – the Governor’s Office of Highway Safety (GOHS), Georgia Emergency Management Agency (GEMA), the National Weather Service (NWS), and state and local officials – plan for potential major weather events before they occur. Implementing the right plan before, during and after these events is key to efficiently and quickly diverting resources to affected areas and restoring travel on impacted interstates and state routes.

### HURRICANE MICHAEL EXEMPLIFIES GDOT’S PLANNING AND RESPONSE

Months ahead of Hurricane Michael’s landfall in southwest Georgia on Oct. 12, 2018, the men and women of Georgia DOT had prepared on a statewide level for potential threats. After the storm passed, 247 routes were impassable, closed or reported to have debris with most of those routes being in hardest-hit southwest and west central Georgia. Nearly 300 signals were left damaged or without power immediately after the storm. GDOT used generators to service signals that were dark while other locations received temporary reflective stop signs.

The counties on the west side of Interstate 75 bore the brunt of the damage. Strike teams faced the challenge of clearing a 12-foot path on state routes clogged with debris. Signal technicians dealt with decimated traffic signal heads by installing generators to power key intersections that didn’t have electricity. Sign shop employees had an estimated 1,500 critical “red” signs (stop, do not enter) to upright and/or replace and another estimated 7,000 signs needed attention.

GDOT deployed 1,400 personnel statewide with crews clearing 12,000 centerline miles of state routes in Georgia. GDOT also deployed a response team of 540 personnel who utilized 413 pieces of equipment on local city and county routes. Sign crews from other districts helped tremendously with inventory and manpower. The Georgia Forestry Commission brought in 10 chainsaw strike teams and set up administrative operations in the Tifton district office assembly room.

Behind the scenes, regional GDOT employees who normally work in right of way, design, traffic operations and construction stepped in to assist with administrative storm duty roles. Procurement found lodging for employees deployed to Southwest Georgia and Maintenance tracked debris locations, the status of routes and distributed crews where needed.

Local governments requested assistance on clearing roadways and removing downed trees. By Nov. 9 GDOT had hauled 2,833 loads of debris to pit sites across the district. All state route rights of way were clear in counties outside the federal major disaster declaration areas that were handled by U.S. Army Corps of Engineers contractors.

### WEATHERING WINTER STORMS

Roads and bridges are often dangerous during extreme winter weather. Georgia DOT has plans in place to treat roads before frigid weather strikes, to monitor roads during a storm and to clear them after a storm passes.

GDOT’s priorities are to keep roads safe for emergency vehicles, and achieve and maintain passable road conditions with a focus on interstates first and state routes second, from the most heavily-traveled to the least-traveled.



## WINTER WEATHER READINESS AT A GLANCE

STATEWIDE (APPROXIMATELY)



**1,938** employees  
on call covering  
**39,919** lane miles



**54,030**  
tons of salt  
on hand



**65,460**  
tons of gravel  
on hand



**426** snow removal  
equipment units (one plow  
+ spreader + truck =  
1 equipment unit)



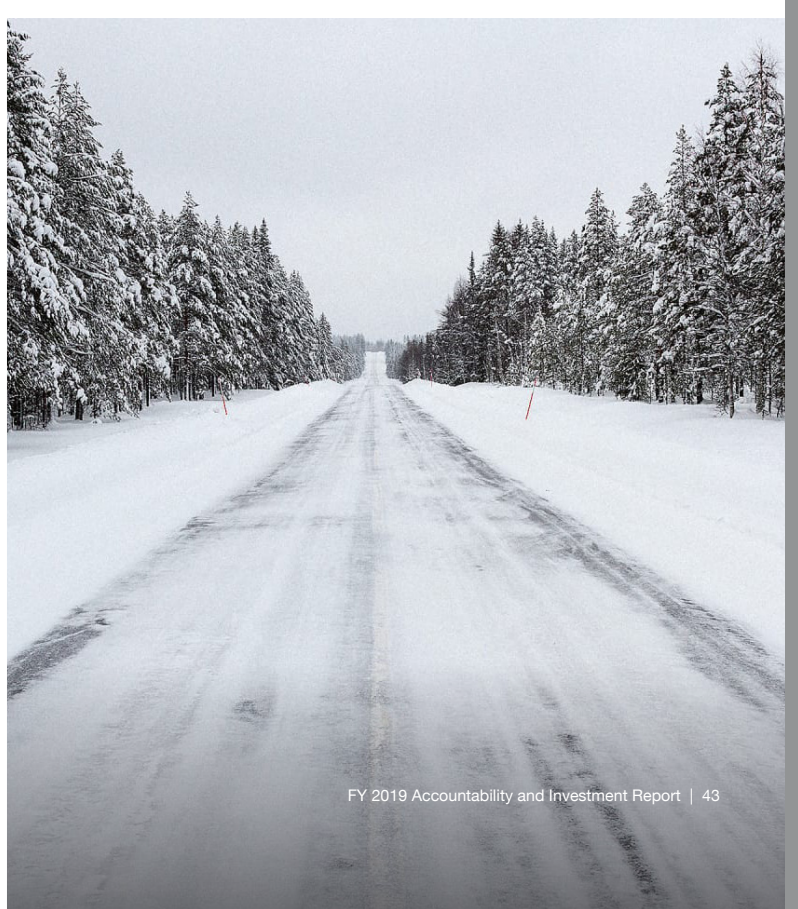
Capacity to store  
**550,000** gallons  
of brine



Can produce  
**20,000** gallons of  
brine per hour



GDOT deploys  
district resources  
to the **most-needed**  
**areas** during  
an event

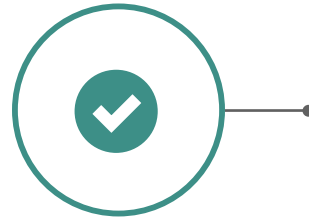


## COORDINATION WITH PARTNERS

The successful operation and continued evolution of the state's transportation infrastructure is a true team effort. Georgia DOT works closely with a variety of partners across the state, including transit providers, cities, county DOTs, and a variety of other state and federal agencies such as State Road and Tollway Authority (SRTA), Georgia State Patrol (GSP) and Governor's Office of Highway Safety (GOHS).

## QUICK RESPONSE PROGRAM

The Local Grants Office manages the Department's Quick Response program. This program allows the Department to quickly identify and implement minor safety and operational improvement projects on the State Route system. Each project is limited to a \$200,000 maximum project budget, is required to have a limited environmental impact, and is located within the existing Right of Way. Quick Response projects are low cost, big impact projects. Typical project types are turn lane additions or extensions and intersection improvements.



**115**  
Quick Response  
projects funded  
for a total of  
**\$14.7**  
Million

## GEORGIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Georgia Highway Safety Improvement Program (HSIP) monitors incidents and traffic issues, identifying locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through engineering solutions.

### SAFETY PROGRAM WHICH IS FUNDED WITH HSIP DOLLARS



HSIP Budget -  
\$100 million



### SAFETY ACTIVITY: FEDERALLY-FUNDED OFF-SYSTEM SAFETY AND HIGH RISK RURAL ROADS



73  
projects total



\$8.8 million  
High Risk Rural Roads

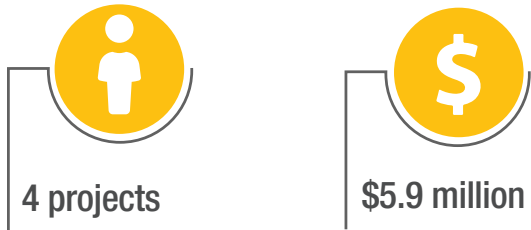


\$9.3 million  
Off-System Safety



*These types of projects can include any safety countermeasure found on on-system routes, which include roundabouts, RCUTs, median upgrades, pavement markings and signage.*

**SAFETY ACTIVITY: FEDERALLY-FUNDED PEDESTRIAN SAFETY**



*Safety improvements for pedestrians can include crosswalks, walkways, pedestrian push buttons and signal heads, ADA ramps, refuge islands, intersection improvements that slow vehicle traffic and improved lighting.*

**SAFETY ACTIVITY: INTERSECTION IMPROVEMENTS**



*Include installation of roundabouts, RCUTs, adding turn lanes, realignments of intersections, ADA ramps, pedestrian equipment, pavement markings, refuge islands, signal improvements and signage.*

**SAFETY ACTIVITY: FEDERALLY SYSTEMIC SAFETY IMPROVEMENTS**



*A systemic safety approach takes a broader view and evaluates risk across an entire roadway system. This can include striping, signage and rumble strips.*

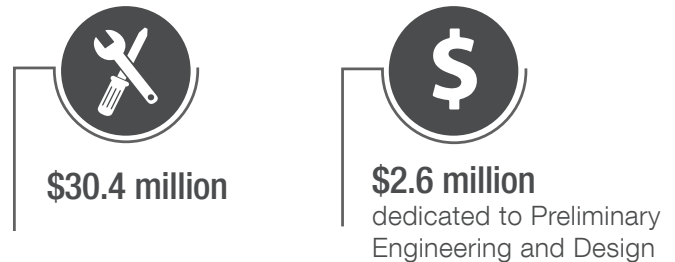
**SAFETY ACTIVITY: FEDERALLY-FUNDED PROGRAM MANAGEMENT WITH PROJECT IDENTIFICATION AND DEVELOPMENT**



**SIGNAL UPGRADE PROGRAM - SPECIFICALLY FUNDED WITH HSIP DOLLARS**



**SAFETY ACTIVITY: FEDERALLY-FUNDED PROGRAM MANAGEMENT WITH PROJECT IDENTIFICATION AND DEVELOPMENT**



**SAFETY ACTIVITY: INTERSECTION IMPROVEMENTS**



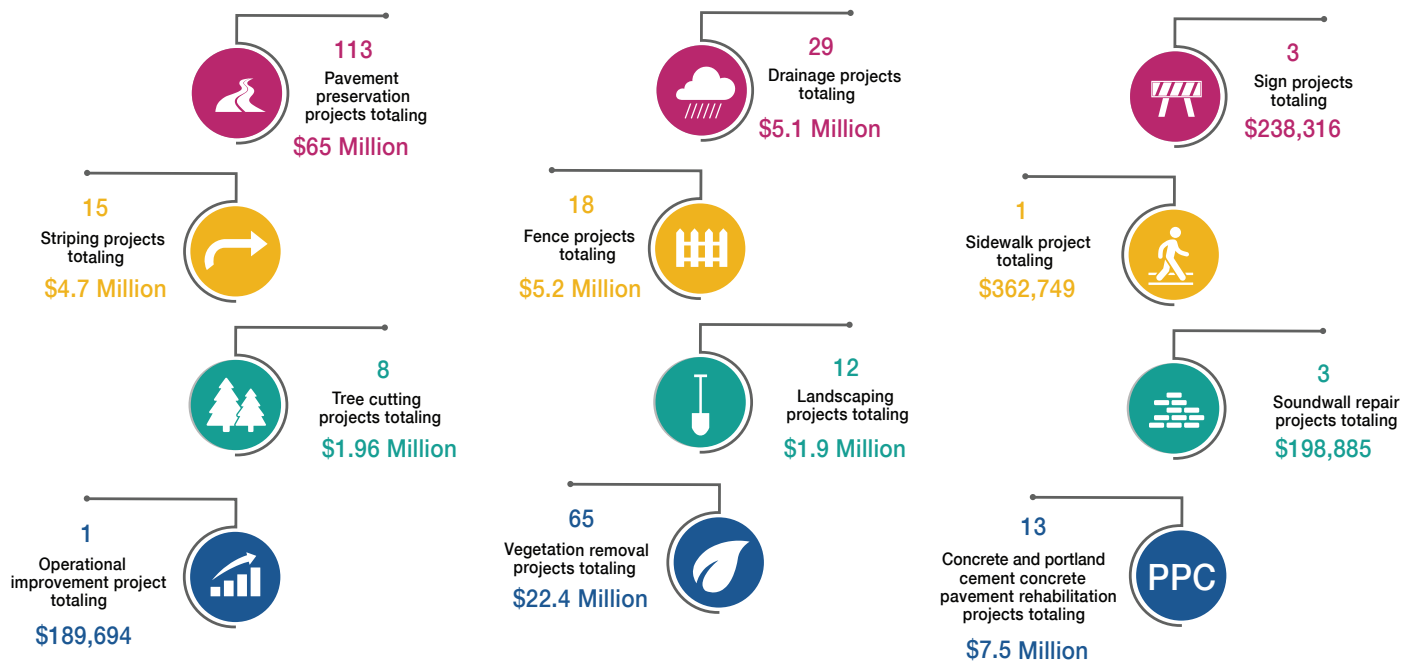
*Signal upgrade projects can consist of the installation of mast arms, upgrade of pedestrian equipment, new traffic signals, vehicle detection, new pavement markings and ADA ramps.*

# Maintenance and Asset Management

Georgia DOT's objective is to maintain its transportation infrastructure so that residents and travelers across Georgia can enjoy access to a well-maintained system that improves connectivity. Routine maintenance expenditures like bridge maintenance, paving, signage, striping, lighting, mowing, vegetation management and guardrail repair help keep Georgia's infrastructure safe and operational.

Maintenance Activity	Projects	Unit in Centerline Miles	Approximate Amount
Interstate Maintenance and Resurfacing (Concrete Rehab and Asphalt Resurfacing)	11	158	\$183 Million
State Route Resurfacing (Concrete Rehab and Asphalt Resurfacing)	101	754	\$284 Million
Pavement Markings (Restriping and Raised Pavement Marking (RPM) Replacement)	13	132	\$10.5 Million
Awarded Routine Maintenance Contracts	281	N/A	\$114.9 Million

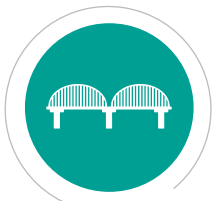
## FY 19 DISTRICT CONTRACTS FOR ROUTINE MAINTENANCE BY TYPE



**TOTAL - \$114.9 MILLION**

## REPAIRING AND REPLACING GEORGIA'S BRIDGES

Georgia has 14,750 bridges: 6,736 state-owned bridges and 8,014 locally-owned bridges. Each year, Georgia DOT's Office of Bridge Design and Maintenance develops plans for bridge improvement projects, conducts emergency repairs and replacements, performs reviews for permits, evaluates damage to bridges and conducts numerous bridge inspections to ensure bridge structures meet the highest safety standards. Currently there are 1,551 bridges in need of replacement statewide.



**14,750**  
Total bridges  
located in Georgia  
(**6,736** state-  
owned, **8,014**  
locally-owned)



**8,414**  
Bridge  
inspections  
annually



**\$41.9 Million\***  
in maintenance  
that extends bridge  
life 20-25 years



**\$509.5 Million**  
in construction and  
widening of **65**  
bridge structures  
in FY 2019



**67 State-owned**  
and **321** locally-  
owned bridge  
structures in  
poor condition

\* \$41.9 million includes 25 deck overlay projects totaling \$4.6 million, 42 bridges being painted for \$9.6 million and rehabilitation of 22 bridges totaling \$27.7 million for FY 19





## Spotlight on Bridge Replacement

### Elliott Road over Walnut Creek and Blackhall Road over Rum Creek in Henry County

Two Accelerated Bridge Construction (ABC) projects were completed in FY19 - Elliott Road over Walnut Creek and Blackhall Road over Rum Creek, both in Henry County. These bridges were excellent candidates for both the Department and the contractor to design and build a bridge using accelerated design and construction techniques. Both bridges were deficient and required replacement, and their locations, traffic and bridge configurations made them good candidates for the process. Both bridges were built with off-site detours and had 45-day and 60-day road closures, respectively. A typical bridge closure for these types of bridges would have been closer to 12-18 months.

Although not every bridge is an ABC candidate, the Department is working on new design and construction techniques to ultimately reduce the construction/road closure times for bridge projects in the future. The total investment from GDOT for each of these projects was \$4.6 million and \$6.4 million, respectively.

### Northside Drive over Peachtree Creek in Atlanta

The Northside Drive bridge over Peachtree Creek in Atlanta was built in 1926 and is in need of replacement, but is located in a high-volume traffic area making for a difficult and lengthy construction schedule. The use of ultra-high performance concrete (UHPC) on this project will help provide increased strength to the concrete at a much faster rate that can simplify and speed up construction. This project was let in 2019 with construction to begin in January 2020. When complete (expected August 2021), this bridge will provide two 10-foot lanes, a 10-foot left turn lane, a 2-foot shoulder, 4-foot bike lane, a 5-foot sidewalk on the west side, and a 5-foot shoulder on the east side. In addition, there will be a 15-foot pedestrian bridge constructed next to the new bridge to connect existing multi-use paths. Investment in the project is \$15.2 million.

## College Street Bridge Drive over Norfolk Southern Railway (NSRW) and State Route 247 Bridge (Pio Nono St.) over Norfolk Southern Railway in Macon

These two projects are vital for the freight-rail transportation network to allow for double stacked rail cars. The projects are managed by the Innovative Delivery team in an effort to identify risks and proactively handle them as they come up in design and/or construction. The projects were let in FY 19 with joint funding from NSRW. GDOT's investment is \$16 million.

## Bridge on State Route 53 over Lake Lanier

The bridge on State Route 53 over Lake Lanier was built in 1956 and modified in 1992. This bridge replacement project was let in June 2019 and is a Design Build project scheduled to be completed by November 2022. The department is committed to reducing the number of fracture critical bridges in Georgia. This bridge is considered fracture critical and has several fatigue prone members. The bridge currently services over 23,000 vehicles a day and the total investment for this project is \$25 million.

## State Route 25 Bridge over Pipemaker Canal

State Route 25 bridge over Pipemaker Canal is a very important project that will support Georgia's growing need to move freight effectively. This bridge spans rail lines that are key for expansion and coordination with the Port of Savannah's \$220.5 million upgrade to double capacity. GDOT's investment in this project is \$13.2 million. GDOT and the city of Garden City agreed to close a portion of State Route 25 to construct the bridge without traffic for 12 months.



