

**fact** (fakt) *n.* 1. information 2. detail 3. truth 4. reality

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Georgia Department of Transportation

2010-2011  
**FACT  
BOOK**  
[www.dot.ga.gov](http://www.dot.ga.gov)



# ABOUT THE 2010-2011 GEORGIA DOT FACT BOOK

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

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

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

**For additional copies:**  
**Georgia Department of Transportation**  
**Office of Communications**  
*communications@dot.ga.gov*



# LETTER FROM THE COMMISSIONER

Georgia's reputation as a leader in commerce is rooted in its ability to move goods across our state. Equally important is our commitment to offering a viable, safe transportation network that serves everyone from students moving to downtown Atlanta campuses to families making annual trips for summer vacations to visitors traveling here for business or pleasure. Without question, Georgia's extensive system of highways, along with our transit, aviation and rail options, are critical to the state's overall economic health and excellent quality of life.

In the Georgia DOT 2010-2011 Fact Book, you will see a glimpse of the extent to which Georgia DOT works to maintain and improve our transportation network, with the goal of creating the 21st century system that Georgians and visitors deserve.

The Fact Book historically serves as a reference tool that offers key facts about the Department and its programs. This year, we have changed the format by making it smaller and more user-friendly, while still providing relevant and useful information.

We encourage you to read the Fact Book, and invite you to visit our website [www.dot.ga.gov](http://www.dot.ga.gov) where you will find detailed and current information about the crucial work of Georgia DOT. You can also "like us" on Facebook at [www.facebook.com/georgiaDOT](http://www.facebook.com/georgiaDOT).

And if you have suggestions, please offer them to us. We greatly appreciate your feedback.

Sincerely,



Vance C. Smith, Jr.  
Commissioner





**con·tents** (kän-tents) *n.* 1. topics 2. gist 3. substance 4. subject matter

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IV.

asset (a-set) n. 1. valuable thing 2. owned item 3. property





# TRANSPORTATION ASSET MANAGEMENT

## A new approach to preserving Georgia's transportation system.

**Transportation Asset Management (TAM)** is a deceptively simple concept: to preserve transportation assets, strategically anticipate and act on problems before they occur rather than attempting to solve them after they happen. In other words: be proactive, not reactive.

**TAM is a comprehensive, integrated and systematic approach to cost effectively manage Georgia's physical transportation assets. This is done through the use of strategic goals, performance measures and data. Sustaining infrastructure through asset preservation is at the core of TAM. Life cycle management—looking at an asset over its life span and applying preservation treatments—prolongs useful life. This is cost effective in the long run and does not delay routine maintenance, which, over time, may result in complete deterioration and costly asset replacement.**

TAM's "most at risk first" approach emphasizes management of existing assets by applying the highest priority to preventive maintenance and repair. It takes a big picture view across assets and departments to guide policies and prioritize funding allocations. Decisions are based on data, well-defined objectives and the appropriate risk factor for the particular asset—whether it's safety, highest traffic volume or most-needed maintenance. TAM is not a fix for emergencies. Instead, it helps prevent major problems by prolonging asset life cycles and by planning for future replacements. The bottom line: to preserve assets in the most efficient way.

Georgia DOT's adoption of TAM principles began in the areas of pavements, bridges and signs. For pavements, we married risk factors such as average daily traffic (ADT) and truck traffic percentage

with our pavement analysis tool, COPACES, to guide decisions regarding which roadway improvements would be most beneficial. For bridges, we are developing an analysis tool that bases decisions on factors other than sufficiency rating. For signs, we have begun a comprehensive statewide inventory to aid us in anticipating funding needs for sign replacement, as well as to prepare us for changes in federal reflectivity requirements. Moving forward, we will examine ways to manage assets such as drainage structures, signals, guard rails, walls, shoulders, and striping and markings.

While TAM is a good practice in times of adequate funding, it is particularly prudent when funding for transportation is constrained. Although Department-wide implementation of TAM principles is still in development, Georgia DOT is committed to TAM as an effective tool to determine how best to invest every transportation dollar.

TAM strategies will help improve the performance of our existing system, get the best return on taxpayer dollars spent for improvements, preserve physical assets and provide the service the public expects. Preventive maintenance will reduce life cycle costs as well as improve travel conditions, reliability and safety. Due to its objective and data-based principles, TAM can improve the credibility of our decisions. The end result...a better managed system and longer useful life of our transportation assets.

For more information, email our Division of Organizational Performance Management (OPM): [aalexander@dot.ga.gov](mailto:aalexander@dot.ga.gov).

# GEORGIA HIGHWAY STATISTICS

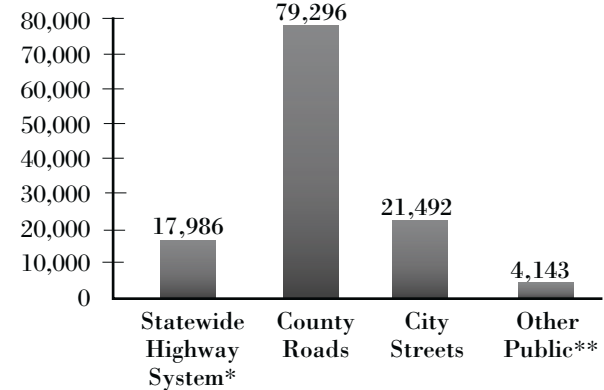
The Georgia Department of Transportation provides a safe and efficient highway system designed to connect our interstates, state highway system, county roads and city streets.

For additional Georgia DOT statistics and reports, visit [www.dot.ga.gov/statistics](http://www.dot.ga.gov/statistics).

## Georgia Roadway Miles 2010

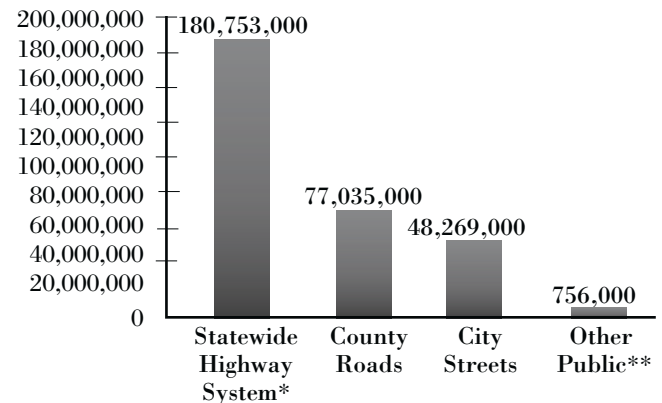
DESIGNATION	MILEAGE	DAILY VEHICLE MILES TRAVELED
<b>Rural</b>		
State Highway System*	14,040	70,644,000
Interstates*	719	27,417,000
County Roads	61,266	26,566,000
City Streets	5,295	3,547,000
Other Public**	2,449	143,000
<b>Small Urban Areas</b>		
State Highway System*	1,076	12,027,000
Interstates*	63	3,172,000
County Roads	1,975	2,841,000
City Streets	3,985	6,394,000
Other Public**	196	43,000
<b>Urban Areas</b>		
State Highway System*	2,870	98,082,000
Interstates*	467	49,153,000
County Roads	16,055	47,628,000
City Streets	12,212	38,328,000
Other Public**	1,498	570,000