Pipemaker Canal roadway

# Bridge Replacement Program

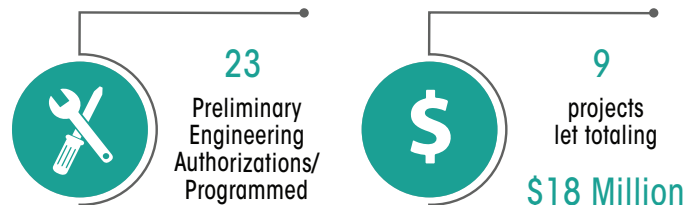
## LOW IMPACT BRIDGE PROGRAM (LIBP)

The LIBP was introduced in 2014 and has replaced and reopened 25 bridges. Another 16 have been let or are currently under construction and 34 more are programmed for replacement within the next two to three years. These projects must meet low impact criteria such as no geometry or grade changes, low environmental impacts and all detours must be off-site and approved by local entities. LIBPs are completed with expedited delivery using prefabricated bridge components.

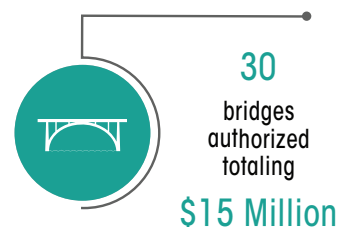
## LOCAL BRIDGE REPLACEMENT PROGRAM (LOCBR)

The replacement of a deficient, weight-limited bridge represents considerable expense for local counties and municipalities. In 2017, GDOT created the LOCBR to partner with the local governments to replace off-system deficient bridges. LOCBR is a federally-funded program that provides preliminary engineering costs, utility relocations, construction costs and a percentage of the preliminary right of way (ROW) estimate including acquisition fees and other related costs. In partnering with local governments for a portion of the ROW expenses, GDOT provides a bridge that meets current safety standards and lowers the number of posted bridges in Georgia. The LOCBR looks to reduce overall costs and construction time by utilizing off-site detours whenever feasible, using prefabricated bridge elements for construction and minimizing ROW needs by way of practical bridge design. In 2017, 34 bridges were added to the program and now have preliminary engineering (PE) activities underway. An additional 56 bridges were added to the program in 2019 with PE activities expected to begin in July 2021.

## Low Impact Bridge Program

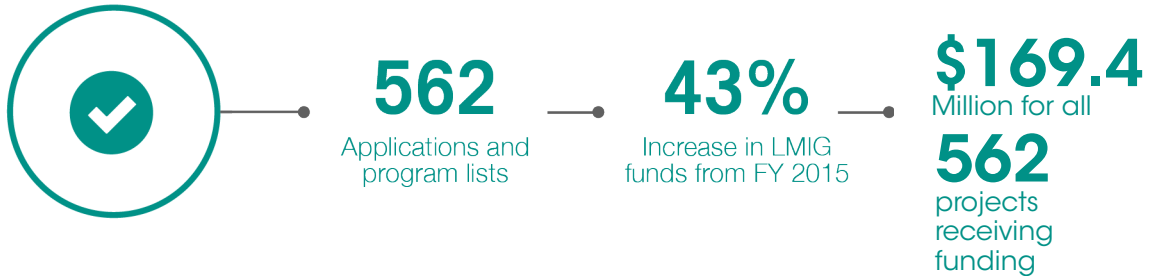


## Local Bridge Replacement Program



## LOCAL MAINTENANCE AND IMPROVEMENT GRANT (LMIG)

The Local Maintenance and Improvement Grant (LMIG) program enables Georgia DOT to administer state motor fuel tax funds to local governments to help with infrastructure improvements on county- and city-owned roads and bridges. The program, which allows local governments flexibility and quick project delivery, requires a local match based on a formula that considers population and local roadway miles. Eligible projects include road patching and resurfacing, turn lanes and safety upgrades.



## GEORGIA ROADSIDE BEAUTIFICATION EFFORTS

### Sponsor-A-Highway

The Sponsor-A-Highway roadside clean-up program promotes local pride in Georgia's roads and interstates. The program, managed by a private company, solicits support from local businesses who financially sponsor a section of roadside for litter pickup. In recognition of their contribution toward improving the community, the business name is placed on a Clean Georgia sign at the site. Currently there are 108 miles sponsored throughout the state, and the program continues to expand. Sponsor-A-Highway operates at no cost to GDOT or to taxpayers, and is in addition to GDOT's litter pickup, which is conducted prior to scheduled mowing.

### The Wildflower Program

The Wildflower Program was initiated over 40 years ago by Rosalyn Carter when she was First Lady of Georgia. The program, operated by Georgia DOT and funded by sales of wildflower-themed license plates, was started as a way to add color to Georgia's state roads and to create a calming effect for motorists. The program has since evolved from just planting beautiful flowers to serving an even greater role in Georgia's ecosystem with the addition of pollinator meadows that encourage environmental sustainability and boost habitats for imperiled species like the monarch butterfly. Each year, GDOT plants both annual and perennial wildflowers on Georgia rights of way throughout the state. In addition, the Wildflower Program distributes thousands of wildflower seed packets to educate, raise awareness and enable the traveling public to beautify their own spaces.

### GDOT is Georgia Grown

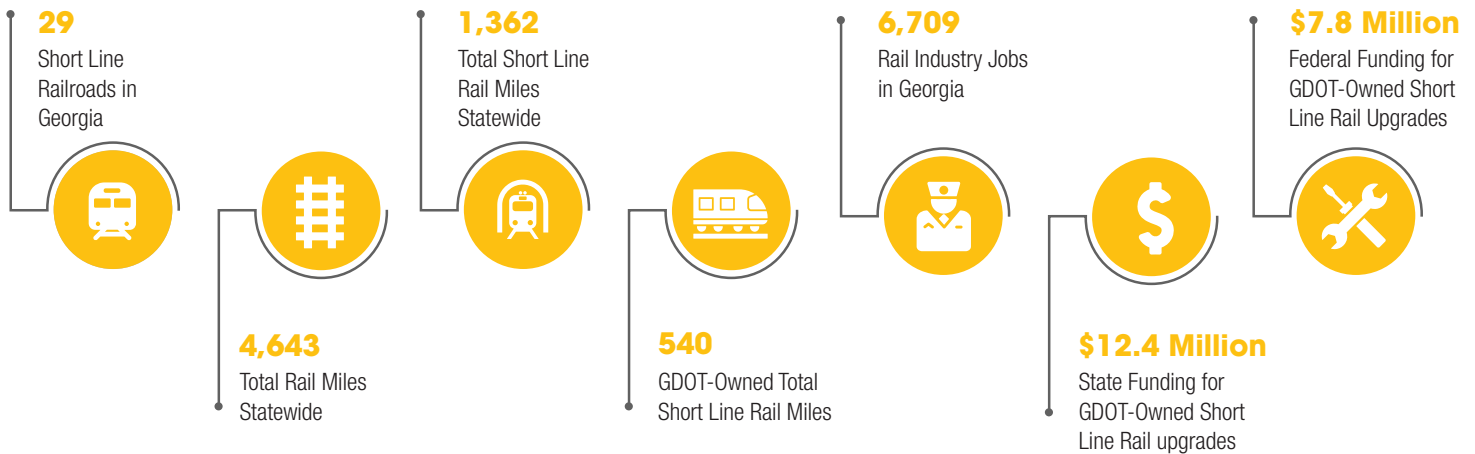
In an effort to protect and preserve the natural beauty of the great state of Georgia, Georgia DOT requires all state-funded projects to comply with the "Georgia Grown" program, ensuring that contractors use landscaping plant materials grown in Georgia when completing, maintaining and beautifying Georgia's interstate highways, state routes and welcome centers.



# Intermodal

Georgia's mobility is not dependent on any one mode of transportation. Georgia DOT continually examines ways to enhance the state's comprehensive transportation network through rail, transit, aviation and waterways. The Division of Intermodal is responsible for building relationships with intermodal partners in Georgia and improving the infrastructure, operational efficiency and safety of Georgia's intermodal transportation systems.

## RAIL



## MAJOR ACCOMPLISHMENTS

- Awarded a \$7,809,142 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Grant from the Federal Railroad Administration for rail rehabilitation projects.
- Initiated the 2020 update to the Georgia State Rail Plan
- Provided mandatory State Safety Oversight for the successful transition of the Atlanta Street Car to MARTA
- GDOT-owned shortline railroads support Georgia's economic vitality and competitiveness on a regional, national and global scale by providing strategic first and last-mile connections between Georgia's Class I railroad network, industries and the ports.



# TRANSIT



Georgia Transit System Serves:  
**123 Counties**  
 increased by 4 counties in 2019



FY 2019 Transit Funding  
**Federal:** \$42.1 Million  
**State:** \$1.8 Million  
**Local:** \$26.9 Million  
**Total: \$70.9 Million**



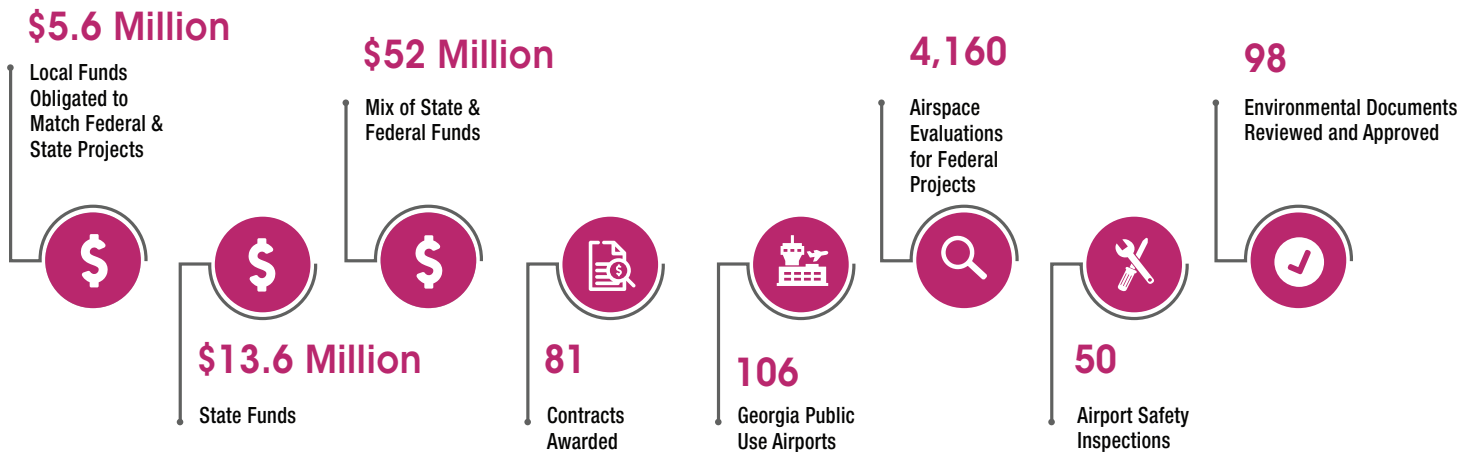
**570 Vehicles**  
 in service for the  
 Rural Transit Systems  
 and its users in Georgia



**Contracts Awarded: 123**  
**Metropolitan Planning:** 12  
**Statewide Planning:** 10  
**Small Urban Program:** 8  
**Rural Program:** 89  
**Mobility Management:** 3  
**Bus and Bus Facility:** 1



# AVIATION

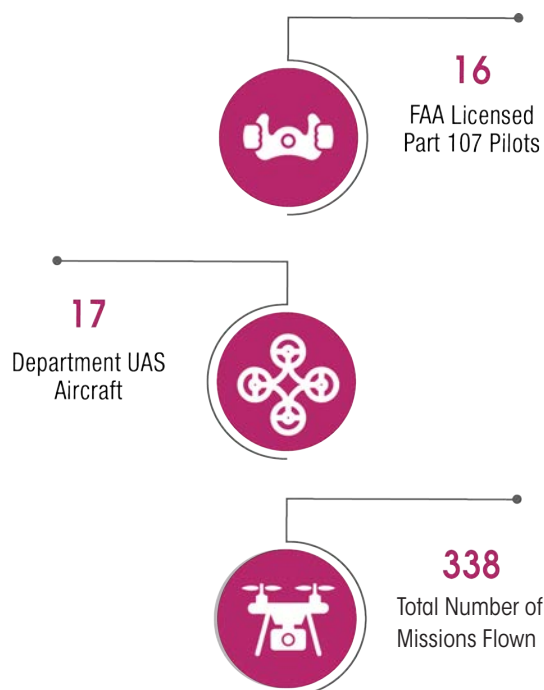


## MAJOR ACCOMPLISHMENTS

- Completed Georgia Statewide Airport System Plan Update Identifying \$261 Million in Annual Investment Need
- Awarded \$14.5 Million in Supplemental FAA Appropriations for 4 Additional Airport Projects
- Completed the First Enhanced Runway Safety Area Project using an Engineered Material Arresting System (EMAS) at the DeKalb-Peachtree Airport.

## AVIATION PROGRAM UNMANNED AIRCRAFT SYSTEMS (UAS) PROGRAM

In FY 19 the Department expanded the use of UAS missions to aid in advancing operational improvements on interstates and the state route system. The program utilizes mapping and photogrammetry of projects converted to 3D models, which allows engineers to inspect and improve roadway designs and plans. UAS also proved very effective in aiding emergency response during Hurricane Michael in October 2018.



### MISSION TYPES FOR UAS

- Pre-Design Intersection Improvements
- Project Documentation
- Emergency Response

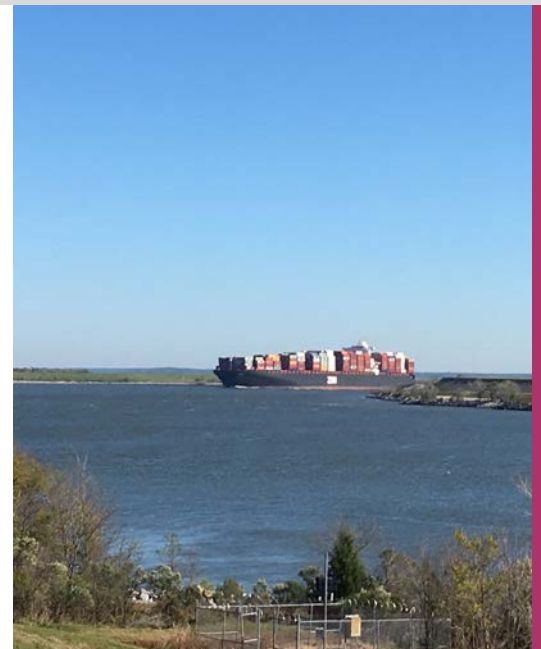


# WATERWAYS

## MAJOR ACCOMPLISHMENTS

### Savannah Harbor Expansion Project (SHEP):

- \$2.4 Million Project to increase Dredged Material Containment Area (DMCA) for SHEP
- The Lower Dissolved Oxygen (DO) generating site begins operation to mitigate O2 losses caused by harbor deepening
- 8,658 acres of DMACs to support the Savannah and Brunswick Harbors



### GEORGIA'S FOUR PORTS ARE:

#### Maritime:

- Port of Savannah
- Port of Brunswick

#### Inland:

- Bainbridge
- Columbus



# Safety

## SAFETY IS THE NUMBER ONE PRIORITY FOR GEORGIA DOT

Safety plays an intrinsic role at Georgia DOT. One of the department's strategic goals is investment in safety for all Georgians. Whether it's motorists taking the interstate to get to work, or Georgia DOT's dedicated workers building new or improving existing roadways, the department is committed to preserving safety through preventative measures and safety programs.



### DRIVE ALERT ARRIVE ALIVE

The Drive Alert Arrive Alive campaign seeks to change dangerous driving behaviors. The program focuses on educating Georgia drivers about simple changes they can make to save lives: buckle up, stay off the phone and drive alert. Through Georgia DOT's partnership with the Governor's Office of Highway Safety (GOHS) and the Georgia Department of Public Safety, the campaign helped reduce fatalities in Calendar Year (CY) 2018 by two percent. In CY 2019, overall motor vehicle fatalities appear to be tracking at a similar pace as 2018.



### HANDS-FREE LAW

Georgia's Hands-Free law went into effect July 1, 2018. The law complements GDOT's Drive Alert Arrive Alive campaign by requiring hands-free technology when drivers use a cell phone or other electronic device. The law makes it illegal in Georgia for a driver to hold a phone in their hand or to use their body to support a phone.



### SEE & BE SEEN

The See & Be Seen campaign, now in its third year, was launched to address an alarming increase in pedestrian fatalities in Georgia. The program provides concise educational information to improve safety for those who travel on foot and emphasizes the shared responsibility between drivers and pedestrians.

In CY 2018, 264 people were killed while walking in Georgia. That's up 54% from 2014 and is the highest annual pedestrian fatality count in state history. In CY 2019, pedestrian fatalities appear to be tracking at a similar pace as 2018, underscoring the need for ongoing education and awareness.



### TEENS IN THE DRIVER SEAT

Teens in the Driver Seat is a peer-to-peer program that provides resources, information and activity ideas to teens so that they can spread the message to their contemporaries. Each team has a teacher/sponsor who helps guide the program in the school. Teens in the Driver Seat addresses the top risks teens face behind the wheel: distractions like phones and other passengers; nighttime and drowsy driving; speeding; seat belt use; and impairments like alcohol and drugs.

The program also provides information about how to drive near large vehicles and has activities that support research and school vs. school competition. These are creatively designed to promote safety and drive down teenage motor vehicle crashes within a fun competitive structure. Because of its positive results, TDS has won dozens of awards (including eight national awards) and has been recognized as a national best-practice model four times by the U.S. Department of Transportation, the Governors Highway Safety Association and the National Safety Council.



### SCHOLASTIC YOUTH SAFETY PARTNERSHIP

In partnership with global children's publishing, education and media company Scholastic, Georgia DOT launched the Recognizing the Risk campaign in FY 19 in an effort to help better educate the next generation of Georgia drivers. In 2018, 70 percent of the 1,514 fatalities on Georgia roads occurred as a result of distracted behavior, including 265 fatalities involving pedestrians. Building on GDOT's existing Drive Alert Arrive Alive and See & Be Seen campaigns, the multi-year educational initiative provides middle school students, teachers and parents with valuable classroom resources focused on promoting pedestrian and driver safety by discussing the hazards of texting, headphones and more.



## SAFETY ON MY MIND

GDOT'S employee safety initiative Safety On My Mind focuses on preventable workplace incidents with the goal of heightening safety awareness, reducing workplace injuries and preventing tragic fatalities. Employees are trained to think safety-first – and always “Think. Look. Do.”

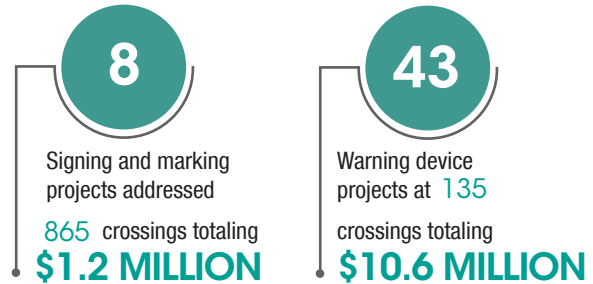
## WORK ZONE SAFETY AWARENESS

Roadway work zones are hazardous for workers and for the public. In fact, most victims in work zone crashes are drivers or passengers. In 2018 there were more than 27,000 crashes in work zones resulting in 8,928 injuries and 52 fatalities.

Each spring, Georgia DOT and departments of transportation across the country observe National Work Zone Awareness Week, generating public awareness and honoring department employees who have died in the line of duty. Work zone safety is a shared responsibility, and motorists must be vigilant while driving in work zones. Obey the rules in work zones – pay attention – slow down – watch for workers. And expect the unexpected. It can make the difference between life and death. Work zone safety is everybody's responsibility.

## RAILROAD SAFETY PROGRAM

Georgia DOT's Office of Utilities handles railroad coordination and safety activities for the more than 5,300 public highway rail grade crossings across the state.



## RUMBLE STRIPS INSTALLATION

In 2018 there were...

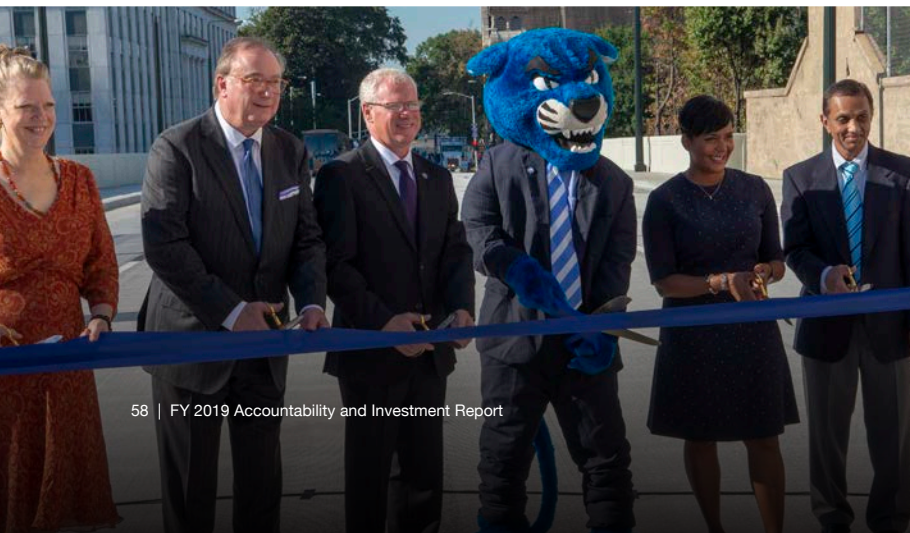


The Georgia Department of Transportation's Safety Engineering Program implements projects to help reduce these crash types and potentially save lives. One of the leading countermeasures to roadway and lane departure crashes is the installation of rumble strips. The Federal Highway Administration states that rumble strips are a proven safety countermeasure. Rumble strips are milled or raised elements in the pavement, shoulder, edge line, or center, intended to alert drivers through vibration and sound that their vehicle has left the travel lane. The safety benefits of installing center line rumble strips can be a 44-64% decrease in head-on, opposite-direction, and sideswipe fatal and injury crashes.

In addition, shoulder rumble strips can potentially decrease single-vehicle, run-off-road fatal and injury crashes by 13-51%. The Department invested approximately \$16.6 million in rumble strip projects in FY 19. These projects were streamlined, let to construction and installed in less than one year.

# Georgia DOT Honors

- Northwest Corridor Express Lanes received multiple accolades in its first year.
  - National Award of Merit/Transportation from the Design-Build Institute of America (DBIA).
  - No. 1 road for 2018 from Roads & Bridges Magazine.
  - Grand prize in preconstruction design from Georgia Partnership for Transportation Quality (GPTQ)
  - 2019 Precast Concrete Institute Design Award for the best bridge with a main span of more than 150 feet.
- Memorandum of Understanding/Defining the Area of Potential Effect for MMIP won a GPTQ award in the category NEPA Environmental Protection.
- Courtland Street Bridge Replacement received a design-build National Award of Merit/Transportation from the DBIA.
- Commissioner Russell R. McMurry, P.E. received multiple honors:
  - Elected to serve year-long term as president of Southern Association of State Highway and Transportation Officials (SASHTO).
  - Appointed to two-year term as chair of the American Association of State Highway and Transportation Officials (AASHTO) Council on Highways and Streets.
  - Named one of The Atlanta 500 by Atlanta Magazine.
- Georgia DOT's Transit Program received a Federal Transit Administration Certificate of Outstanding Achievement in recognition of its performance in the 2018 State Management Review.
- PATH400 Trail received the most online votes from the public and was named the national 2018 People's Choice winner of AASHTO's America's Transportation Awards.
- Office of Procurement-Operational Procurement Section won the Achievement of Excellence in Procurement® Award from the National Procurement Institute, Inc.
- I-85 Rebuild named Project of the Year by the American Public Works Association (APWA) Georgia Chapter in Disaster or Emergency Construction/Repair, \$5 Million to \$25 Million category.



- I-16/I-75 Interchange/Pleasant Hill mitigation named Project of the Year from the APWA Georgia Chapter in Historic Restoration/Preservation, \$5 Million to \$25 Million category.
- Office of Strategic Communications received “Best Of” honors from the AASHTO Committee on Transportation Communications (TransComm) for the FY 2018 Accountability and Investment Report and The Extra Mile blog.
- Engineering Georgia recognized State Transportation Board members and GDOT leaders.
  - Named to their list of Top 100 Influential Women in Georgia: Ann Purcell, Stacey Key, Emily Dunn, Dana Lemon, Meg Pirkle, Hiral Patel, Carol Comer and Kimberly Nesbitt.
  - Named to their list of Top 50 Women in the Know: Natalie Dale and Marlo Clowers.
- Office of Traffic Operations received honors from Intelligent Transportation Society (ITS) of Georgia.
  - The ITS team received the Larry R. Driehaup Award for work on the Northwest Corridor.
  - Traffic Ops received the Innovation: Outside the Box Award for Application of Advanced Arterial Performance Metrics, which provides free access to advanced corridors and signal metrics to engineers across Georgia.
  - Traffic Ops received the Project of Significance Award for deploying the I-475 smart corridor in Macon, the world’s longest contiguous 100 percent video detection coverage.
- Georgia Plant Conservation Alliance (GPCA), the result of a partnership between GDOT’s Ecology Section in the Office of Environmental Services and external environmental agencies, received the FHWA 2019 Environmental Excellence Award in the category of “Ecosystems, Habitat, and Wildlife.” The GPCA also received an environmental excellence award from the National Association of Environmental Professionals.



# Georgia DOT Districts

Georgia DOT has seven district offices that are responsible for operating and maintaining the state's transportation system at the local level.

## District 1

Northeast Georgia

VACANT

District Engineer  
1475 Jesse Jewell Parkway  
Suite 100  
Gainesville, GA 30501  
770.532.5500

## District 2

East Central Georgia

Corbett Reynolds

District Engineer  
643 Hwy 15 S  
Tennille, GA 31089  
478.552.4600

## District 3

West Central Georgia

Michael Presley, P.E.

District Engineer  
115 Transportation Blvd  
Thomaston, GA 30286  
706.646.6900 / 7500

## District 4

Southwest Georgia

Van Mason

District Engineer  
710 W. 2nd Street  
Tifton, GA 31794  
229.386.3280

## District 5

Southeast Georgia

Robert McCall

District Engineer  
204 North Highway 301  
Jesup, GA 31546  
912.427.5711

## District 6

Northwest Georgia

Grant Waldrop, P.E.

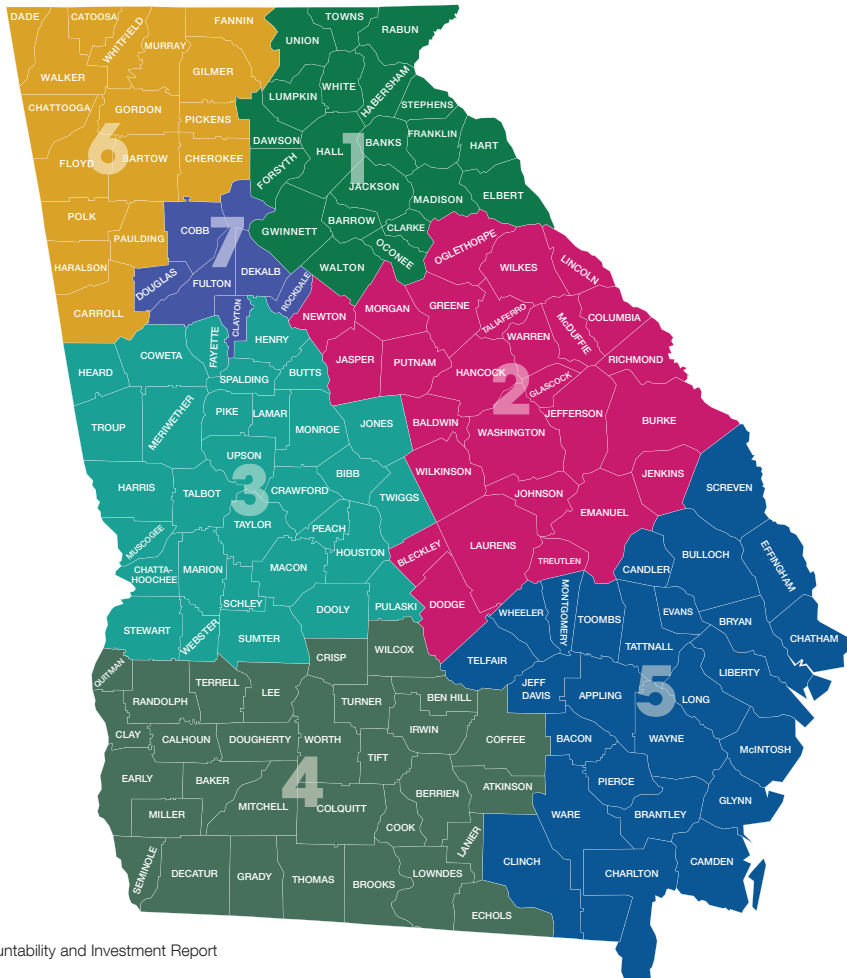
District Engineer  
30 Great Valley Parkway  
White, GA 30184  
678.721.5286

## District 7

Metro Atlanta Georgia

Kathy Zahul, P.E.

District Engineer  
5025 New Peachtree Road  
Chamblee, GA 30341  
770.216.3810





# Georgia DOT Contacts

**Customer Service**..... 404.361.1990

## Commissioner and Staff

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 Crystal James, Executive Assistant to the Commissioner ..... 404.631.1018  
 Jimmy Smith, Special Assistant to the Commissioner ..... 478.553.3411  
 Mike Dover, P.E., Deputy Commissioner ..... 404.631.1021  
 Anita Henson, Special Assistant ..... 404.631.1023  
 Meg Pirkle, P.E., Chief Engineer ..... 404.631.1004  
 Angela Whitworth, Treasurer ..... 404.631.1029  
 Kristen Thompson, Board Executive Assistant ..... 404.631.1001  
 Erik Rohde P.E., Engineering Services/Environmental Compliance ..... 404.631.1770  
 Josh Nix, Audits ..... 404.631.0311  
 Josh Waller, Policy and Government Affairs ..... 404.631.1007  
 Mike Hopkins, Performance-based Management and Research ..... 404.631.1743  
 Kenneth Franks, Transportation Investment Act (TIA) Administrator ..... 404.631.1568  
 Selena Riordan, Alternative Finance ..... 404.631.1316

## Division of Administration/General Counsel

Matt Cline, General Counsel ..... 404.631.1496  
 Annette Simelaro, Deputy General Counsel /Legal Services ..... 404.631.1437  
 Jedidiah Cochran, Claims Counsel..... 404.347.0650  
 Kimberly King, Equal Employment Opportunity (EEO) ..... 404.631.1972  
 Monica Ivey, Human Resources ..... 404.631.1515

## Division of Construction

Marc Mastronardi, Director ..... 404.631.1970  
 Monica Flournoy, Materials ..... 404.608.4708  
 John Hancock, Construction ..... 404.631.1971  
 Nicholas Fields, Bidding Administration ..... 404.631.1607

## Division of Engineering

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 Andy Casey, Roadway Design ..... 404.631.1700  
 Bill DuVall, Bridge Design ..... 404.631.1883  
 Troy Byers, Right-of-Way ..... 404.347.0227  
 Brent Story, Design Policy and Support ..... 404.631.1600  
 Meghan Hedeem, Environmental Quality ..... 404.631.1812

## Division of Finance

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 George Christensen, Budget Services ..... 404.631.1316  
 Angie Robinson, Financial Management ..... 404.631.1291  
 Kirkley Renwick, General Accounting ..... 404.347.0313

## Division of Intermodal

Carol Comer, Director ..... 404.347.0573  
 Joanna Campbell, Administrator ..... 404.631.1242

## Division of P3

Joe Carpenter, Director ..... 404.631.1928  
 Darryl VanMeter, Innovative Delivery ..... 404.631.1703

## Division of Permits and Operations

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Eric Conklin, Transportation Data .....	404.631.1747
Patrick Allen, Utilities .....	404.631.1380
Andrew Heath, Traffic Operations .....	404.635.2828
Andy Doyle, Maintenance .....	404.631.1390

## Division of Planning

Paul Tanner, Administrator .....	404.631.1747
----------------------------------	--------------

## Division of Program Delivery

Albert Shelby, Director .....	404.631.1758
Kimberly Nesbitt, Program Delivery .....	404.631.1575
Bobby Hilliard, Program Control .....	404.631.1122

## Other Key Offices

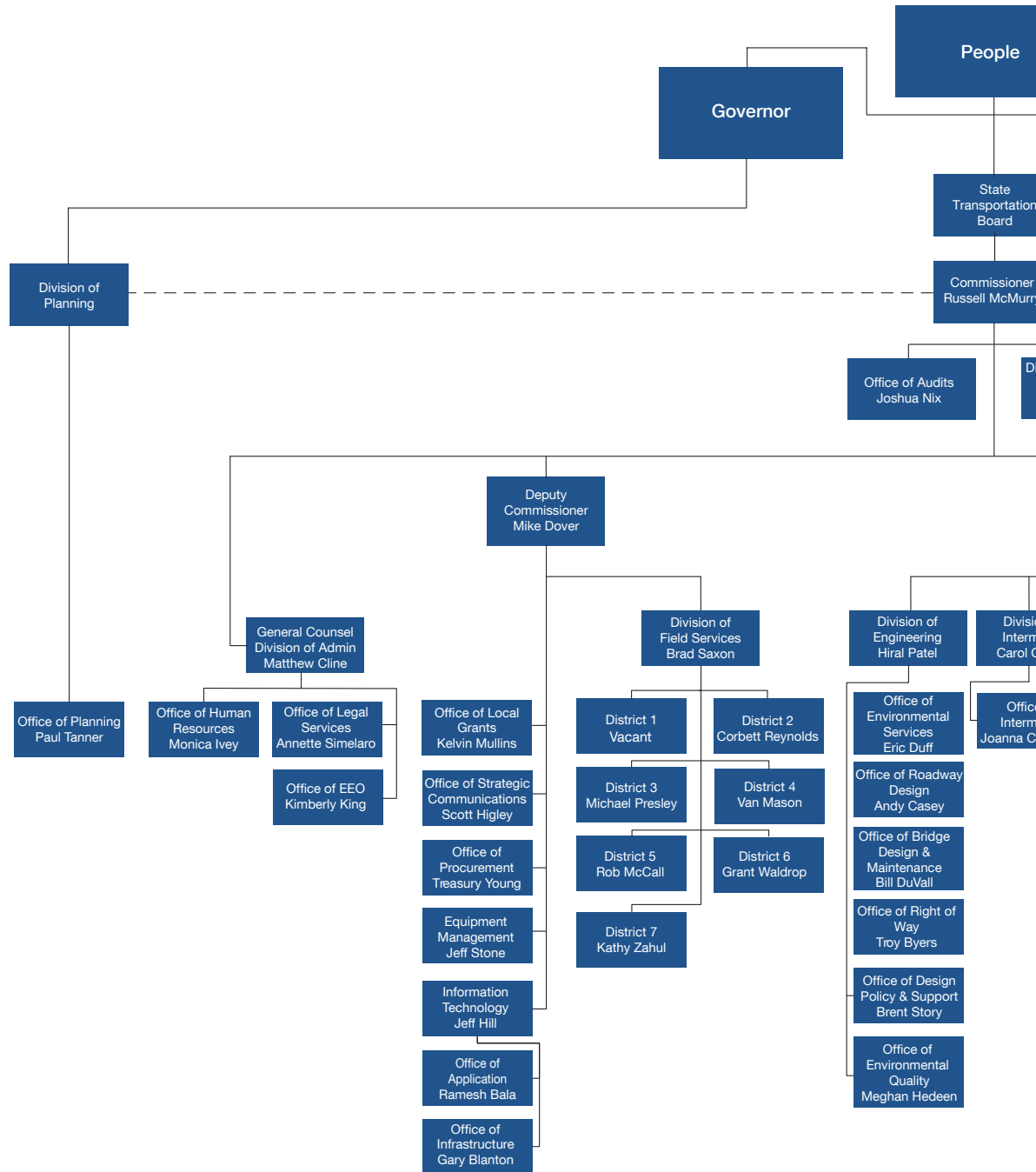
Kelvin Mullins, Local Grants .....	404.631.1002
Brad Saxon, Field Services .....	912.424.8972
Scott Higley, Strategic Communications .....	404.347.0543
Treasury Young, Procurement .....	404.631.1435
Jeff Stone, State Management Equipment Administrator .....	770.484.3201
Jeff Hill, Information Technology .....	404.631.1590
Ramesh Bala, Application .....	404.631.1643
Gary Blanton, Infrastructure .....	404.631.1634