Miles of Georgia Road 2010



**Total Miles: 122,917**

Daily Vehicle Miles Traveled (DVMT) 2010



**Total DVMT: 306,813,000**

\* State Highway System includes Interstates

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

Source: Office of Transportation Data



# NATIONAL HIGHWAY SYSTEM: GEORGIA

The **National Highway System (NHS)** is a 160,000-mile network of interstates, strategic highways and principal arterials linking major U.S. population centers with ports, railroads, transit, aviation and other intermodal facilities, as well as major travel destinations and international border crossings. These connectors are vital to the nation's economy, defense and mobility.

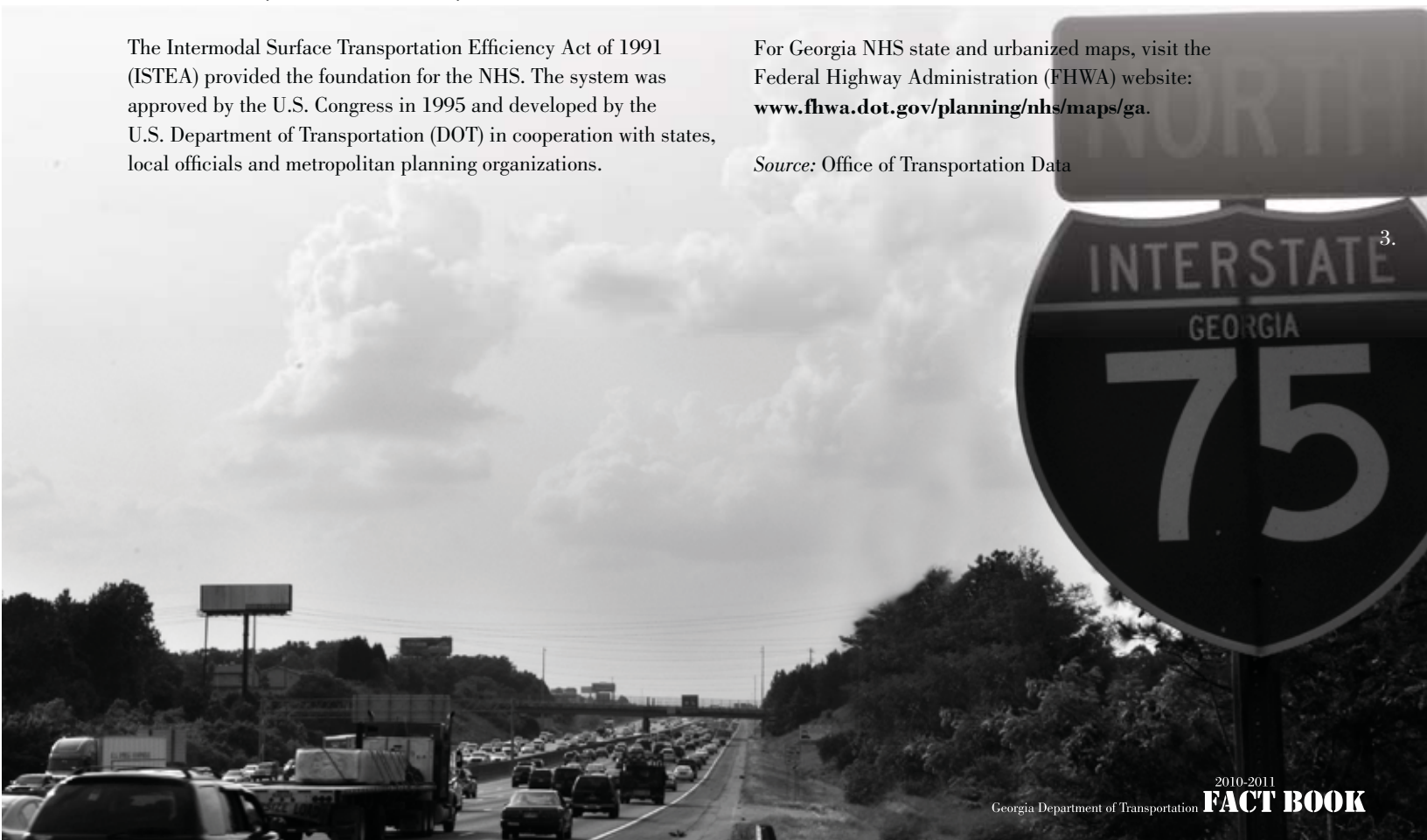
The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided the foundation for the NHS. The system was approved by the U.S. Congress in 1995 and developed by the U.S. Department of Transportation (DOT) in cooperation with states, local officials and metropolitan planning organizations.

## 2010 GEORGIA NHS MILES

Total GA Interstate.....	1,248.8
GA NHS Major Intermodal Connector Route .....	84.9
Other GA NHS Route .....	4,231.8
<hr/>	
Total GA NHS Miles .....	5,565.5

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

*Source:* Office of Transportation Data



# IMPROVING TRANSPORTATION IN GEORGIA

## What's the plan?

The **Statewide Strategic Transportation Plan (SSTP) 2010-2030** is a comprehensive state required document that examines the full spectrum of transportation options and solutions for Georgia, and the return on investment from funding these methods. The SSTP is a guide for strategic investment in order to realize optimum benefits. For details, including a PDF of the final plan, visit [www.it3.ga.gov](http://www.it3.ga.gov).

*The SSTP, adopted in June 2010, was developed in accordance with the investment policies required under Georgia Senate Bill 200, as passed during the 2009 legislative session.*

4. The **Statewide Transportation Plan (SWTP) 2005-2035** is a federally required systematic analysis of the current and future performance of major transportation modes in Georgia, as well as their linkages. It incorporates existing regional and modal plans, estimates program costs, and forecasts available and potential funding. While the federal government requires each state to maintain a SWTP with at least a 20-year future window, Georgia DOT's 30-year plan extends through 2035.