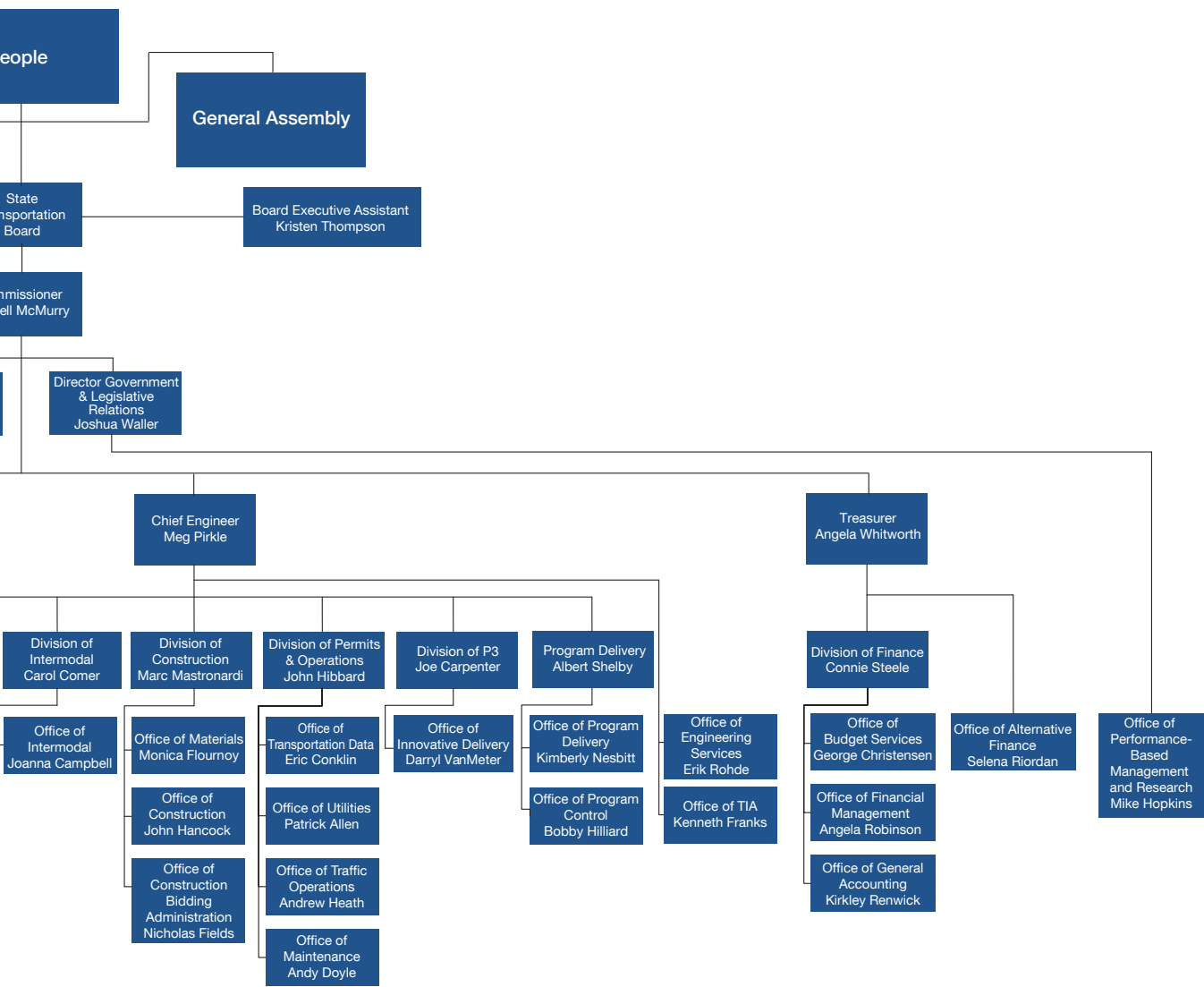


# Appendix

## GEORGIA DEPARTMENT OF TRANSPORTATION ORGANIZATION CHART

As of November 2019







## Interoffice Memo

**FILE:**

**DATE:** July 10, 2019

*Bobby Hilliard*

**FROM:** Bobby Hilliard, P.E., Program Control Administrator

**TO:** Jay Roberts, Director of Planning

**SUBJECT:** Senate Bill 200 Reporting

Please find attached the semi-annual reports detailing the status of projects valued in excess of \$10 million for all phases:

**Attachment A:** Details of the status of projects Opened to Traffic during Fiscal Year 2019 over \$10 million in value

**Attachment B:** Status of Active Construction Projects over \$10 million in value during Fiscal Year 2019

**Attachment C:** Status of Active Projects under design greater than \$10 million in value (Current STIP 2018 – 2021)

If you have any questions, please contact Bobby Hilliard at (404) 631-1122.

BKH

Attachments

cc: Russell McMurry, P.E., Commissioner  
Margaret Pirkle, P.E., Chief Engineer  
Albert V. Shelby, III, Director of Program Delivery  
Paul Tanner, State Transportation Planning Administrator

# ATTACHMENT A

## Georgia DOT Projects Opened to Traffic During Fiscal Year 2019 Over \$10 Million in Value

Count	Contract ID	Federal/State Project No	GOOT PT NO	Description	County	Current Completion Date	Time Charges Stop Date	Construction Completed on Time	Allotment	Final Earnings	% of Allotment	Within Budget	Comment
1	B1CBA1600705-0	STP00-0000-00(544)	0000544	SR 133 - WIDENING AND RECONSTRUCTION	Books	5/22/2019	5/22/2019	Yes	\$26,708,418	\$26,674,945	100.62%	No	Contractor was over budget
2	B14628-15-000-0	STP00-0000-00(545)	0000545	SR 133 - WIDENING & RECONSTRUCTION	Books	8/14/2018	8/14/2018	Yes	\$32,043,562	\$29,957,377	93.49%	Yes	
3	B14937-15-000-2	CSRRG-0007-00(021)	0007021	SR 53 - BRIDGE RONS	Forsyth	3/31/2019	4/11/2019	No	\$19,887,992	\$19,610,818	98.61%	Yes	Contractor did not complete on time
4	B14929-15-000-0	CSNHS-0007-00(885)	0007885	GRANGE RD (CS 650) - INTERSECTION IMPROVEMENTS	Chatham	11/22/2018	11/2/2018	Yes	\$10,781,515	\$12,700,975	117.80%	No	Contractor was over budget
5	B1CBA1601681-0	0012699	0012699	I-16/SR 404 & I-75/SR 401 - INTERCHANGE IMPROVEMENTS	Bibb	6/30/2018	6/30/2018	Yes	\$12,330,994	\$12,397,884	100.54%	No	Contractor was over budget
6	B34939-15-000-0	0013367	0013367	SR 400 - WIDENING	Forsyth	12/6/2018	12/6/2018	Yes	\$47,470,406	\$58,142,912	122.48%	No	Contractor was over budget
7	B15001-15-000-0	110600-	110600-	I-85/SR 403 - MANAGED LANES	Gwinnett	11/3/2018	11/3/2018	Yes	\$186,265,000	\$148,916,273	79.95%	No	
8	B14778-14-000-0	STP00-7007-00(006)	250610-	WINDSOR SPRING RD (CR 65) - BRIDGE REPLACEMENT	Richmond	7/31/2018	7/31/2018	Yes	\$27,765,203	\$25,291,327	91.09%	Yes	
9	B14778-14-000-0	STP00-7007-00(006)	250615-	WINDSOR SPRING RD (CR 65) - BRIDGE REPLACEMENT	Richmond	7/31/2018	7/31/2018	Yes	\$27,765,203	\$1,988,588	7.20%	Yes	Contractor did not complete on time
10	B14934-15-000-0	HPPNE-0084-00(027)	522780-	US 84/SR 38 - WIDENING & RECONSTRUCTION	Ware	9/28/2018	3/26/2019	No	\$34,096,742	\$30,573,837	89.67%	Yes	
11	B14877-14-000-0	STP00-0019-01(015)	621500-	SR 140 - WIDENING & RECONSTRUCTION	Bartow	10/28/2018	10/28/2018	Yes	\$11,944,259	\$9,117,554	76.33%	Yes	
12	B14877-14-000-0	STP00-0019-01(015)	621505-	SR 140 - BRIDGE REPLACEMENT	Bartow	10/28/2018	10/28/2018	Yes	\$11,944,259	\$4,292,684	35.94%	Yes	
13	B34834-14-000-1	IMNH0-0285-01(054)	713290-	I-285/SR 407 - INTERCHANGE & BRIDGE CONSTR	DeKalb	2/23/2019	2/23/2019	Yes	\$34,769,800	\$47,770,543	137.39%	No	Contractor was over budget
14	B14749-14-000-0	STP00-0222-01(001)	752300-	SR 407 - INTERCHANGE RECONSTRUCTION	Cobb	9/20/2018	9/20/2018	Yes	\$40,231,910	\$41,596,204	103.39%	No	Contractor was over budget
15	B1CBA1601577-0	M004806	M004806	I-75/SR 401 - PLUX RESF	Lowndes	10/12/2018	10/5/2018	Yes	\$10,609,989	\$9,150,925	86.25%	Yes	
16	B1CBA1701735-0	M004955	M004955	SR 54 FROM CONWETA COUNTY LINE TO MCDONOUGH ROAD	Payette	8/31/2018	2/27/2019	No	\$14,159,974	\$13,419,579	94.77%	Yes	Contractor did not complete on time
17	B1CBA1701815-0	M005045	M005045	SR 7 - MILLING & PLUX RESF	Lamar	11/30/2018	10/20/2018	Yes	\$10,354,312	\$9,394,871	90.73%	Yes	
18	B1CBA1806675-0	M005402	M005402	I-285/SR 407 - MILLING, INLAY & PLUX RESRF	Clayton	12/31/2018	12/20/2018	Yes	\$11,724,300	\$11,393,298	97.18%	Yes	
<b>Total</b>									<b>\$570,853,839</b>	<b>\$512,600,593</b>	<b>89.80%</b>		