Georgia DOT supports the objective to maintain a globally competitive and attractive climate for businesses and people, and to ensure that our transportation system contributes to a productive and efficient economy. However, as with previous SWTP updates, this plan finds a major gap between statewide transportation needs and approved projects versus available funding. Revenues estimated to be available for transportation expenditures for 2005 to 2035 are \$86 billion in 2005 dollars (see chart on page 5), compared to total costs of the "Build/Financially Unconstrained" scenario of \$160 billion. For details visit [www.georgiastip.com](http://www.georgiastip.com).

The **State Transportation Improvement Program (STIP)** lists all proposed federally-funded transportation projects located outside Metropolitan Planning Organization (MPO) boundaries (each MPO develops its own Transportation Improvement Program [TIP] which is referenced in the STIP). Federal guidelines require each state to produce the STIP covering a four-year period; the STIP is typically updated and approved annually.

STIP projects, vital to the state's transportation program, emphasize the maintenance, expansion, safety and improvement of existing transportation facilities and public transportation systems. The STIP represents highway, public transit and multimodal projects proposed for federal funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code. It includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement, intermodal and transit projects. Preliminary engineering (PE), right-of-way acquisition (ROW) and construction (CST) costs are specified for highway projects; capital and operating costs are specified for transit projects.

Public and local government involvement is a major component of the STIP development process. Georgia DOT conducts meetings with local officials, while citizens and other stakeholders have the opportunity to review and comment on the draft plan at statewide public meetings, as well as through the Web and ongoing contact with Georgia DOT staff.

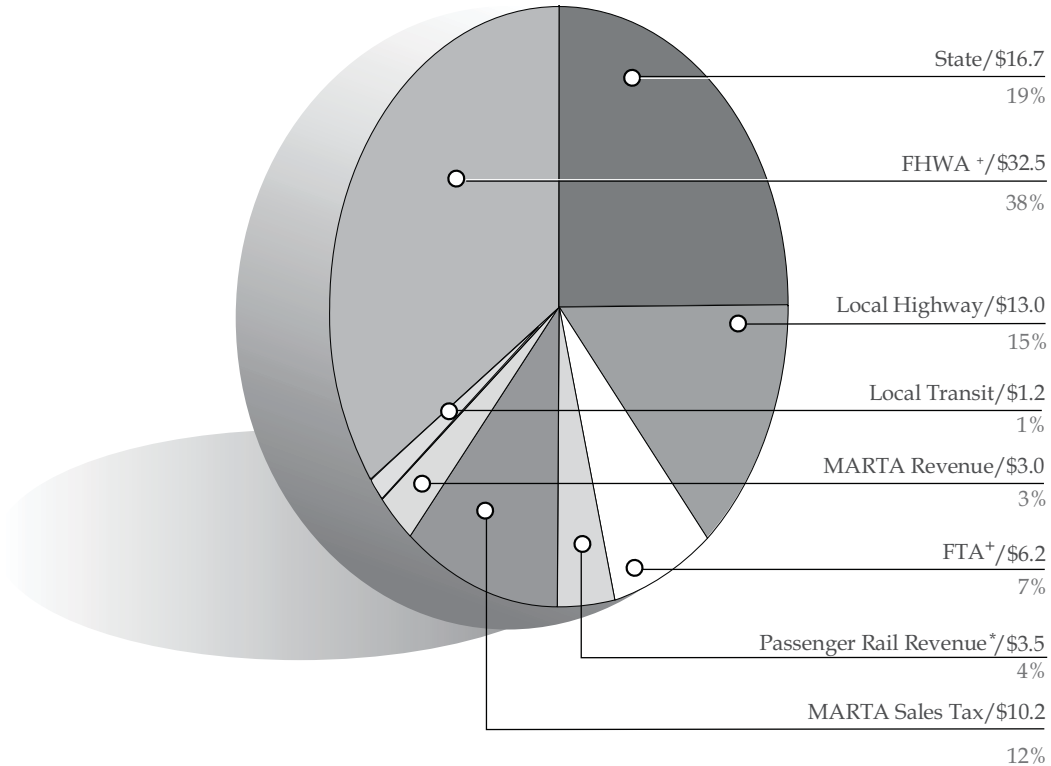
For details about the Active Fiscal Year STIP, and Georgia MPO Transportation Improvement Programs, visit [www.georgiastip.com](http://www.georgiastip.com).

*The STIP is developed under guidelines provided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The STIP is submitted to the Federal Highway Administration and Federal Transit Administration for final approval.*

# Statewide Transportation Plan (SWTP)

## Total Projected Available Transportation Revenue by Source 2005-2035 (\$86.1 Billion)

2005 Dollars (in Billions)



5.

Source: Office of Planning

\*Assumes complete system is built.

\*Assumes SAFETEA-LU authorization levels.



## **GOVERNOR'S ROAD IMPROVEMENT PROGRAM**

Fostering statewide connectivity, economic development, growth and safety.

6.

The **Governor's Road Improvement Program (GRIP)** is a system of economic development highways that, when complete, will connect 95 percent of Georgia cities with populations of 2,500 or more to the Interstate Highway System. It will also place 98 percent of Georgia's population within 20 miles of a four-lane road. GRIP includes 19 corridors (economic development highways) and three truck access routes for a total of 3,273 miles of roadway. As of January 2011 the system is 68 percent complete or under construction.

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

GRIP, originally adopted by the Georgia General Assembly in 1989, involves three phases of project development: engineering (including

design, planning and environmental studies), right-of-way acquisition and construction. In most cases a phase takes several years to complete. Availability of funds must also be considered in scheduling each phase. Georgia DOT is striving to complete the GRIP system as quickly and efficiently as possible.

### **2010 GRIP Facts:**

- 75 percent or 2,195 miles of GRIP Corridors with project development activities underway are open or under construction
- 68 percent of the total GRIP system is open or under construction
- Estimated cost to complete balance of corridors with development activities underway: \$7.793 billion
- Estimated cost to complete the total GRIP system: \$10.664 billion

For a look at the GRIP status map, plus details on Georgia's economics and demographics, corridor statistics and studies, visit [www.dot.ga.gov/grip](http://www.dot.ga.gov/grip). Or call 404.631.1522.



# LOCAL MAINTENANCE AND IMPROVEMENT GRANT PROGRAM

Improving local roads and bridges.

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

Georgia has over 99,000 miles of county roads and city streets. Annually Georgia DOT notifies local governments to submit requests for their local transportation needs. Funding for LMIG is allocated each fiscal year and is between 10 and 20 percent of the funding from the state motor fuel taxes collected in the preceding fiscal year. Funds for projects are distributed to local governments by a formula based

on population and local road mileage. Funds can be rolled over for three fiscal years to assist with funding more expensive projects.