# ATTACHMENT B

## Georgia DOT Active Construction Projects Over \$10 Million in Value During Fiscal Year 2019

No	Contract ID	Federal/State Project No	GOEP #/ NO	Description	County	DOT District	Completion Date	Construction on Schedule for Completion Date	Allocated (Low bid)	Current Amount	Earnings to Date	Percent Complete	Earnings	Within Budget	Project Schedule and Budget Summary
1	81449-15-000	EO00-095-00(3)	12095-	SR 20 - BRIDGE REPLACEMENT	Forsyth	1	3/31/19	No	\$10,239,971	\$12,464,019	\$12,714,975	94.4%	Yes	Met on Time and Within Budget	
2	81449-15-000	EO00-095-00(3)	12260-	SR 17/38 ALT - ROADWAY IMPROVEMENTS	Stephens	1	4/30/16	No	\$0,000,613	\$21,638,923	\$15,494,392	57.8%	Yes	Met on Time and Within Budget	
3	81449-15-000	ST00-002-00(2)	00230-	SR 20 - WIDENING & RECONSTRUCTION	Forsyth	1	5/10/20	Yes	\$18,861,165	\$22,897,599	\$19,721,084	86.3%	Yes	On Time and Within Budget	
4	81474-14-000	ST00-018-01(011)	00600-	SR 92 - RELOCATION AND WIDENING (PHASE I)	Douglas	7	11/30/20	Yes	\$9,426,706	\$68,990,488	\$18,874,135	23.0%	Yes	On Time and Within Budget	
5	81474-14-000	ST00-018-01(011)	00601-	SR 92 - RELOCATION AND WIDENING (PHASE II)	Douglas	7	11/30/20	Yes	\$9,426,706	\$68,990,488	\$8,959,705	10.4%	Yes	On Time and Within Budget	
6	81474-14-000	ST00-018-01(011)	72070-	SR 92 - RELOCATION AND WIDENING (PHASE III)	Douglas	7	11/30/20	Yes	\$9,426,706	\$68,990,488	\$14,131,811	26.8%	Yes	On Time and Within Budget	
7	81474-14-000	ST00-001-00(17)	00187-	CON GRANT FUND (CS 145) - WIDENING & RECONSTRUCTION	Clayton	7	1/31/20	Yes	\$3,272,005	\$5,301,684	\$19,411,099	54.9%	Yes	On Time and Within Budget	
8	81430-14-000	ST00-002-00(6)	00206-	US 41/58 3 - INTERCHANGE RECONSTRUCTION	Bolton	6	4/17/20	Yes	\$11,546,122	\$17,294,224	\$26,876,600	65.2%	Yes	On Time and Within Budget	
9	81435-14-000	ST00-001-01(083)	33820-	US 27/38 1 - WIDENING & RECONSTRUCTION	Macon	3	4/5/18	No	\$14,097,865	\$15,500,158	\$13,289,944	86.4%	Yes	Met on Time and Within Budget	
10	81437-14-000	ST00-137-01(008)	14060-	SR 51 (NMS HILL RD) - WIDENING & RECONSTRUCTION	Covace	1	5/26/18	No	\$8,367,403	\$27,777,886	\$24,127,274	86.9%	Yes	Met on Time and Within Budget	
11	81437-14-000	ST00-000-00(56)	00056-	SARDIS CHURCH RD - WIDENING & RECONSTRUCTION	Bibb	3	5/31/20	Yes	\$3,292,240	\$38,675,744	\$52,017,459	88.5%	Yes	Met on Time and Within Budget	
12	81474-14-000	0012845	0012845	US 84/38 - WIDENING & RECONSTRUCTION	Ware	5	4/12/20	Yes	\$39,817,240	\$39,793,889	\$14,199,025	35.6%	Yes	On Time and Within Budget	
13	81488-15-000	0012845	52770-	US 84/38 3H - WIDENING & RECONSTRUCTION	Ware	5	4/12/20	Yes	\$39,817,240	\$39,793,889	\$15,626,033	39.7%	Yes	On Time and Within Budget	
14	81488-15-000	0012845	52775-	US 84/38 3H - BRIDGE REHABILITATION	Ware	5	4/12/20	Yes	\$39,817,240	\$39,793,889	\$41,303,517	10.3%	Yes	On Time and Within Budget	
15	81493-15-000	EO00-095-00(3)	22255-	US 76/38 1/2/38 17 - WIDENING & RECONSTRUCTION	McDuffie	2	9/17/19	Yes	\$41,417,000	\$49,899,953	\$38,753,045	69.4%	Yes	On Time and Within Budget	
16	81493-15-000	EO00-095-00(4)	22250-	US 76/38 1/2/38 10 - WIDENING & RECONSTRUCTION	McDuffie	2	9/17/19	Yes	\$32,366,830	\$34,275,236	\$14,498,145	45.0%	Yes	On Time and Within Budget	
17	81493-15-000	EO00-095-00(9)	22815-	US 76/38 17 - BRIDGE REPLACEMENT	McDuffie	2	9/17/19	Yes	\$32,366,830	\$34,275,236	\$20,943,117	58.9%	Yes	On Time and Within Budget	
18	81493-15-000	EO00-095-00(4)	22816-	US 76/38 17 - BRIDGE REPLACEMENT	McDuffie	2	9/17/19	Yes	\$32,366,830	\$34,275,236	\$4,450,077	7.1%	Yes	On Time and Within Budget	
19	81493-15-000	EO00-084-00(2)	42320-	US 84/38 3H - WIDENING & RECONSTRUCTION	Clint	5	6/30/20	Yes	\$55,867,849	\$62,100,125	\$52,168,697	83.9%	Yes	On Time and Within Budget	
20	81497-15-000	EO00-084-00(2)	42325-	US 84/38 3H - BRIDGE CONSTRUCTION	McDuffie	5	6/30/20	Yes	\$55,867,849	\$62,100,125	\$20,994,444	33.8%	Yes	On Time and Within Budget	
21	81497-15-000	MS00-002-00(2)	00023-	SR 25	Chatham	5	7/21/19	Yes	\$14,852,648	\$16,236,665	\$12,647,775	73.0%	Yes	On Time and Within Budget	
22	81498-15-000	ST00-110-00(9)	24320-	WINDSOR SPRINGS RD (CS 145) - BRIDGE WIDENING & RECONSTRUCTION	Richmond	2	7/31/20	Yes	\$20,794,133	\$21,496,044	\$16,527,655	76.9%	Yes	On Time and Within Budget	
23	81499-15-000	ST00-105-00(9)	24525-	WINDSOR SPRINGS RD (CS 145) - BRIDGE WIDENING & RECONSTRUCTION	Richmond	2	7/31/20	Yes	\$20,794,133	\$21,496,044	\$30,662,762	142.7%	Yes	On Time and Within Budget	
24	81495-15-000	MS00-007-01(227)	31166-	17/38 401 - INTERCHANGE RECONSTRUCTION	Dooly	3	10/1/19	Yes	\$25,336,412	\$26,079,465	\$23,500,535	90.1%	Yes	On Time and Within Budget	
25	81496-15-000	ST00-007-01(292)	43180-	SR 135 - WIDENING & RECONSTRUCTION	Coffee	4	5/31/20	Yes	\$31,212,937	\$32,904,159	\$26,325,915	86.4%	Yes	On Time and Within Budget	
26	81496-15-000	000316	000316	BETHLEHEM RD (CS 145) - WIDENING & RECONSTRUCTION	Forsyth	7	6/30/19	Yes	\$35,914,438	\$38,556,431	\$32,251,107	83.5%	Yes	On Time and Within Budget	
27	81498-15-000	MS00-007-02(38)	61890-	CARDEN RD (CS 145) - BRIDGE WIDENING & RECONSTRUCTION	Wilkes	6	5/7/19	No	\$18,319,654	\$18,993,680	\$18,020,000	94.9%	Yes	Met on Time and Within Budget	
28	81505-15-000	ST00-004-00(15)	004945	SR 140 - WIDENING AND RECONSTRUCTION	Bolton	6	6/30/21	Yes	\$6,499,888	\$9,497,787	\$3,031,462	56.7%	Yes	On Time and Within Budget	
29	81506-15-000	CS00-009-00(23)	009323	1-18/38 403 - INTERCHANGE CNST	Coweta	3	5/31/21	Yes	\$28,802,941	\$20,235,360	\$27,551,164	93.9%	Yes	On Time and Within Budget	
30	81506-15-000	ST00-002-00(207)	60210-	US 41/38 3/4/53 504/THALM DR (CS 145) - BRIDGE WIDENING & RECONSTRUCTION	Gordon	6	6/30/21	Yes	\$44,999,564	\$49,512,616	\$32,784,009	73.0%	Yes	On Time and Within Budget	
31	81506-15-000	MS00-002-00(15)	12154-	SR 11 - BRIDGE CONSTRUCTION	Jackson	1	5/30/20	Yes	\$44,132,139	\$46,756,041	\$11,005,514	23.6%	Yes	On Time and Within Budget	
32	81506-15-000	MS00-002-00(15)	12156-	SR 11 - WIDENING & RECONSTRUCTION	Hall	1	5/30/20	Yes	\$44,132,139	\$46,756,041	\$21,311,263	45.5%	Yes	On Time and Within Budget	
33	81506-15-000	CS00-002-00(38)	003308	1-20/38 402 - CONCRETE REPAIR	Carroll	6	7/19/20	Yes	\$8,259,940	\$8,995,510	\$36,335,322	43.7%	Yes	On Time and Within Budget	
34	81506-15-000	ST00-013-01(083)	12050-	SR 13 - WIDENING & RECONSTRUCTION	Gwinnett	1	6/30/20	Yes	\$15,341,141	\$17,022,107	\$9,616,220	58.9%	Yes	On Time and Within Budget	
35	81506-15-000	CS00-007-00(4)	007414	CR 90 (COLUMBIA RD) - WIDENING & RECONSTRUCTION	Camden	5	12/21/19	Yes	\$41,839,620	\$49,802,197	\$18,577,118	43.0%	Yes	On Time and Within Budget	
36	81506-15-000	MS00-016-01(292)	31100-	1-16/38 404 - INTERCHANGE IMPROVEMENTS	Bibb	3	6/30/21	Yes	\$6,698,353	\$6,697,791	\$30,303,812	45.2%	Yes	On Time and Within Budget	
37	81506-15-000	MS00-016-01(292)	001200	1-16/38 404 & 17/38 401 - OPERATION IMPROV	Bibb	3	9/23/21	Yes	\$148,746,189	\$15,104,685	\$28,614,886	18.6%	Yes	On Time and Within Budget	
38	81506-15-000	MS00-016-01(292)	31140-	1-16/38 404 & 17/38 401 - INTERCHANGE IMPROVEMENTS	Bibb	3	9/23/21	Yes	\$148,746,189	\$15,104,685	\$3,362,267	22.2%	Yes	On Time and Within Budget	
39	81506-15-000	ST00-018-01(086)	62150-	SR 151 (ALABAMA HWY) - WIDENING & RECONSTRUCTION	Catoosa	6	7/29/21	Yes	\$34,598,616	\$35,252,303	\$12,486,172	35.2%	Yes	On Time and Within Budget	
40	81506-15-000	CS00-007-00(319)	007319	SR 340 - RECON & WIDENING	Hall	1	11/01/19	Yes	\$19,412,558	\$19,005,485	\$5,911,520	54.9%	Yes	On Time and Within Budget	
41	81506-15-000	007153 & 007154	007153	SR 200 - BRIDGE REPL	Baker	4	5/31/20	Yes	\$12,461,160	\$12,532,605	\$69,000	0.5%	Yes	On Time and Within Budget	
42	81506-15-000	007153 & 007154	007154	SR 216 - BRIDGE REPL	Baker	4	5/31/20	Yes	\$12,461,160	\$12,532,605	\$7,465,560	59.1%	Yes	On Time and Within Budget	
43	81506-15-000	001546	001546	DEERHARBUR BRIDGE REPLACEMENT (6 E LUGS IN DISTRICT 1)	Franklin	0	3/28/20	Yes	\$11,315,200	\$1,349,328	\$9,956,640	69.3%	Yes	On Time and Within Budget	
44	81506-15-000	MS00-000-00(262)	000762	1-25/38 401 - INTERCHANGE IMPROVEMENTS	Lowndes	4	4/27/20	Yes	\$48,471,867	\$49,610,660	\$34,268,341	71.9%	Yes	On Time and Within Budget	
45	81506-15-000	MS00-000-00(425)	000425	1-18/38 13 - INTERCHANGE CONSTRUCTION	Hall	1	9/31/19	Yes	\$33,929,842	\$34,959,081	\$27,863,059	80.3%	Yes	On Time and Within Budget	
46	81506-15-000	0011639	0011639	SR 13 - SAFETY ENHANCEMENTS	Gwinnett	1	5/31/22	Yes	\$11,499,160	\$12,685,983	\$3,737,979	30.9%	Yes	On Time and Within Budget	
47	81506-15-000	CS00-007-00(9)	007691	SR 92 - WIDENING & RECONSTRUCTION	Douglas	6	7/31/22	Yes	\$51,177,550	\$54,919,624	\$3,760,767	10.8%	Yes	On Time and Within Budget	
48	81506-15-000	CS00-007-00(128)	007128	ISLANDS EXPRESSWAY (CS 207) - BRIDGE REPLACEMENT	Chatham	5	11/02/21	Yes	\$9,899,000	\$60,490,317	\$16,557,056	27.4%	Yes	On Time and Within Budget	
49	81506-15-000	MS00-007-00(14)	72015-	COURTLANDS (CS 188) - BRIDGE REPAIR	Fulton	0	4/23/19	No	\$21,072,262	\$21,285,096	\$20,977,710	88.1%	Yes	Met on Time and Within Budget	
50	81506-15-000	BR00-002-01(080)	12012-	SR 369 - BRIDGE REPL	Forsyth	1	4/30/20	Yes	\$27,490,345	\$27,604,579	\$10,946,620	39.7%	Yes	On Time and Within Budget	
51	81506-15-000	MS00-007	MS00-007	1-9/38 405 - HILLING & PAVEMENT	Camden	5	6/29/19	Yes	\$12,388,601	\$12,388,601	\$9,765,608	69.9%	Yes	On Time and Within Budget	
52	81506-15-000	MS00-013	MS00-013	1-7/38 401 - HILLING & PAVEMENT	Cobb	7	7/31/19	Yes	\$34,858,671	\$47,221,008	\$45,720,604	96.2%	Yes	On Time and Within Budget	
53	81506-15-000	001342	001342	1-26/38 407 AT SR 65 - INTERCHANGE DIAMOND INTERCHANGE	Fulton	7	11/01/19	Yes	\$12,149,802	\$12,264,971	\$4,750,333	26.3%	Yes	On Time and Within Budget	
54	81506-15-000	52320-	52320-	SR 144 - WIDENING & CONSTRUCTION	Polk	5	11/18/20	Yes	\$55,956,352	\$27,170,561	\$11,813,501	26.4%	Yes	On Time and Within Budget	

No	Contract ID	Federal/State Project No	GOVT PT NO	Description	County	DOT District	Completion Date	Construction on Schedule for Completion Date	Abatement (Low bid)	Current Amount	Earnings to Date	Percent Complete	Earnings	Within Budget	Project Schedule and Budget Summary	
55	RICHMOND01936-0	M00622	0012659	1-75SR 401 - P&K REEF	Garcon	6	6/30/19	Yes	\$37,020,200	\$37,219,782	\$32,714,800	87.66%	Yes	Yes	On Time and Within Budget	
56	RICHMOND01936-0	M00622	0012659	1-75SR 405 - INTERCHANGE CONSTRUCTION	Byren	5	4/30/20	Yes	\$18,897,652	\$19,076,093	\$18,894,478	20.39%	Yes	Yes	On Time and Within Budget	
57	RICHMOND01936-0	M00485	M00485	1-75SR 401 - P&K REEF	Coy	4	9/30/19	No	\$19,263,536	\$19,096,303	\$19,096,303	62.99%	Yes	Yes	Not On Time and Within Budget	
58	RICHMOND01936-0	M00578	M00578	1-285SR 407 - H&L & P&K REEF	Cayton	7	6/30/19	Yes	\$24,153,421	\$24,188,372	\$12,261,818	50.99%	Yes	Yes	On Time and Within Budget	
59	RICHMOND01936-0	M00559	M00559	1-203SR 402 - IN-LV, P&K REEF	Douglas	7	12/31/19	Yes	\$16,999,216	\$16,999,216	\$16,999,216	0.00%	Yes	Yes	On Time and Within Budget	
60	RICHMOND01936-0	M00517	M00517	1-75SR 401 - P&K REEF	Batts	3	2/16/20	Yes	\$16,801,462	\$16,801,462	\$16,801,462	0.00%	Yes	Yes	On Time and Within Budget	
61	RICHMOND01936-0	M00491	M00491	1-85SR 403 - HILL, P&K REEF, SHUR REHAB	Harris	3	11/01/19	Yes	\$30,940,022	\$30,940,022	\$30,940,022	0.00%	Yes	Yes	On Time and Within Budget	
62	RICHMOND01936-0	M00597	M00597	US 59 SR 3 - WIDENING & RECONSTR	Upson	3	8/6/21	Yes	\$16,605,056	\$16,750,455	\$14,571,420	9.25%	Yes	Yes	On Time and Within Budget	
63	RICHMOND01936-0	M00587	M00587	1-16SR 404 - SHUR REHAB	Blacks	5	10/31/19	Yes	\$16,598,057	\$16,598,057	\$16,598,057	23.80%	Yes	Yes	On Time and Within Budget	
64	RICHMOND01936-0	M00501	M00501	1-75SR 401 - MILLING, IN-LV, P&K REEF	Batts	3	1/1/20	Yes	\$17,079,340	\$17,079,340	\$17,079,340	0.00%	Yes	Yes	On Time and Within Budget	
65	RICHMOND01936-0	210227	210227	1-203SR 402 - BRIDGE REPLACEMENTS	Richmond	0	12/22/22	Yes	\$71,093,170	\$71,093,170	\$3,818,829	5.40%	Yes	Yes	On Time and Within Budget	
66	RICHMOND01936-0	M00542	M00542	1-26SR 402 - MILLING, IN-LV, P&K REEF	Douglas	7	2/28/20	Yes	\$15,299,075	\$15,299,075	\$2,446,921	14.73%	Yes	Yes	On Time and Within Budget	
67	RICHMOND01936-0	71320-0	71320-0	1-75SR 401 - ROADWAY RECONSTRUCTION	Cayton	7	8/1/22	Yes	\$76,413,232	\$76,413,232	\$76,413,232	0.00%	Yes	Yes	On Time and Within Budget	
68	RICHMOND01936-0	STP00-0016-000033	330730	SR 982 - CNTR WIDENING	Macgregor	3	6/19/21	Yes	\$29,439,308	\$31,604,678	\$22,849,789	72.30%	Yes	Yes	On Time and Within Budget	
69	RICHMOND01936-0	CSRBG-0007-000003	000780	SR 26 - BRIDGE REPLACEMENTS	Pulask	3	6/30/19	Yes	\$15,197,018	\$16,678,686	\$16,715,364	88.23%	Yes	Yes	On Time and Within Budget	
70	RICHMOND01936-0	STP00-0016-000033	242230	SR 142 - WIDENING & RECONSTRUCTION	Newton	2	3/18/20	Yes	\$13,669,814	\$14,133,001	\$9,496,300	66.23%	Yes	Yes	On Time and Within Budget	
71	RICHMOND01936-0	000325	000325	US 21 SR 87 (COCHRAN BYPASS) WIDENING & RECON	Bledley	2	8/31/20	Yes	\$43,380,272	\$43,380,272	\$12,545,216	68.16%	Yes	Yes	On Time and Within Budget	
72	RICHMOND01936-0	000862	000862	SR 45 - BRIDGE REPLACEMENT	Cathlamet	4	8/31/18	No	\$10,614,443	\$10,614,443	\$10,614,443	0.00%	Yes	Yes	Not On Time and Within Budget	
73	RICHMOND01936-0	STP00-0016-000029 & OTHER	231630	US 27 SR 12 - WIDENING	Newton	2	5/31/20	Yes	\$18,889,799	\$19,367,952	\$6,033,671	35.00%	Yes	Yes	On Time and Within Budget	
74	RICHMOND01936-0	STP00-0016-000028 & OTHER	231635	US 270 SR 12 - BRIDGE REPA	Newton	2	5/31/20	Yes	\$18,889,799	\$19,367,952	\$6,033,671	35.29%	Yes	Yes	On Time and Within Budget	
75	RICHMOND01936-0	STP00-0016-000039	721460	SR 14 - ROADWAY WIDENING & RECONSTRUCTION	Cayton	7	12/1/21	Yes	\$43,424,975	\$44,668,370	\$18,810,851	24.20%	Yes	Yes	On Time and Within Budget	
76	RICHMOND01936-0	001021	001021	SR 369 - BRIDGE REPLACEMENT	Foyth	1	5/31/19	Yes	\$11,200,533	\$11,200,533	\$10,807,670	96.49%	Yes	Yes	On Time and Within Budget	
77	RICHMOND01936-0	BHFD0-0102-010020	120017	SR 369 - BRIDGE REPLACEMENT	Foyth	1	5/31/20	Yes	\$10,927,886	\$10,927,886	\$9,010,415	81.59%	Yes	Yes	On Time and Within Budget	
78	RICHMOND01936-0	CSRBG-0008-000493	000849	SR 1316 US 129 AT SR 13 INTERCHANGE - BARROW COUNTY	Barrow	1	10/31/20	Yes	\$26,460,430	\$26,843,152	\$12,963,002	48.29%	Yes	Yes	On Time and Within Budget	
79	RICHMOND01936-0	BHFD0-0102-000050	120044	US 129 SR 11 - BRIDGE REPLACEMENT	H&I	1	9/30/20	Yes	\$3,927,453	\$3,946,709	\$1,576,829	34.10%	Yes	Yes	On Time and Within Budget	
80	RICHMOND01936-0	BHFD0-0102-000050	120066	US 129 SR 11 - BRIDGE REPLACEMENT	H&I	1	9/30/20	Yes	\$3,927,453	\$3,946,709	\$4,756,888	131.88%	Yes	Yes	On Time and Within Budget	
81	RICHMOND01936-0	CSPT-0006-000439	000639	US 78 SR 10 - CONTINUOUS FLOW INTERSECTION CONSTRUCTION	Gwinnett	1	8/31/19	Yes	\$13,518,036	\$13,739,440	\$12,500,000	93.98%	Yes	Yes	On Time and Within Budget	
82	RICHMOND01936-0	0007259 & 82790	000729	JIMMY DELAACH HWY (CA 194) - ROADWAY CONSTRUCTION	Chatham	5	10/31/21	Yes	\$48,337,619	\$48,882,225	\$51,244,422	19.46%	Yes	Yes	On Time and Within Budget	
83	RICHMOND01936-0	0007259 & 82790	52790	JIMMY DELAACH HWY (CA 194) - ROADWAY CONSTRUCTION	Chatham	5	10/31/21	Yes	\$48,337,619	\$48,882,225	\$53,946,669	113.1%	Yes	Yes	On Time and Within Budget	
84	RICHMOND01936-0	0013248	0013248	SR 10 - PARKING, WIDENING	Richmond	2	3/31/21	Yes	\$14,139,546	\$15,133,310	\$6,657,219	17.74%	Yes	Yes	On Time and Within Budget	
85	RICHMOND01936-0	000627 & 001054	000627	WEST WINDLER BYPASS - WIDENING & RECONSTR	Barrow	1	6/1/21	Yes	\$9,869,046	\$9,367,105	\$6,664,266	10.88%	Yes	Yes	On Time and Within Budget	
86	RICHMOND01936-0	000627 & 001054	001054	WEST WINDLER BYPASS - ROADWAY RECON	Barrow	1	6/1/21	Yes	\$9,869,046	\$9,367,105	\$2,081,189	3.52%	Yes	Yes	On Time and Within Budget	
87	RICHMOND01936-0	52460	52460	SR 67 - WIDENING, RECONSTR & BRIDGE REHAB	Buach	5	9/29/20	Yes	\$37,999,446	\$41,246,661	\$6,629,707	15.59%	Yes	Yes	On Time and Within Budget	
88	RICHMOND01936-0	0013912	0013912	DB - BR REP AT 6 LOC IN DISTRICT 1, 2 & 6	All Counties	0	9/19/21	Yes	\$10,734,400	\$10,734,400	\$488,008	4.64%	Yes	Yes	On Time and Within Budget	
89	RICHMOND01936-0	0011683	0011683	SR 253 - BRIDGE REPLACEMENT	Doctur	4	3/31/20	Yes	\$10,368,896	\$10,368,896	\$10,368,896	0.00%	Yes	Yes	On Time and Within Budget	
90	RICHMOND01936-0	000862, 731865	000862	SR 92 - P&K REEF	Cobb	7	8/31/21	Yes	\$8,110,271	\$8,110,271	\$8,110,271	0.00%	Yes	Yes	On Time and Within Budget	
91	RICHMOND01936-0	000862, 731865	731865	SR 92 - BRIDGE REPLACEMENT	Cobb	7	8/31/21	Yes	\$8,110,271	\$8,110,271	\$8,110,271	0.00%	Yes	Yes	On Time and Within Budget	
92	RICHMOND01936-0	000774	000774	US 41 SR 3 - BRIDGE REPLACEMENT	Fulton	7	8/19/21	Yes	\$12,697,289	\$12,697,289	\$12,697,289	0.00%	Yes	Yes	On Time and Within Budget	
93	RICHMOND01936-0	M00588	M00588	1-285SR 407 - CONCRETE REHAB	Cobb	7	4/30/20	Yes	\$16,715,141	\$16,715,141	\$16,715,141	0.00%	Yes	Yes	On Time and Within Budget	
94	RICHMOND01936-0	001282	001282	SR 25 - CULVERT REPLACEMENT	Chatham	5	4/30/21	Yes	\$12,099,912	\$12,110,094	\$12,110,094	0.00%	Yes	Yes	On Time and Within Budget	
95	RICHMOND01936-0	001278	001278	US 380 SR 30 - BRIDGE CONSTRUCTION	Coy	0	5/31/19	No	\$19,279,461	\$19,279,461	\$18,237,705	94.60%	Yes	Yes	Not On Time and Within Budget	
96	RICHMOND01936-0	M400-0087-000045	212410	SR 87 - WIDENING & RECON	Bledley	2	1/29/22	Yes	\$42,281,536	\$45,179,912	\$11,024,688	24.40%	Yes	Yes	On Time and Within Budget	
97	RICHMOND01936-0	0001812	0001812	SR 219 - CONSTRUCTION OF PAVING LINES	Harris	0	7/31/20	Yes	\$11,579,327	\$11,597,084	\$12,468,888	10.69%	Yes	Yes	On Time and Within Budget	
98	RICHMOND01936-0	245090	245090	SR 15 BR (CA 17) - MAJOR WIDENING & RECON	Washington	0	1/31/21	Yes	\$24,121,999	\$25,694,141	\$4,903,931	19.32%	Yes	Yes	On Time and Within Budget	
99	RICHMOND01936-0	001332 & OTHERS	001332-CM00	CA - LAKEHURST HWY EXT F&M TO ALA TOWNA TO RD TOP W&PH	Barrow	6	4/25/19	No	\$24,212,913	\$25,252,913	\$40,628,619	16.69%	Yes	Yes	Not On Time and Within Budget	
100	RICHMOND01936-0	001566-CST	001566-CST	CA - CS 356 SPRINGS STREET @ CSX	Fulton	7	7/14/20	Yes	\$11,366,627	\$11,381,172	\$13,318,14	31.88%	Yes	Yes	On Time and Within Budget	
101	RICHMOND01936-0	34280-251095-34280-00000	34280-00000	CA - JEFFERSON HWY W&M W&M RECONSTRUCTION & MILLER RD BR	Bibb	3	7/26/22	Yes	\$15,694,941	\$15,694,941	\$20,446	4.01%	Yes	Yes	On Time and Within Budget	
<b>Total</b>											<b>\$3,331,446,623</b>	<b>\$3,485,000,088</b>	<b>\$1,286,441,689</b>	<b>36.00%</b>		