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

Requests for LMIG funds should be submitted to the Office of Local Grants in Atlanta, with a copy to your local district engineer. All requests will be reviewed by the Commissioner.

For details, including FAQs and contacts, visit [www.dot.ga.gov/lmig](http://www.dot.ga.gov/lmig). Or call the Georgia DOT Local Grants Office at 404.347.0240.

7.



**im-prove** (improov) v. 1. make better 2. upgrade 3. enrich 4. perk up

# INVESTING IN TOMORROW'S TRANSPORTATION TODAY.

The road from IT3 to the Transportation Investment Act of 2010.

**Investing in Tomorrow's Transportation Today (IT3)** is Georgia's business plan for transportation investment—an effort to support the state's economic growth and competitiveness by bringing a results-oriented strategy to transportation planning and implementation. From this concept the **Transportation Investment Act of 2010** (aka House Bill 277) was born. TIA 2010 is legislation that gives voters the final say about whether to fund specific transportation projects that meet the needs of their particular region. TIA 2010 provides additional resources to invest in Georgia's transportation network and potentially represents the biggest funding increase in Georgia transportation history.

## IT3 Goals and Objectives

8.

- **Support Georgia's economic growth and competitiveness:** improve access to jobs; reduce congestion costs; improve efficiency and reliability of commutes; ensure more efficient and reliable movement of freight, cargo and goods; improve interregional connectivity; support local connectivity to statewide transportation network.
- **Ensure safety and security:** reduce crashes resulting in injury and loss of life.
- **Maximize the value of Georgia's transportation assets:** optimize capital asset management as well as flow of people and goods through network.
- **Minimize the impact of transportation on the environment:** reduce emissions; improve air quality; limit our footprint.

**To help fulfill these goals, TIA 2010** creates 12 special transportation tax districts that mirror the state's regional planning boundaries. It authorizes voters throughout Georgia to vote on a one percent 10-year regional sales tax to fund regional transportation improvement projects that meet the needs of their local district. Georgia DOT works with communities to create an unconstrained

"wish" list of local projects with a strong return on investment—projects that will induce the region's voters to approve the tax to fund them. Each region is headed by a Regional Roundtable consisting of the county commission chairman and a mayor from each county in the region. The roundtable's Executive Committee pares down the wish list into a final fiscally-constrained list of projects that best fits the regional plan for connectivity; that can be funded with the estimated projected revenues from the tax; and that can be completed within a decade. The Regional Roundtable considers the projects, as well as public comments. Each roundtable member has one vote. The approved list and the one percent sales tax go to voters for a referendum in 2012.

The TIA 2010 roundtable process enables a collection of counties to make strategic decisions about transportation in their region. It means that dollars spent in a region remain there, and that approved projects benefit the entire region.

TIA 2010 also creates a discretionary transportation fund for local governments within a region. In the 10-county Atlanta special district, 15 percent is returned to local governments. In other regions, 25 percent is returned. The amount allocated to each government within a region is determined by a formula based on population and road mileage.

While revenue raised by the regional sales tax will not bridge the transportation funding gap, it helps to address the transportation challenges we face. Investing in transportation infrastructure is critical to Georgia's long-term economic health. TIA 2010 allows every region of our state to have a voice in what those investments will be and it provides a mechanism to improve upon Georgia's transportation assets.

For additional information, visit [www.it3.ga.gov](http://www.it3.ga.gov).



# PUBLIC PRIVATE PARTNERSHIPS

## What is a P3?

A **Public Private Partnership (P3)** is a partnership between a public entity—in this case Georgia DOT—and the private sector. A P3 offers an innovative approach to financing and managing capital-intensive, critically needed transportation projects that would otherwise be deferred indefinitely due to limited public funding.

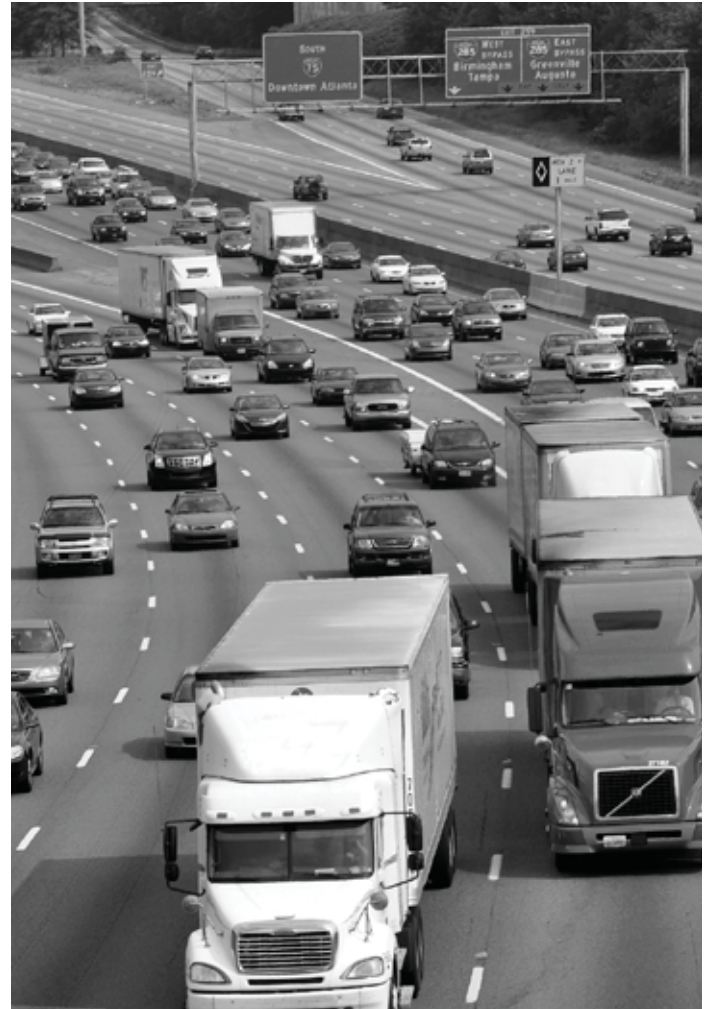
Georgia DOT's P3 program is designed to create a pipeline of projects to deliver much-needed mobility improvements. P3s create a framework that makes these projects possible and accelerates their delivery. Additionally, they offer help in closing the gap between infrastructure needs and traditional funding sources such as taxes. By leveraging private sector innovation and capital, P3s allow better utilization of our limited economic resources for major projects.

### Georgia DOT P3 Projects

The **West by Northwest Project**, Georgia's first P3 highway project, is designed to deliver reversible managed lanes to portions of I-75 and I-575 (Northwest Corridor segment), bundled with complementary managed lanes on sections of I-285 and I-20 (Western Corridor segment). The West by Northwest Project will provide motorists with better travel options and more reliable trip times. It is designed to fulfill a larger vision for an integrated managed lane system throughout Georgia.

The Northwest Corridor includes 18 miles of new lanes along I-75 (from Akers Mill Road to just north of Hickory Grove Road) and 11 miles along I-575 (from I-75 to Sixes Road). Two new managed lanes are proposed along the west side of I-75 between I-285 and I-575, and a single reversible lane is proposed along both I-75 and I-575 north of the I-75/I-575 interchange.

The Western Corridor anticipates adding 9.5 miles of managed lanes along I-285 and 6.5 miles on I-20. It contemplates two managed lanes in each direction along I-285 West from I-75 to I-20 and along I-20 West from I-285 to Thornton Road. Environmental work for the Western Corridor is expected to take three years, followed by three years of construction.



9.

# MULTI-MODAL PASSENGER TERMINAL

Site of proposed MMPT

10.

**part.ner.ship** (pärtner ship) n. 1. relationship 2. cooperation 3. alliance 4. affiliation

## PUBLIC PRIVATE PARTNERSHIPS CONTINUED

The **Multi-Modal Passenger Terminal (MMPT)**—one component of a larger mixed-use, transit-oriented development—is expected to be a catalyst for revitalization of a significant portion of downtown Atlanta. The proposed site, known as “The Gulch” (currently a tract dominated by parking lots), extends roughly from Peters Street/Spring Street on the south to Marietta Street on the north and from Peachtree Street on the east to Centennial Olympic Park Drive/Norfolk Southern Right-of-Way to the west, and includes the Five Points MARTA station. The MMPT would be the hub for existing and proposed transportation networks including MARTA rail and bus systems, regional GRTA express bus systems and the Georgia railroad network. The MMPT would replace inadequate intercity rail, intercity bus and local/regional transit transportation facilities; connect modes of transportation; increase ridership; and provide a foundation for possible new services such as commuter rail, high-speed rail and streetcar systems, as well as foster future economic development.

It is the intent of Georgia DOT to enter into a master development agreement (MDA) that would utilize the professional expertise and resources of a master developer to assist in the planning and development, design, construction, financing and property management of the proposed MMPT project.

Georgia DOT and project stakeholders—MARTA, the City of Atlanta, the Georgia Regional Transportation Authority (GRTA), the Atlanta Regional Commission (ARC) and Atlanta Downtown Improvement District (ADIA)—would play critical roles in the planning process to ensure a seamless result.

**Rest Areas and Welcome Centers** is a program designed to offset operations and maintenance costs through advertising and sponsorships at the 17 rest areas and 9 welcome centers along the Interstate Highway System in Georgia. The project is being coordinated by Georgia DOT in conjunction with the Federal Highway Administration (FHWA) and affected state agencies.

For additional information about P3 proposed programs, projects and partnerships, visit [www.georgiap3.com](http://www.georgiap3.com).





# INTELLIGENT TRANSPORTATION SYSTEMS

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

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

## Transportation Management Center

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

12.

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

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

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

## Georgia-NaviGator 511

Georgia's Statewide Intelligent Transportation System

**24/7 real-time traffic information online: [www.511ga.org](http://www.511ga.org).**

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

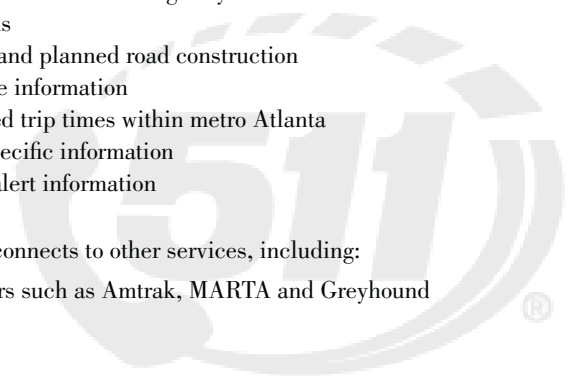
**24/7 real-time traffic information on your phone: call 511.**

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

- Report an accident, incident or road hazard
- Request motorist assistance in metro Atlanta (HERO service)
- Obtain up-to-the-minute state highway and interstate traffic conditions
- Obtain current and planned road construction and lane closure information
- Obtain estimated trip times within metro Atlanta
- Obtain route-specific information
- Hear AMBER alert information

Georgia 511 also connects to other services, including:

- Transit providers such as Amtrak, MARTA and Greyhound Bus Service



- Airport information
- Rideshare information
- Tourism information
- Air quality conditions
- Travel planning in Georgia from ExploreGeorgia.org, Georgia's official tourism website
- 511 systems in neighboring states

And if the menu doesn't have what you need, you can always speak with a live person!

For more information, visit [www.511ga.org](http://www.511ga.org) or dial 511.

*511 is America's travel information phone number. In 1999, the U.S. Department of Transportation petitioned the Federal Communications Commission (FCC) for a three-digit dialing code to make it easier for interstate travelers to access travel information. In 2000, the FCC officially designated 511 as the universal telephone number for travelers in each state. One simple, easy-to-remember number for use throughout the country. Georgia 511, launched in 2007, makes traffic, travel, tourism and transit information accessible through your phone. Georgia 511 handles over 1.5 million calls annually.*

## Roadside ITS

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

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

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

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

13.

**in.tel.li.gent** (in-te-lə-jənt) *adj.* 1. astute 2. bright 3. quick 4. clever

**re•sponse** (ri'spāns) *n.* 1. reply 2. reaction 3. answer



## **HERO FACTS 2010**

- Incidents managed: 121,504
- Certified operators: 79 (including 4 women)
- Shift supervisors: 11
- Automobile incident average response time:  
14 minutes
- Tractor-trailer incident average response time:  
12 minutes
- Automobile incident average roadway clearance time:  
23 minutes
- Tractor-trailer incident average roadway clearance time:  
39 minutes



# HIGHWAY EMERGENCY RESPONSE OPERATORS

Easing congestion and thousands of headaches.

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

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

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

## HERO Goals & Duties

- Relieve congestion and maintain consistent traffic flow at incident locations
- Reduce response time to traffic-related incidents
- Patrol 280 miles of metro Atlanta freeways on 30 routes every day during peak hours
- Respond to incidents on metro Atlanta freeways 24/7
- Provide support to law enforcement, first-response and other emergency agencies
  - Assist in clearing stalled vehicles from travel lanes
  - Help stranded motorists with minor mechanical problems

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

The HERO program is 80% federally funded. The 20% match is paid through a sponsorship program. State Farm has sponsored the HERO program since 2009 and is contracted to contribute \$1.7 million per year through 2011.