# ATTACHMENT C

## Georgia DOT Active Projects Under Design Greater Than \$10 Million in Value (Current STIP 2018 - 2021)

Project count	Project ID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est. Total	Proposed ROW Fiscal Year	Proposed GST Fiscal Year
1	0000411	McDonald, Travis S.	Walton	SR 83 CONN FROM SR 11 TO SR 83	Roadway Project	\$35,569,530	2020	Beyond STIP
2	0000473	Lovett, Christy S.	Dougherty	SR 133 FM N OF CR 459/COUNTY LINE RD TO N OF CR 540/HOLLY DR	Widening	\$72,686,697	Authorized	Beyond STIP
3	0000475	Lovett, Christy S.	Worth	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	Widening	\$41,809,801	Authorized	Beyond STIP
4	0000519	Lovett, Christy S.	Worth	SR 133 FM N OF COLQUITT COUNTY LINE TO N OF SR 112	Widening	\$48,127,428	Authorized	Beyond STIP
5	0000520	Lovett, Christy S.	Colquitt	SR 133 FROM S OF SR 35/US 319 TO N OF CR 187/MIKE HORNE ROAD	Widening	\$84,774,216	Authorized	2021
6	0000820	Edwards, Cassius Octavius	Camden	SR 40 FM E OF ST MARYS RIVER TRIB TO E OF CR 66/COLERAIN RD	Widening	\$43,692,363	Beyond STIP	Beyond STIP
7	0000821	Edwards, Cassius Octavius	Charlton	SR 40 FM SR 40 CONN TO 0.36 MILE OF CR 82/MAY BLUFF RD - TIA	Widening	\$12,037,783	Beyond STIP	Beyond STIP
8	0001757	O'Quinn, Dustin	Fulton	SR 400 FM N SPRINGS MARTA STATION TO MCFARLAND RD-EXPRESS LN	Managed Lanes	\$3,510,260,154	Beyond STIP	Beyond STIP
9	0001758	O'Quinn, Dustin	Fulton	I-285 FM I-75/CORB TO I-85/DEKALB INC SR 400 - EXPRESS LANES	Managed Lanes	\$12,597,061,719	2019-2021	2021-Beyond STIP
10	0002669	Gaunther, Olivia	DeKalb	UPGRADE TRAFFIC SIGNALS @ 40 LOCATIONS IN DEKALB CO	Signals	\$11,064,258	Authorized	2020
11	0002862	James, Cleopatra Cawon	Cherokee	SR 20 FROM SR 369/CHEROKEE TO SR 371/FORSYTH	Widening	\$18,284,151	Authorized	Beyond STIP
12	0003626	Kimbrough, Kimberly Jane	Hall	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTNUT RD	Widening	\$53,137,163	2020	Beyond STIP
13	0003682	James, Cleopatra Cawon	Forsyth	SR 20 FROM SR 371 TO E OF CS 579/NORTH CORNERS PKWY	Widening	\$118,945,950	Authorized	2021
14	0004634	Lott, David B.	Forsyth	MCGINNIS FERRY ROAD FROM SARGENT ROAD TO UNION HILL ROAD	Widening	\$57,743,851	Authorized	Beyond STIP
15	0006253	Anderson Jr., Bruce G.	Greene	SR 44 FROM CR 54/LINGER LONGER RD TO EAST GREENSBORO BYPASS	Widening	\$104,517,288	Authorized	Beyond STIP
16	0006328	Lovett, Christy S.	Chatham	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR	Roadway Project	\$72,286,365	Authorized	2021
17	0006446	Gulford, Nona	Muscogee	SR 1 FM CS 266/TURNBERRY LANE/MUSCOGEE TO SR 315/HARRIS-TIA	Widening	\$45,135,605	2020	Beyond STIP
18	0006684	Baldwin Jr., George Curtis	Fulton	PEACHTREE RD FM SHADOWLAWN AVE TO MAPLE DR/INC MAPLE DR/LCI	Median Work	\$11,427,647	Authorized	2020
19	0006700	Wright, Michelle O.	Effingham	EFFINGHAM PKWY FM CR 156/BLUE JAY/FFINGHAM TO SR 30/CHATHAM	Roadway Project	\$48,813,214	Authorized	Beyond STIP
20	0006857	Black, Perry J.	Paulding	SR 92 FROM OLD BURNIT HICKORY ROAD TO PICKETS MILL PLACE	Widening	\$31,814,827	Authorized	Beyond STIP
21	0006866	Black, Perry J.	Colb	SR 92 FROM PICKETS MILL PLACE TO SR 3/US 41	Widening	\$27,276,524	Authorized	Beyond STIP
22	0006879	Pegram, Vnesha C.	DeKalb	CR 5150/PANOLA ROAD FROM S OF SR 212 TO FAIRINGTON ROAD	Turn Lanes	\$32,342,574	Authorized	Beyond STIP
23	0006915	Yanez-Urbe, Gabriela	Forsyth	SR 371 FROM SR 9 TO CR 5/HELLY MILL ROAD	Widening	\$60,563,232	Beyond STIP	Beyond STIP
24	0007386	Dempsey, Cherril Marie	Lowndes	I-75 @ CR 274/LAKE PARK-BELLVILLE ROAD - PHASE II	Interchange	\$45,879,946	Authorized	2020
25	0007494	Igbalajobi, Theophilus Nyi	Barrow	CS 1054/DOUTHIT FERRY RD FM OLD ALABAMA RD TO SR 61/SR 113	Widening	\$22,229,361	Beyond STIP	Beyond STIP
26	0007526	McDonald, Travis S.	Fulton	SR 400 @ MCGINNIS FERRY RD: INC WIDENING & AUXILIARY LANES	Interchange	\$53,904,392	Authorized	2020
27	0007535	Yanez-Urbe, Gabriela	Gwinnett	CONNECTOR ST FROM HEWITT RD TO BRITT DR, INC PARKWOOD RD	Roadway Project	\$20,789,303	Authorized	2020
28	0007685	Cox, Jonathan	Oconee	SR 8/SR 316/US 28 @ CR 59/DIALS MILL EXT	Grade Separation	\$21,300,000	Beyond STIP	Beyond STIP
29	0007692	Solomon-Roberson, Ruth	Paulding	SR 92 FM EAST FAULDING MIDDLE SCHOOL TO OLD BURNIT HICKORY RD	Widening	\$73,959,695	Beyond STIP	Beyond STIP
30	0007836	Igbalajobi, Theophilus Nyi	Cherokee	SR 20 FROM I-75/BARTOW TO I-75/CHEROKEE	Widening	\$25,293,345	Beyond STIP	Beyond STIP
31	0007838	Lott, David B.	Fulton	SR 9 FROM WINDWARD PKWY TO FORSYTH COUNTY LINE	Widening	\$49,553,204	Authorized	Beyond STIP
32	0007941	Baldwin Jr., George Curtis	Fulton	I-85 @ SR 74/SENOLA ROAD	Interchange	\$73,500,618	Authorized	2021
33	0007942	Evans, Timothy	Fulton	I-85 @ SR 139/JONESBORO ROAD - DD1	Interchange	\$47,305,226	Beyond STIP	Beyond STIP
34	0007943	Lott, David B.	Forsyth	SR 9 FROM FULTON COUNTY LINE TO CR 458/MCFARLAND ROAD	Widening	\$20,056,680	Authorized	Beyond STIP
35	0007944	Lott, David B.	Forsyth	SR 9 FROM CR 458/MCFARLAND ROAD TO SR 371	Widening	\$48,353,534	Authorized	Beyond STIP
36	0007955	Maxwell, Ricardo A.	Henry	SR 42 FROM DOWNTOWN MCDONOUGH TO SR 138	Widening	\$127,627,772	Beyond STIP	Beyond STIP
37	0007956	Hamilton, Michael Vincent	Henry	SR 155 FROM I-75 TO SR 42/US 23	Widening	\$50,023,215	Beyond STIP	Beyond STIP
38	0008016	Wikinson, Eric Ryan	Hancock	EAST SPARTA BYPASS FROM CR 216/SHOAL ROAD TO SR 22 - TIA	Roadway Project	\$11,885,960	Authorized	Authorized
39	0008017	Johnson, Robert Lester	Hancock	SR 15 FROM WEST WARTHEN BYPASS TO EAST SPARTA BYPASS	Widening	\$104,700,000	Beyond STIP	Beyond STIP
40	0008018	Johnson, Robert Lester	Washington	WEST WARTHEN BYPASS FROM N OF CR 43/MT ZION ROAD TO SR 15	Roadway Project	\$13,203,000	Beyond STIP	Beyond STIP

Project Count	Project ID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est Total	Proposed ROW Fiscal Year	Proposed GST Fiscal Year
41	0008019	Johnson, Robert Lester	Washington	SR 15 FROM CR 67/RIDGE ROAD TO N OF CR 43/MT ZION ROAD	Widening	\$70,500,000	Beyond STIP	Beyond STIP
42	0008042	Maxwell, Ricardo A.	Decatur	SR 1/SR 38 FROM CR 393/BETHEL ROAD TO CR 208/WHIGHAM ROAD	Miscellaneous Improvements	\$26,800,000	Beyond STIP	Beyond STIP
43	0008350	Wilkinson, Eric Ryan	Columbia	SR 388 FROM I-20 TO SR 232 - TIA	Widening	\$37,668,610	Authorized	2020
44	0008357	Lott, David B.	Forsyth	SR 9 FROM SR 371 TO SR 141	Widening	\$45,670,258	Authorized	Beyond STIP
45	0008358	Blocher, Brent	Chatham	I-516 @ CS 1503/DERENNE AVE	Interchange	\$52,856,641	Beyond STIP	Beyond STIP
46	0008430	Yanez-Urbe, Gabriela	Barrow	SR 316/US 29 @ SR 11	Interchange	\$37,920,720	Authorized	2020
47	0008431	Yanez-Urbe, Gabriela	Barrow	SR 8/SR 316/US 29 @ SR 53	Interchange	\$29,436,135	Authorized	2020
48	0008666	Edwards, Cassius Octavius	Camden	KINGSLAND BYPASS FROM CR 61/ACUNA ROAD TO W OF I-95	Widening	\$32,095,537	Beyond STIP	Beyond STIP
49	0008680	Wilkinson, Eric Ryan	Warren	I-20 FRONTAGE RD FM CR 187/RIDGERD TO SR 80 - PHASE II - TIA	Frontage Roads	\$11,514,000	Beyond STIP	Beyond STIP
50	0008011	Kimbrough, Kimberly Jane	Oconee	SR 53 FROM SR 24/US 441 TO CR 274/HOG MTN - PHASE II	Widening	\$20,767,359	Authorized	Beyond STIP
51	0008164	James, Cleopatra Cawon	Cherokee	SR 20 FM 0.34 MILE OF I-75 TO 0.15 MILE OF CR 281/SCOTT RD	Widening	\$73,113,888	Authorized	2020
52	0008395	Bryant, Genine Iesha	Fulton	BELT LINE CORRIDOR FM LINDBERGH CENTER TO 10TH ST/MONROE DR	Bicycle/Ped. Facility	\$83,581,409	2020	Beyond STIP
53	0008397	Bryant, Genine Iesha	Fulton	BELT LINE CORRIDOR FROM GLENWOOD AVE TO UNIVERSITY AVE	Bicycle/Ped. Facility	\$111,216,487	2020	2020
54	0010297	Dempsey, Cherral Marie	Lowndes	I-75 @ SR 31 - PHASE II - TIA	Interchange	\$42,028,087	Authorized	2020
55	0010318	Eaetin, William Lee	Tift	I-75 @ CR 42/ICHULA BROOKFIELD ROAD - PHASE II - TIA	Interchange	\$20,905,000	Beyond STIP	Beyond STIP
56	0010326	Black, Perry J.	DeKalb	SR 141 FROM NORTH DRUID HILLS RD TO ASHFORD DUNWOODY RD-LCI	Bicycle/Ped. Facility	\$13,198,266	2020	2021
57	0010555	Troup Jr, Marshall Robert	Barrow	WEST WINDER BYP @ SR 316 - NEW INTERCHANGE - PH III	Interchange	\$25,029,181	2020	Beyond STIP
58	0010560	Blocher, Brent	Chatham	SR 26 FM JOHNNY MERCER TO OLD US 80/INC BULL RVR/LAZARETTO	Roadway Project	\$85,282,379	2020	Beyond STIP
59	0010571	James, Cleopatra Cawon	Dougherty	WESTOVER BLVD FROM ALBANY MALL TO N OF LEDO ROAD	Roadway Project	\$16,206,391	Authorized	Beyond STIP
60	0010821	Smith-Calloway, Andrea Liane	Douglas	SR 6 FROM I-20 WB TO SR 6 SPUR - TRUCK FRIENDLY LANES	Minor Widen & Resurf	\$46,304,644	Beyond STIP	Beyond STIP
61	0010844	Wilkinson, Eric Ryan	Warren	I-20 FRONTAGE RD FM CADLEY ROAD TO RIDGE ROAD - PH I - TIA	Frontage Roads	\$12,602,266	Authorized	2020
62	0011373	Wilkinson, Eric Ryan	Columbia	I-20 @ SR 47 - TIA	Bridges	\$11,040,000	Authorized	2020
63	0011434	Guilford, Nona	Muscogee	CR 62/CUSSETA RD FROM FORT BENNING RD TO STANTON DR - TIA	Roadway Project	\$88,269,412	Authorized	Beyond STIP
64	0011436	Guilford, Nona	Muscogee	CR 2226/BUENA VISTA RD FROM MILK JR BLVD TO ST MARYS RD - TIA	Realignment	\$42,000,000	Authorized	2020
65	0011660	Wilkinson, Eric Ryan	Richmond	SR 10 FM SR 121 TO CR 2509/WALTON WAY - MEDIAN BARRIER - TIA	Barriers	\$14,000,000	N/A	2021
66	0012575	Wilkinson, Eric Ryan	Burke	SR 56 FM SR 121 BYP TO CR 54/CATES MEAD RD - PHASE II - TIA	Widening	\$13,600,000	Authorized	2020
67	0012701	Dempsey, Cherral Marie	Bibb	I-16 WB FROM I-75 TO WALNUT CREEK - PHASE V	Widening	\$90,072,841	N/A	2021
68	0012757	Nelson Jr, William R.	Chatham	SR 53 FROM I-75 TO I-516	Widening	\$308,625,741	2020	Beyond STIP
69	0012865	Troup Jr, Marshall Robert	Columbia	CR 102/HEREFORD FARM ROAD FROM SR 232 TO SR 383	Widening	\$58,662,407	Beyond STIP	Beyond STIP
70	0012877	Adekonjo, Olusola T.	Douglas	GREENWAY TRAIL FM BOUNDARY WATERS PARK TO SWEETWATER CK PARK	Bicycle/Ped. Facility	\$25,171,697	2020	2020
71	0012883	Williams, Gabbie	Gwinnet	WESTERN GWINNETT BIKEWAY EXTENSION	Bicycle/Ped. Facility	\$11,050,057	Authorized	2020
72	0013104	Lott, David B.	Gwinnet	I-85 @ CR 5640/MCGINNIS FERRY - NEW INTERCHANGE	Interchange	\$22,425,000	Beyond STIP	Beyond STIP
73	0013195	Hamilton, Michael Vincent	Coweta	MADRAS CONN FM SR 14 TO HERRING RD, INC NEW CSX BRIDGE-PH I	Roadway Project	\$11,386,055	2020	2021
74	0013238	White, David	Barrow	ROME-CARTERSVILLE DEVELOPMENT CORRIDOR	Roadway Project	\$121,945,124	N/A	Beyond STIP
75	0013239	Ezenkelwe, Obi	Cobb	S BARRETT PKWY FROM BARRETT LAKES BLVD TO SR 5 CONN - PH III	Realignment	\$35,440,485	Authorized	2021
76	0013301	Kimbrough, Kimberly Jane	Franklin	SR 17 RELOC FROM SR 51 TO SR 327	Roadway Project	\$45,805,400	Beyond STIP	Beyond STIP
77	0013302	McDonald, Travis S.	Hart	SR 17 FROM SR 172 TO ROYSTON BYPASS	Widening	\$56,545,000	Beyond STIP	Beyond STIP
78	0013311	Johnson, Robert Lester	Ebert	SR 17 FROM VINSON ROAD/WILKES TO N OF ROBINWOOD LANE/ELBERT	Widening	\$97,689,100	Beyond STIP	Beyond STIP
79	0013369	McDonald, Travis S.	Forsyth	SR 400 @ SR 369	Interchange	\$38,541,507	Authorized	2020
80	0013625	Solomon-Roberson, Ruth	Cherokee	CR 770/BELLS FERRY RD FM N VICTORIA RD TO N OF LITTLE RIVER	Bridges	\$20,598,203	2020	Beyond STIP

Project count	Project ID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est. Total	Proposed ROW Fiscal Year	Proposed CST Fiscal Year
81	0013526	Solomon-Roberson, Ruth	Cherokee	BELLS FERRY RD FM N OF VICTORY DR TO S OF PORT VICTORIA WAY	Widening	\$54,373,569	2020	Beyond STIP
82	0013531	Dempsey, Cherril Marie	Henry	SR 20 FROM I-75 TO CS 72/PHILLIPS DRIVE	Widening	\$30,024,852	Authorized	2021
83	0013545	O'Quinn, Dueslin	Jackson	I-85 FROM N OF SR 83 TO N OF SR 11/US 129	Widening	\$285,700,000	N/A	Beyond STIP
84	0013546	Clowers, Mario Leatrice	Fulton	I-285 @ SR 400; INC CD LANES & ABERNATHY ROAD INTERCHANGE	Interchange	\$586,981,861	N/A	Beyond STIP
85	0013563	Bryant, Genine Iesha	Douglas	CR 817/LEE ROAD/SOUTH SWEETWATER RD - PHASE I - GRTA	Widening	\$15,128,361	2020	Beyond STIP
86	0013576	Johnson, Robert Lester	Jefferson	SR 17 FM QUAKER RD/JEFFERSON TO N OF SR 2989/WARREN/INC RELOC	Widening	\$25,222,000	Beyond STIP	Beyond STIP
87	0013578	Childs Jr, Frank	Laurens	SR 31/US 441 FROM SR 46 TO CR 272/DAVID MULLIS ROAD	Widening	\$72,741,967	Beyond STIP	Beyond STIP
88	0013579	Bodycomb, Dan	Sumter	SR 30/US 280 FROM CR 307/FELDER STREET TO CR 317/LAMAR ROAD	Widening	\$13,146,000	Beyond STIP	Beyond STIP
89	0013590	Igbalajobi, Theophilus Niyi	Catoosa	SR 146 FROM SR 1/US 277 TO CR 553/LAKEVIEW ROAD	Widening	\$35,590,379	Beyond STIP	Beyond STIP
90	0013599	Pharr, Sean	McIntosh	SR 25 @ DARIEN RIVER IN DARIEN	Bridges	\$11,200,000	Beyond STIP	Beyond STIP
91	0013603	Sanders, Mindy	Jasper	SR 212 @ LAKE JACKSON 13.9 M IS OF COVINGTON	Bridges	\$13,156,531	2020	Beyond STIP
92	0013605	Pharr, Sean	Ware	SR 38/US 84 @ SATILLA RIVER IN SUNNYSIDE - TIA	Bridges	\$21,082,142	Beyond STIP	Beyond STIP
93	0013613	Anderson Jr., Bruce G.	Oconee	SR 24 FM APALACHEE RVR TO CS 78/FM SR 186 TO WATKINSVILLE BYP	Widening	\$56,009,091	Beyond STIP	Beyond STIP
94	0013614	Childs Jr, Frank	Morgan	SR 24/US 441 FM PUTNAM CO LN TO N OF CS 646/PIERCE DAIRY RD	Widening	\$49,719,441	Authorized	2021
95	0013615	Childs Jr, Frank	Putnam	SR 24/US 441 FROM EATON TON BYPASS TO MORGAN COUNTY LINE	Widening	\$61,104,190	Authorized	Beyond STIP
96	0013616	Anderson Jr., Bruce G.	Washington	SR 15 BYPASS FROM SR 15 TO SR 242	Roadway Project	\$36,657,605	Beyond STIP	Beyond STIP
97	0013617	Anderson Jr., Bruce G.	Morgan	SR 24 FM MADISON BYPASS/MORGAN TO N OF APALACHEE RVR/OCONEE	Widening	\$66,285,973	Beyond STIP	Beyond STIP
98	0013618	Troup Jr, Marshall Robert	Jasper	MONTICELLO NE BYPASS FROM SR 16 TO SR 83	Roadway Project	\$19,343,570	Authorized	Beyond STIP
99	0013628	Troup Jr, Marshall Robert	Rockdale	SR 162 FROM CR 55/FLAT SHOALS ROAD TO CR 3/MOLD SALEM ROAD	Widening	\$31,873,234	Authorized	Beyond STIP
100	0013676	Hamilton, Michael Vincent	Bibb	CR 723/FORREST HILL RD FROM SR 19 TO CR 5277/WOOD FOREST PL	Widening	\$13,894,807	Beyond STIP	Beyond STIP
101	0013700	Sims, Gratel Sheree	Paulding	CR 72/CEDARCREST RD FM HARMONY GROVE CHURCH RD TO COBB CO LN	Widening	\$36,500,000	Beyond STIP	Beyond STIP
102	0013702	Sims, Gratel Sheree	Paulding	SR 61 FM S OF CR 467/DALLAS NEBO RD TO SR 6	Widening	\$59,473,134	Authorized	Beyond STIP
103	0013703	Anderson Jr., Bruce G.	Richmond	CR 1515/WILLIS FOREMAN ROAD FROM SR 4/US 1 TO SR 121/US 25	Widening	\$35,338,750	Beyond STIP	Beyond STIP
104	0013704	Childs Jr, Frank	Columbia	CR 92/HARDY MC MANUS RD FM CR 1427/WILLIAM FEW PKWY TO SR 28	Widening	\$26,553,681	Beyond STIP	Beyond STIP
105	0013712	Williams, Bryan	Bibb	SR 11/SR 49/US 41 @ NS #734080Y 1.4 MI S OF MACON	Bridges	\$11,481,437	2020	Beyond STIP
106	0013714	Mann, Scott	Brooks	SR 76/SR 333 @ CS 735/BAY STREET & CSX #638942L IN QUITMAN	Bridges	\$13,393,655	Beyond STIP	Beyond STIP
107	0013715	Faciene, Malika	Clarke	SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 5 MI E OF BOGART	Bridges	\$11,698,568	2020	Beyond STIP
108	0013716	Richardson, Darrell	Clarke	SR 10 LOOP EB & WB @ SR 8/US 29	Bridges	\$10,303,577	N/A	2021
109	0013727	Nelson Jr, William R.	Chatham	I-16 @ SR 307	Operational Improvement	\$36,213,925	Authorized	2020
110	0013732	Dempsey, Cherril Marie	Irwin	SR 35 FM FERRY LAKE ROAD/TIFT TO STUMP CREEK/RWIN @ 3 LOCS	Passing Lanes	\$13,860,181	Authorized	2021
111	0013733	Smith-Calloway, Andrea Lane	Douglas	SR 5/US 78 @ SR 6/US 278 - CFH	Intersection Improvement	\$17,200,000	Beyond STIP	Beyond STIP
112	0013741	Nelson Jr, William R.	Chatham	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Bridges	\$32,434,862	Beyond STIP	Beyond STIP
113	0013742	Nelson Jr, William R.	Chatham	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Bridges	\$32,625,874	Beyond STIP	Beyond STIP
114	0013745	Pharr, Sean	Glynn	SR 25 SPUR EAST @ MACKAY RIVER 3 MI E OF BRUNSWICK	Bridges	\$75,043,749	Beyond STIP	Beyond STIP
115	0013763	Sheehan, Will	Oconee	SR 8/SR 316/US 29 @ CR 60/DIALS MILL ROAD	Grade Separation	\$32,200,000	Beyond STIP	Beyond STIP
116	0013769	Yanez-Urbe, Gabriela	Oconee	SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	\$50,850,000	Beyond STIP	Beyond STIP
117	0013804	Pharr, Sean	Bulloch	SR 119 @ OGEECHEE RIVER & OVERFLOW 13.6 MI SE OF BROOKLET	Bridges	\$16,183,524	2020	Beyond STIP
118	0013813	Williams, Bryan	Monroe	SR 83 @ LEE CREEK & @ OCMULGEE RIVER 11 MI NE OF FORSYTH	Bridges	\$11,528,068	2020	Beyond STIP
119	0013866	Henry, Jeff	Badwin	SR 29/US 441 BU @ FISHING CREEK IN MILLEDGEVILLE	Bridges	\$10,229,857	2020	2021
120	0013863	Lott, David B.	Gwinnett	SR 316 FROM WIMBERLY WAY TO PROGRESS CENTER AVE	Grade Separation	\$46,328,603	2020	Beyond STIP

Project count	Project ID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est. Total	Proposed ROW Fiscal Year	Proposed CST Fiscal Year
121	0013884	Lott, David B.	Gwinnett	SR 316 @ CR 186/CEDARS ROAD	Ramp	\$54,788,800	2020	Beyond STIP
122	0013885	Lott, David B.	Gwinnett	SR 316 FROM CR 186/HURRICANE TRAIL TO CR 566/IFENCE ROAD	Ramp	\$54,788,800	Beyond STIP	Beyond STIP
123	0013897	Lott, David B.	Gwinnett	SR 316 @ SR 91/US 29	Interchange	\$73,516,000	Beyond STIP	Beyond STIP
124	0013913	Fowler, David Matthew	DeKalb	I-20 FROM I-285 TO SR 124 - EXPRESS LANES	Managed Lanes	\$776,631,148	Beyond STIP	Beyond STIP
125	0013914	O'Quinn, Dustin	DeKalb	I-285 FROM I-20 TO I-85 - EXPRESS LANES	Managed Lanes	\$591,255,158	2020-Beyond STIP	Beyond STIP
126	0013915	O'Quinn, Dustin	DeKalb	I-285 @ I-20 - EAST SIDE INTERCHANGE RECONSTRUCTION	Managed Lanes	\$529,600,000	2020-2021	Beyond STIP
127	0013916	Fowler, David Matthew	Douglas	I-20 FROM I-285 TO SR 92 - EXPRESS LANES	Managed Lanes	\$1,066,452,891	Beyond STIP	Beyond STIP
128	0013917	O'Quinn, Dustin	Cobb	I-285 FROM I-75 TO I-20 - EXPRESS LANES	Managed Lanes	\$468,673,580	2020-2021	Beyond STIP
129	0013918	O'Quinn, Dustin	Fulton	I-285 @ I-20 WEST SIDE INTERCHANGE RECONSTRUCTION & WIDENING	Managed Lanes	\$469,909,755	2020-2021	Beyond STIP
130	0013919	Fowler, David Matthew	Clayton	I-75 FROM I-285 TO SR 138 - EXPRESS LANES	Managed Lanes	\$312,834,242	Beyond STIP	Beyond STIP
131	0013927	Henry, Jeff	Richmond	SR 4/JUS 25BU @ SAVANNAH RIVER @ SOUTH CAROLINA STATE LINE	Bridges	\$24,014,642	Beyond STIP	Beyond STIP
132	0013943	Henry, Jeff	Walker	SR 11/US 27 @ WEST CHICKAMAUGA CREEK	Bridges	\$12,360,983	2020	Beyond STIP
133	0013946	Kimbrough, Kimberly Jane	Franklin	SR 17 RELOC FM ROYSTON BYPASS TO SR 51 IN CANON	Roadway Project	\$43,167,000	Beyond STIP	Beyond STIP
134	0013948	Bryant, Gemine Iesha	Fulton	CR 1385/BUFFINGTON ROAD FROM ROCK QUARRY ROAD TO SR 14/JUS 29	Widening	\$31,385,610	Authorized	Beyond STIP
135	0013949	Bryant, Gemine Iesha	Fulton	CR 1385/BUFFINGTON RD FROM ROYAL S PKWY TO ROCK QUARRY RD	Turn Lanes	\$12,472,897	Authorized	Beyond STIP
136	0013971	Traylor, Lindsay	DeKalb	SR 238 @ SR 42	Intersection Improvement	\$10,014,173	Authorized	Beyond STIP
137	0013987	Dempsey, Cherral Marie	Lowndes	CR 274/CS 1078/LAKE PARK BELLVILLE ROAD FROM SR 7 TO I-75	Widening	\$35,945,088	Authorized	Beyond STIP
138	0013988	McDonald, Travis S.	Barrow	SR 211 FROM SR 124 TO CS 127/PINOT NOIR DRIVE	Widening	\$12,354,129	Beyond STIP	Beyond STIP
139	0013992	Mann, Scott	Dougherty	SR 52/BU @ FLINT RIVER IN ALBANY	Bridges	\$17,543,919	Beyond STIP	Beyond STIP
140	0014072	Williams, Bryan	Bbb	I-16 EB & WB @ WALNUT CREEK 1 MI E OF MACON	Bridges	\$16,868,820	2020	Beyond STIP
141	0014077	Dempsey, Cherral Marie	Troup	LAGRANGE BYPASS FROM CR 282/YOUNGS MILL ROAD TO SR 11/US 27	Roadway Project	\$29,792,000	Beyond STIP	Beyond STIP
142	0014078	Dempsey, Cherral Marie	Troup	LAGRANGE BYPASS DAVIS RD FM SR 14/US 29 TO YOUNGS MILL RD	Widening	\$31,950,000	Beyond STIP	Beyond STIP
143	0014079	Dempsey, Cherral Marie	Troup	SR 14 SPUR FROM S OF SR 109 TO SR 14/US 29	Widening	\$29,909,140	Beyond STIP	Beyond STIP
144	0014130	Heeng, C. Andrew	Hall	I-865 FROM I-85/GWINNETT TO SR 53/HALL	Widening	\$86,760,000	N/A	Beyond STIP
145	0014131	James, Cleopatra Cawon	Cherokee	SR 20 FROM CR 281/SCOTT ROAD TO CR 762/UNION HILL ROAD	Widening	\$45,362,954	Authorized	Beyond STIP
146	0014132	James, Cleopatra Cawon	Cherokee	SR 20 FROM CR 762/UNION HILL RD TO CR 765/EAST CHEROKEE DR	Widening	\$7,597,359	Beyond STIP	Beyond STIP
147	0014134	Lovell, Christy S	Lowndes	CS 1517/JERRY JONES DREAAGER RD FROM BAYTREE RD TO OAK ST	Turn Lanes	\$23,070,459	Authorized	Beyond STIP
148	0014203	Fowler, David Matthew	Appling	I-75 FROM I-475 TO SR 155 - COMMERCIAL VEHICLE LANES	Truck Lanes	\$5,027,343,711	2020-Beyond STIP	Beyond STIP
149	0014482	Dempsey, Cherral Marie	Henry	WESTERN PARALLEL CONNECTOR FM HUDSON BRIDGE TO JONESBORO RD	Roadway Project	\$54,174,000	2020	Beyond STIP
150	0014485	Dempsey, Cherral Marie	Lowndes	SR 31 FROM SR 71/LOWNDES TO SR 135/LANIER	Passing Lanes	\$11,323,500	2020	Beyond STIP
151	0014897	Williams, Bryan	Bbb	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	Bridges	\$11,127,881	2020	Beyond STIP
152	0015000	Batwin Jr., George Curtis	Fulton	SR 237 FROM SR 141 CONN TO SR 141	Widening	\$25,589,691	2020	Beyond STIP
153	0015042	Adekonop, Oluosola T.	Cobb	ROTTENWOOD CREEK TRAIL FM ALUMNI DR TO FRANKLIN RD - PHASE I	Bicycle/Ped. Facility	\$15,367,918	2020	Beyond STIP
154	0015051	Smith-Callaway, Andrea Liane	Cobb	I-75 @ CR 2025/MAKERS MILL RD - NEW EXPRESS LANE ACCESS RAMPS	Ramp	\$19,762,828	N/A	Beyond STIP
155	0015089	Cadwell, Shanda G.	Henry	SR 81 FROM E OF SR 81 WE TO CR 371/BETHANY ROAD	Widening	\$37,255,117	2020	Beyond STIP
156	0015090	Maxwell, Ricardo A.	Henry	ROCK QUARRY ROAD FROM EAGLES LANDING PKWY TO SR 42/SR 138	Widening	\$31,450,204	2020	Beyond STIP
157	0015203	Vannmeter, Darryl Duane	Appling	MAJOR MOBILITY INVESTMENT PROGRAM	Preliminary Engineering	\$33,000,000	#N/A	Beyond STIP
158	0015279	Ezenekwe, Ohi	Cobb	KENNESAW MOUNTAIN PEDESTRIAN IMPROVEMENTS	Bicycle/Ped. Facility	\$14,817,528	Authorized	Beyond STIP
159	0015294	Batwin Jr., George Curtis	Fulton	CS 3790/MILK JR DRIVE @ RICH'S PARKING LOT IN ATLANTA	Bridges	\$56,000,800	2020	Beyond STIP
160	0015295	Adekonop, Oluosola T.	Fulton	CS 2003/CENTRAL AVE @ CSX #2799/74G IN ATLANTA	Bridges	\$37,158,459	2020	Beyond STIP