# MANAGED LANES

For more reliable trip times.

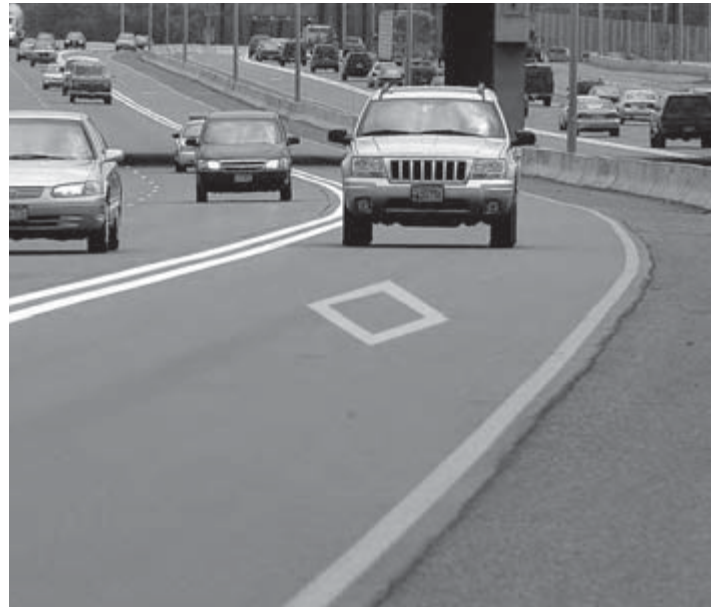
**Managed lanes** are highway or arterial lanes that provide increased efficiency due to proactive lane operation management in response to demand. Managed lanes typically offer dynamic pricing and are intended to provide a mobility choice and more reliable travel times in peak periods for motorists and bus patrons.

Managed lanes can take various forms including **High Occupancy Vehicle (HOV) lanes**, **High Occupancy Toll (HOT) lanes** and **Express Toll Lanes (ETL)**. **HOV lanes** are designated for eligible carpools, transit buses, motorcycles, certified alternative fuel vehicles and emergency vehicles. **HOT lanes** are designated for eligible vehicles to use for free, while others can use by paying a variable toll. As demand changes, the toll fluctuates to keep the optimal number of cars flowing at an acceptable speed. Toll cost is posted so motorists can decide whether to use the lane. Electronic toll collection (transponders) eliminates the need for toll plazas, allowing traffic to maintain highway speeds. Vehicles over two axles are prohibited from using both HOV and HOT lanes. HOV to HOT lane conversion requires minimal construction and is one of the most cost-efficient transportation improvements available. **ETL lanes** are similar to HOT lanes, with the main difference being that, in HOT lanes, vehicles that meet prescribed occupancy requirements are granted free access, while in ETLs all vehicles pay according to the toll schedule.

The **I-85 HOV to HOT Lane Conversion project (aka I-85 Express Lane)**, Georgia's first HOV to HOT lane conversion, is between Chamblee Tucker Road (exit 94) and Old Peachtree Road (exit 109) on Interstate-85 (about 16-miles in each direction). It also features regional transit enhancement projects across the metro Atlanta region, including additional passenger coach buses, new express bus routes and new or enhanced park and rides. Lanes are scheduled to open in 2011.

In 2008 the U.S. Department of Transportation (USDOT) awarded a \$110 million **Congestion Reduction Demonstration (CRD)** grant to the Atlanta region, with the long-term goal of implementing an integrated system of managed lanes, enhanced transit service and innovative technologies in order to increase commuter choices and improve trip times. In an effort to broaden the benefits of the CRD Program, the region is also advancing and leveraging a larger package of regional transit projects. The total project investment is \$182 million of which nearly two-thirds will fund transit enhancements.

For more information about managed lanes, the I-85 Express Lane project, regional transit enhancements and other CRD projects, visit [www.dot.ga.gov/expresslanes](http://www.dot.ga.gov/expresslanes) and [www.dot.ga.gov/crd](http://www.dot.ga.gov/crd).



# PUBLIC TRANSIT

Georgia DOT **Transit Programs** provide transit capital and operating assistance to the 14 urban and 114 rural transit programs in the state. Transit Programs also provides planning assistance to all 15 Metropolitan Planning Organizations (MPOs) in Georgia.

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

For more information about public transit in Georgia, visit [www.dot.ga.gov/transit](http://www.dot.ga.gov/transit).

## 2010 Urban Transit Facts

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

## 2010 Rural Transit Facts

Number of Rural Transit Programs.....114  
 Revenue Vehicle Miles .....12.4 million  
 Number of Passenger Trips .....1.6 million  
 Revenue Vehicles.....480 Paratransit  
 ADA Compliant Vehicles .....298

Source: Division of Intermodal



## Urban Transit Systems

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

## Rural Transit Systems

- |           |               |
|-----------|---------------|
| Americus  | Social Circle |
| Cedartown | Unadilla      |
| Dawson    | Vienna        |

# FREIGHT RAIL

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

## Georgia DOT and Rail

Georgia DOT owns nearly 540 miles of light density rail line. Approximately 90 percent of the 540 miles is leased to a shortline operator. The remaining 10 percent is leased to the Georgia Department of Natural Resources for use as a bicycle and pedestrian trail, is inactive, or is not leased.

## Light Density Lines

- 18.
  - 29 percent (1,433 miles) of the state's railroad system is operated by 25 independent or short-line operators
  - Norfolk Southern has approximately 851 miles of light density lines and CSX has another 242 miles
  - Georgia's light density lines carry less than 5 million gross tons of freight per year and function as local shortline service operators, primarily in rural agricultural areas

## Mainlines

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

For more information about Georgia freight rail, visit [www.dot.ga.gov/rail](http://www.dot.ga.gov/rail).

Source: Division of Intermodal



Norfolk Southern train enters The Gulch in Atlanta





**freight** (frāt) *n.* 1. cargo 2. goods 3. shipment

## Estimated Track Route Mileage

### Class 1 Railroads

CSX Transportation .....	1,626
Norfolk Southern.....	1,912

### Shortline Railroads

The Athens Line.....	19
Chattahoochee Bay .....	2
Chattahoochee Industrial.....	16
Chattooga and Chickamauga .....	68
First Class Railroad .....	8
Fulton County Railway .....	55
Georgia and Florida Railway .....	232
Georgia Central .....	171
Georgia Isles Terminal .....	19
Georgia Northeastern .....	100
Georgia Southern Railway.....	57
Georgia Southwestern.....	221
Georgia Woodlands .....	17
Great Walton .....	10
Hartwell .....	58
Heart of Georgia.....	226
Louisville and Wadley .....	10
Ogeechee Railroad.....	21
Riceboro Southeastern.....	19
Saint Mary's .....	18
Saint Mary's West Railroad .....	23
Sandersville .....	13
Savannah Port Terminal.....	10
Squaw Creek .....	30
Valdosta Railway.....	10

**Total Track Mileage .....** 4,971



pas·sen·ger (pa-sən-jər) n. 1. traveler 2. commuter 3. rider



# PASSENGER RAIL

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

## Intercity Rail

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

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

A two-tiered intercity passenger rail network has been proposed for the state of Georgia.