Project count	Project ID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est Total	Proposed ROW Fiscal Year	Proposed CST Fiscal Year
161	0015323	Yanez-Urbe, Gabriella	Barrow	EXCHANGE BLVD EXT FROM CR 110/HARRY MCCARTY ROAD TO SR 11	Frontage Roads	\$20,718,195	Beyond STIP	Beyond STIP
162	0015439	McDonald, Travis S.	Gwinnett	SR 20 FROM CR 1954/PEACHTREE INDUSTRIAL BLVD TO SR 13	Widening	\$12,629,436	2020	Beyond STIP
163	0015478	Lovett, Christy S	Colquitt	SR 133 FROM S OF CARLTON ROAD TO N OF MIKE HORNE ROAD	Widening	\$28,750,365	Beyond STIP	Beyond STIP
164	0015537	Faciens, Malika	Carroll	SR 70US 27 @ LITTLE TALLAPOOSA RIVER IN CARROLLTON	Bridges	\$11,821,704	2020	Beyond STIP
165	0015551	Richardson, Darrell	Hall	SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE	Bridges	\$12,750,000	Beyond STIP	Beyond STIP
166	0015559	Barnett, Jonathan	Muscogee	SR 520US 280 @ CHATTAHOOCHEE RIVER IN COLUMBUS	Bridges	\$11,850,000	Beyond STIP	Beyond STIP
167	0015569	Matthews, Timothy W.	Appling	MMIP PROGRAMMATIC OVERSIGHT	Preliminary Engineering	\$552,400,000	#N/A	Beyond STIP
168	0015664	Ndefrest, Parisa	Fulton	CAMPBELLTON RD FROM LEE STREET TO ATLANTA CITY LIMITS	Roadway Project	\$18,220,000	N/A	Beyond STIP
169	0015704	Williams, Samuel Zavier	Chatham	SR 404 SPURUS 17 @ BACK RIVER	Bridges	\$16,400,000	N/A	Beyond STIP
170	0015762	McDonald, Travis S.	Forsyth	SR 368 FROM SR 9 TO SR 306	Widening	\$15,000,000	Authorized	Beyond STIP
171	0015878	Johnson, Robert Lester	Washington	SR 24 FME OF CHAMBERS BROOKS SPRING RD TO W OF HELTON LN	Widening	\$10,725,000	2020	Beyond STIP
172	0015924	Heath, Andrew J.	Appling	STATEWIDE BROADBAND PUBLIC PRIVATE INITIATIVE	Preliminary Engineering	\$10,500,000	#N/A	Beyond STIP
173	0015983	Hall, Sharon Rebecca	Gwinnett	SR 140 FROM SR 13 TO CS 1102/W PEACHTREE STREET	Operational Improvement	\$14,582,000	2020	Beyond STIP
174	0015997	Smith-Calloway, Andrea Liane	Fulton	PATH 400 TRAIL EXTENSION FROM WELUCA ROAD TO LORIDANS DRIVE	Multi-use Trail	\$11,690,000	Beyond STIP	Beyond STIP
175	0016054	Black, Perry J.	DeKalb	I-85 @ SR 42	Interchange	\$24,700,000	Beyond STIP	Beyond STIP
176	0016074	Loft, David B.	Hall	SR 365 @ HOWARD ROAD - NEW INTERCHANGE	Roadway Project	\$14,600,000	Beyond STIP	Beyond STIP
177	0016089	McDonald, Travis S.	Barrow	SR 211 FROM CS 1274/PINOT NOIR DRIVE TO SR 347	Widening	\$31,450,000	Beyond STIP	Beyond STIP
178	0016386	Hall, Sharon Rebecca	Walton	SR 20 @ 3 LOCS IN WALTON COUNTY	Intersection Improvement	\$19,370,129	Beyond STIP	Beyond STIP
179	0016387	Hall, Sharon Rebecca	Walton	SR 20 FROM CS 660/SHARON CHURCH ROAD TO SR 100US 78	Widening	\$16,987,993	Beyond STIP	Beyond STIP
180	0016506	Pharr, Sean	Barrow	I-75 @ CR 179/CEDAR CREEK ROAD 5.2 MI NW OF WHITE	Bridges	\$10,100,000	Beyond STIP	Beyond STIP
181	0016530	Pharr, Sean	Ebert	SR 17 @ BROAD RIVER 7.5 MIN OF TIGNALL	Bridges	\$14,100,000	Beyond STIP	Beyond STIP
182	110610-	Matthews, Timothy W.	Gwinnett	I-85 FROM I-985 TO N OF SR 53	Widening	\$134,874,884	Authorized	Beyond STIP
183	121690-	McDonald, Travis S.	Forsyth	SR 9 FROM N OF SR 141 TO N OF SR 20	Widening	\$48,988,367	Authorized	Beyond STIP
184	122090-	Yanez-Urbe, Gabriella	Hall	SR 11/US 129 FROM LAKEVIEW STREET TO S OF NOPONE RD-PHASE I	Widening	\$59,459,914	Authorized	Beyond STIP
185	122090-	Hall, Sharon Rebecca	Rebun	SR 15/US 441 FM NORTH CLAYTON TO NORTH CAROLINA LINE	Widening	\$107,149,683	Authorized	Beyond STIP
186	122200-	Yanez-Urbe, Gabriella	Union	SR 11 & CS 524/MURPHY HWY FM CS 847/BLUE RIDGE ST TO SR 325	Widening	\$119,985,022	Beyond STIP	Beyond STIP
187	122600-	Yanez-Urbe, Gabriella	Clarke	SR 10 LOOP/ATHENS PERIMETER @ SR 10/US 78/LEXINGTON RD	Interchange	\$24,593,917	Authorized	Beyond STIP
188	122890-	McDonald, Travis S.	Clarke	SR 10LP @ SR 10 IN ATHENS	Interchange	\$57,579,580	Authorized	Beyond STIP
189	122900-	Kimbrough, Kimberly Jane	Union	SR 515/US 76 FM YOUNG HARRIS ST/UNION TO TIMBERLINE DR/TOWNS	Widening	\$129,292,078	Authorized	Beyond STIP
190	22120-	Childs Jr, Frank	Jefferson	SR 4/US 1 FM N OF NIMROD RD TO LOUISVILLE BYPASS/INC BRIDGES	Widening	\$40,477,913	Authorized	Beyond STIP
191	22150-	Childs Jr, Frank	Jefferson	SR 4/US 1 FROM 0.3 MI N OF NIMROD RD TO CLARK MILLS RD - TIA	Widening	\$22,063,662	Authorized	Beyond STIP
192	22160-	Childs Jr, Frank	Jefferson	SR 4/US 1 FM LOUISVILLE BYP @ CR 325 TO CR 138/MENNONITE CH	Widening	\$22,580,111	Authorized	Beyond STIP
193	22170-	Childs Jr, Frank	Jefferson	SR 4/US 1 FROM CR 138/MENNONITE CHURCH ROAD TO SR 540	Widening	\$33,467,106	Authorized	Beyond STIP
194	22220-	Childs Jr, Frank	Wilkes	SR 17 FM N WASHINGTON BYP TO PASSING LN SO OF CR 193 (EXC)	Widening	\$78,596,340	Beyond STIP	Beyond STIP
195	231210-	Troup Jr, Marshall Robert	Newton	SR 162 FROM CR 511/BROWN BRIDGE ROAD TO CR 340/OLD SALEM ROAD	Widening	\$27,765,398	Authorized	Beyond STIP
196	262027-	Childs Jr, Frank	Laurens	SR 31/US 441 FROM S OF SR 117 TO I-16	Widening	\$34,683,145	Authorized	Beyond STIP
197	311005-	Dempsey, Cherril Marie	Bbb	I-16 EB FROM I-75 TO WALNUT CREEK - PHASE IV	Bridges	\$137,313,525	Authorized	Beyond STIP
198	311400-	Dempsey, Cherril Marie	Bbb	I-75 FROM I-16 TO CR 478/PIERCE AVE - PHASE VI	Widening	\$71,218,724	Authorized	Beyond STIP
199	321715-	Maxwell, Ricardo A	Troup	SR 14/US 29 FM CR 403/UPPER GLASS BRIDGE TO OLD VERNON RD	Widening	\$42,638,421	Beyond STIP	Beyond STIP
200	322050-	Maxwell, Ricardo A	Henry	SR 42 FROM 0.15 MI S OF SR 138/HENRY TO I-675/CLAYTON	Widening	\$42,138,619	Authorized	Beyond STIP

Project Count	ProjectID	Project Manager Name	Primary County	Description	Primary Work Type	Latest Cost Est Total	Proposed ROW Fiscal Year	Proposed CST Fiscal Year
201	322250-	Maxwell, Ricardo A.	Troup	SR 1 US 27/LAGRANGE FM AUBURN ST TO SR 219/MORGAN ST	Widening	\$36,926,547	Authorized	Beyond STIP
202	322460-	Cadwell, Shanda G.	Twiggs	SR 96 FROM E OF CR 540/OLD HAWKINSVILLE ROAD TO W OF SR 87	Widening	\$83,719,002	Authorized	Beyond STIP
203	322470-	Cadwell, Shanda G.	Twiggs	SR 96 FM 0.48 W OF SR 87 TO S OF I-16	Widening	\$52,176,823	Authorized	Beyond STIP
204	421345-	Ford, Clinton B.	Coffee	SR 32 FM W OF CR 298 EAST TO WEST CITY LIMITS OF DOUGLAS-TIA	Widening	\$35,406,468	Authorized	Beyond STIP
205	422380-	Blocker, Brent	Atkinson	SR 31/SR 89 FROM N OF CR 303/COUNTY ROAD 225 TO N OF SR 520	Widening	\$407,333,850	Authorized	Beyond STIP
206	422390-	Franks, Kenneth Kasey T.	Clinch	SR 89/US 441 FROM ORANGE STREET TO CR 101/COWART ROAD - TIA	Widening	\$31,361,384	Authorized	Beyond STIP
207	422420-	Williams, Samuel Xzavier	Clinch	SR 89/US 441 FM SR 94/SR 177 TO N OF CR 8/WILLIAMSBURG RD	Widening	\$22,240,187	Authorized	Beyond STIP
208	422470-	Gulford, Nona	Crisp	SR 30 FROM LAKE BLACKSHEAR TO SR 300 CONN W OF CORDELE - TIA	Widening	\$34,374,360	Authorized	Beyond STIP
209	521855-	Williams, Samuel Xzavier	Chatham	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Widening	\$46,891,393	Authorized	Beyond STIP
210	522180-	Wright, Michelle O.	Toombs	SR 4/US 1 FM S OF GEORGE HILL RD TO SR 29/INC OPEN CRK - TIA	Widening	\$22,817,766	Authorized	Beyond STIP
211	522190-	Wright, Michelle O.	Toombs	SR 4 FM SR 29 TO CR 386/GREEN OAK RD, INC CLVT@ROCKY CRK-TIA	Widening	\$37,222,834	Authorized	Beyond STIP
212	522220-	Wright, Michelle O.	Toombs	SR 4/US 1 FROM S OF SR 147 TO S OF GEORGE HILL ROAD - TIA	Widening	\$62,189,461	Authorized	Beyond STIP
213	522570-	Blocker, Brent	Liberty	SR 38 CONN FROM SR 38/US 84 TO SR 119	Roadway Project	\$29,207,479	2020	Beyond STIP
214	526850-	Edwards, Cassius Octavius	Glynn	SR 25/US 17 FROM CR 372/YACHT DRIVE TO SR 99	Widening	\$49,860,266	Authorized	Beyond STIP
215	620490-	Solomon-Roberson, Ruth	Fannin	MCCAYSVILLE BYPASS FROM SR 5 TO TENNESSEE STATE LINE	Roadway Project	\$43,756,286	Authorized	Beyond STIP
216	621082-	Sims, Gretel Sheree	Chattooga	SUMMERVILLE SW BYPASS FROM SR 48 TO E OF CHATTOOGA RIVER	Widening	\$35,150,574	Beyond STIP	Beyond STIP
217	621340-	Solomon-Roberson, Ruth	Fannin	SR 5 FROM N OF SR 2/US 76 TO OLD FLOWERS ROAD	Widening	\$102,438,194	Authorized	Beyond STIP
218	621410-	Igbalajobi, Theophilus Niyi	Bartow	SR 113/OLD ALA RD RELOC FM SR 113 - PUMPKINWINE CK- TO CR 689	Widening	\$98,943,051	Authorized	Beyond STIP
219	621490-	Solomon-Roberson, Ruth	Pickens	SR 538/US FM SR 515/APD TO HOLLEY STREET	Widening	\$34,236,878	Authorized	Beyond STIP
220	621600-	Igbalajobi, Theophilus Niyi	Floyd	S ROME BYPASS 27 FM SR 1 ALONG BOOZE MTN RD TO SR 101 @CR 96	Roadway Project	\$106,670,520	Authorized	Beyond STIP
221	621720-	Solomon-Roberson, Ruth	Paulding	SR 92 FROM NEBO ROAD TO EAST PAULDING MIDDLE SCHOOL	Widening	\$86,021,738	Authorized	Beyond STIP
222	631490-	Igbalajobi, Theophilus Niyi	Carroll	VILLA RICA BYP EXTEND W FM PROPOSED SR 61 BYPASS TO SR 101	Roadway Project	\$23,190,574	Authorized	Beyond STIP
223	690540-	Solomon-Roberson, Ruth	Floyd	SR 1/SR 101 FROM OOSTANAULA RIVER TO N OF SR 20	Widening	\$22,204,238	Authorized	Beyond STIP
224	682420-	Igbalajobi, Theophilus Niyi	Floyd	SE ROME BYP FM SR 101 NE ON NEW LOC TO US 411; INC INTCH	Roadway Project	\$116,784,199	Authorized	Beyond STIP
225	718300-	Pegram, Vneeha C.	DeKalb	I-285 @ BOULDERCREST ROAD	Interchange	\$77,865,875	Authorized	Beyond STIP
226	721000-	Okomkpaeto, Eka	Fulton	SR 120 FROM SR 141/FULTON TO PEACHTREE IND BLVD/GWINNETT	Widening	\$45,107,350	Authorized	Beyond STIP
227	721010-	Okomkpaeto, Eka	Fulton	SR 9 FROM SR 120 TO CHATTAHOOCHEE RIVER IN ROSWELL	Widening	\$49,630,694	Authorized	Beyond STIP
228	721290-	Anyabosi, Oluchukwu Ezigomaya	Clayton	SR 85 FROM SR 279/FALETTE TO CR 820/ROBERTS DR/CLAYTON	Widening	\$36,786,598	Authorized	Beyond STIP
229	721780-	Evans, Timothy	Fulton	SR 9 FROM ACADEMY STREET TO WINDWARD PKWY	Widening	\$48,115,132	Authorized	Beyond STIP
230	721790-	Evans, Timothy	Fulton	SR 9 FROM UPPER HEMBRREE ROAD TO ACADEMY STREET	Roadway Project	\$35,091,361	Authorized	Beyond STIP
231	722030-	Pegram, Vneeha C.	Clayton	SR 3/US 19/US 41 FROM S OF CR 504/TARA RD TO S OF SR 54	Widening	\$37,855,952	Authorized	Beyond STIP
232	731048-	Black, Perry J.	Rockdale	I-20 @ SR 138/SR 20 INTERCHANGE RECONSTRUCTION & WIDENING	Interchange	\$66,460,039	Beyond STIP	Beyond STIP
233	751770-	Bryant, Genne Iesha	Clayton	BATTLECREEK/MT ZION BLVD FM SOUTH LAKE PKWY TO SOMERTON DR	Widening	\$32,737,175	Authorized	Beyond STIP
234	751775-	Bryant, Genne Iesha	Clayton	BATTLE CREEK RD FM VALLEY HILL RD TO SOUTHLAKE PKWY	Widening	\$27,150,639	Authorized	Beyond STIP
235	M05401	Wilson II, Arthur McKinley	Franklin	I-85 FROM 1 MI S OF SR 17 TO SOUTH CAROLINA STATE LINE	Resurface & Maintenance	\$20,000,000	#N/A	Beyond STIP
<b>Total</b>						<b>\$36,753,634,217</b>		



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