## Commuter Rail

The GRPP contains seven proposed commuter rail lines and seven proposed lines of intercity rail service, as well as the proposed Multi-Modal Passenger Terminal (MMPT). The state's proposed commuter lines would serve 55 communities. The intercity lines would link nine of Georgia's largest cities and towns with the metro Atlanta/Macon area, as well as link two of the largest travel markets in adjoining states.

## High-Speed Rail

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

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

For more information, and to view proposed commuter and high-speed rail services and maps, visit [www.dot.ga.gov/rail](http://www.dot.ga.gov/rail).

21.



# RIDESHARE PROGRAM

Saves time and money. And it's good for the environment.

The **Georgia Rideshare Program** offers residents a safe and convenient way to commute through the operation of carpools, vanpools and Park and Ride lots.

## Georgia Park and Ride Facts

- **Active Park and Ride Lots (excluding GRTA\* lots): 96**
- **Available Parking Spaces: 8,454**
- **Average Daily Number of Spaces Used: 2,326**
- **Statewide Usage: 28 percent**

22. Additionally, through its partnership with the Atlanta Regional Commission (ARC) and the Federal Highway Administration (FHWA), Georgia DOT participates in RideSmart, a service that pairs commuters who may have similar schedules and work locations with potential carpool partners or vanpools with available seats. Participation in the incentives-based program is free, and is offered using funds from Georgia DOT and its transportation partners.

Advantages to participating in carpools or vanpools:

- Reduces travel time with use of high occupancy vehicle (HOV)
- Saves money on gasoline and reduces wear and tear on vehicle
- Reduces peak-period vehicle trips and traffic congestion
- Helps reduce air pollution and harmful gas emissions

For additional information about the Rideshare Program, visit **[www.MyRideSmart.com](http://www.MyRideSmart.com)**. For a statewide list of park and ride lots, visit **[www.dot.ga.gov/parkride](http://www.dot.ga.gov/parkride)**.

*\*Georgia Regional Transportation Authority*



Powder Springs Commuter Park and Ride

# AVIATION PROGRAMS

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

Georgia DOT's **Aviations Programs** guides airport development, promotes viable scheduled air service and fosters a safe, well-maintained system of publicly-owned airports throughout the state.

Responsibilities include:

- Inspect and license Georgia's 97 public general aviation airports.
- Administer state Airport Aid Program and federal State Block Grant Program to assist communities with capital improvement, airfield maintenance and approach aid projects.
- Airport and aviation planning.
- Update and maintain a Statewide Aviation System Plan, which reviews the system of airports and makes developmental recommendations.

- Update and maintain a Statewide Airfield Pavement Management study which evaluates pavements and recommends a maintenance plan at 95 general aviation and nine air carrier airports.
- Publish the Georgia Airport Directory and the Georgia Aeronautical Chart.

For details on Georgia's airport system, including airport information, rules, licensing, planning and development, and publications, visit [www.dot.ga.gov/localgovernment/intermodalprograms](http://www.dot.ga.gov/localgovernment/intermodalprograms).

## GEORGIA AVIATION STATS

<b>462</b>	Total landing areas [public & private airports & heliports]
<b>104</b>	Publicly-owned public use airports
<b>9</b>	Commercial service airports [air carrier airports]
<b>95</b>	General aviation public use airports
<b>2</b>	Privately-owned public use airports
<b>228</b>	Private use airports
<b>116</b>	Private use heliports

Source: Division of Intermodal

# GEORGIA PORTS AND WATERWAYS

Helping drive economic development in Georgia and throughout the Southeast.

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

## **Atlantic Intracoastal Waterway**

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

## **Savannah Harbor**

As local sponsor for the Savannah Harbor, Georgia DOT provides easements and rights-of-way for upland disposal areas in the harbor, as well as 35% of the cost required to raise the dikes at the upland disposal areas. The Port of Savannah, the nation's fastest growing port and fourth largest container port, handles 80 percent of the ship-borne cargo entering Georgia.

## **Brunswick Harbor**

As local sponsor for Brunswick Harbor, Georgia DOT provides easements and rights-of-way for upland disposal areas, as well as 35% of the cost required to raise the dikes at Andrews Island, which is the main upland disposal area in the Brunswick Harbor. Specializing in automobile importing, Brunswick handles nearly all of Georgia's remaining shipping traffic.

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## A Look at the Future:

### **PROPOSED SAVANNAH HARBOR EXPANSION PROJECT**

International shipping will enter a new phase by 2014. That's when the expected completion of the widening of the Panama Canal will result in a new breed of "mega-container" ships moving through its locks—vessels that can carry up to twice as much cargo as current ones. This means shippers from around the world could choose

to go directly to Savannah, the biggest port by volume in the South. But in order to attract these larger ships, the 35.6-mile stretch of Savannah harbor and river must be deepened to a proposed 48 feet. According to the Army Corps of Engineers this could be done with minimal environmental impact and at a cost of \$551 million.

For more information about Georgia ports and waterways, and the Savannah expansion project, visit [www.dot.ga.gov/waterways](http://www.dot.ga.gov/waterways) or [www.gaports.com](http://www.gaports.com) or [www.sas.usace.army.mil](http://www.sas.usace.army.mil).



A large container ship is shown from a low angle, sailing on the water. The ship is heavily loaded with stacked shipping containers. In the background, the Talmadge Memorial Bridge, a cable-stayed bridge with two tall pylons, spans across the river. The sky is overcast with soft, diffused light. The water shows gentle ripples.

**wa·ter·way** (wó-tər-wā) *n.* 1. navigable body of water 2. channel for vessels

Container ship navigates the Savannah River near Talmadge Memorial Bridge.

# GEORGIA SCENIC BYWAYS

## Explore Georgia!

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

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

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

#### 26. **Altamaha Historic Scenic Byway – 17 miles**

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

#### **Cohutta-Chattahoochee – 54 miles**

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

#### **Enduring Farmlands – 65 miles**

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

#### **Historic Effingham-Ebenezer – 60 miles**

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

#### **Historic Piedmont – 82 miles**

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

#### **Interstate-185 – 38 miles**

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

#### **Meriwether-Pike County – 55 miles**

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

#### **Millen-Jenkins County – 35 miles**

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



### Monticello Crossroads – 29 miles

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

### Ocmulgee-Piedmont – 21 miles

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

### Ridge and Valley – 51 miles

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

### Russell-Brasstown – 41 miles

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

### South Fulton – 29 miles

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

### Warren County-Piedmont Extension – 11 miles

- Continuation of the Historic Piedmont Scenic Byway; includes cities of Jewell and Warrenton
- Featured twice on the Tour de Georgia bicycle race route

### Designation Process

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

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For more information, including byway details and specifics on the designation process, visit [www.dot.ga.gov/scenicbyways](http://www.dot.ga.gov/scenicbyways).

### Scenic Byways Map



# SAFE ROUTES TO SCHOOL

## For safer and healthier communities.

Nationwide in 1969, 87 percent of children living within a mile of school walked or biked there. In 2009, it was 13 percent.

The Georgia DOT's **Safe Routes To School (SRTS)** program is part of a national (and international) movement to improve the health and well-being of children in grades K-8—including those with disabilities—by making it safe, convenient and fun to walk or bike to school every day.

### Why support walking and biking to school?

28.
  - To improve air quality and the environment – replacing car trips helps reduce fuel consumption, air pollution and asthma.

- To create safer routes for walking and bicycling – sidewalks, traffic calming measures and education programs are some ways to increase safety.
- To enhance the health of kids – increased physical activity can combat obesity and diabetes, and improve learning.

### Is your school a danger zone?

In 2005, the federal government enacted legislation recognizing the value of the Safe Routes to School effort. Five years later, Congress extended the program at \$183 million per year until a long-term transportation reauthorization is complete.

With the support of parents and community members, local governments and school districts apply through Georgia DOT's Safe Routes to School Program for federal funds for infrastructure



Georgia DOT Commissioner Vance C. Smith, Jr. with students from Atlanta's Mary Lin Elementary at 2010 Walk to School festivities.



**safe** (sāf) *adj.* 1. secure 2. protected 3. careful

improvements—measures that improve safety by separating children from vehicular traffic or divert traffic and reduce air pollution within two miles from the school. These include improving or installing sidewalks, bike lanes, pathways; raising crosswalks; raising medians; and installing traffic control devices. Prior to applying, schools must be partnered with Georgia’s SRTS Resource Center. Partner schools receive free non-infrastructure services, including Safe Routes to School training and promotions, as well as technical assistance for developing SRTS plans.

In 2010, Georgia DOT announced federally funded grants of more than \$4.6 million to 31 schools representing each of Georgia’s 13 congressional districts. Projects were carefully selected from the 65 applications received. Funding is limited to \$500,000 per application. Georgia DOT hosts four statewide SRTS Infrastructure Application Workshops annually during the last week of August.

Thousands of students and parents from Georgia elementary and middle schools participate in International Walk to School Day activities aimed at promoting healthy and safe walking and biking to and from school. The event is observed at more than 2,400

schools across the U.S. and in more than 40 countries worldwide. International Walk to School Day is held annually in October.

For information about becoming a SRTS Partnered School or Community Friend, Infrastructure Application Workshops, Georgia’s SRTS Guidebook and helpful links, visit [www.dot.ga.gov/srts](http://www.dot.ga.gov/srts). Email [srts@dot.ga.gov](mailto:srts@dot.ga.gov) or call 404.635.8033.

29.



# **BICYCLE AND PEDESTRIAN PROGRAM**

## **Biking and walking in Georgia!**

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

### **Georgia 2010 Bicycle Map**

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

### **30. New Pedestrian Safety Technologies**

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

### **Georgia Bike Sense: A Guide for Cyclists and Motorists**

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

### **Training and Workshops**

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

### **Georgia Bicycle and Pedestrian Safety Action Plan**

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

### **Design and Planning Guidance**

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

For details, including PDFs for download, visit [www.dot.ga.gov/bikeped](http://www.dot.ga.gov/bikeped). To request a bicycle map or other publication, email [bikeped@dot.ga.gov](mailto:bikeped@dot.ga.gov) or call 404.631.1778.





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

The paved 61-mile Silver Comet Trail runs from Smyrna to the Alabama state line.



**en·hance** (in-han(t)s) *v.*

1. improve
2. augment
3. enrich



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

# TRANSPORTATION ENHANCEMENTS

## Enriching the Georgia travel experience.



Transportation is at the heart of Georgia's history. And integral to its future. But the Georgia Department of Transportation is responsible for more than building, operating and maintaining roads and highways. The goal of the **Transportation Enhancement (TE) Program** is to enrich the travel experience of motorists, bicyclists and pedestrians through transportation system enhancements focusing on community-oriented projects that offer

transportation alternatives that showcase cultural, natural and scenic elements in the statewide transportation network.

TE projects bring vitality to communities by providing connectivity and gathering places, beautifying neighborhoods, and highlighting culture and heritage. They promote economic development and generally improve our quality of life. Categories for TE projects include bicycle/pedestrian facilities; streetscaping and landscaping of pedestrian corridors; rehabilitation of historic structures; acquisition of scenic easements; establishment of transportation museums; archeological planning and research; environmental mitigation to address water pollution from highway runoff; reducing vehicle-caused wildlife mortality; and inventory, control and removal of outdoor advertising. Through the TE program, local and state public agencies and universities may apply for federal funds to implement eligible projects.

## Covered bridge. Lighthouse. Railroad tunnel.

These are just samplings of the variety of Georgia's historic and scenic transportation sites that have been rehabilitated, restored, enhanced, reconstructed or landscaped from TE funds. TE restoration removes the threat of demolition, neglect, redevelopment and insensitive rehabilitation of these treasured sites. As a result of TE, pedestrian and bike trails are enhanced, highways and byways are landscaped, bridges are rehabilitated, lighthouses are restored, downtowns are revived, and streetscapes are beautified.

*The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the Transportation Enhancement (TE) program. It was further refined under the Transportation Equity Act for the 21st Century (TEA-21) in 1998. Federal funding for TE projects is allotted to provide aesthetic and functional improvements to historical, natural and scenic areas. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) states that each project should meet one of the eligible categories and be related to surface transportation. Since its inception in 1991, approximately 1020 TE projects, totaling over \$700 million, were awarded to communities throughout Georgia. In 2011, Georgia DOT rolled out 100 new projects, worth over \$55 million.*

33.

For details on the TE program including the application process, FAQs, completed TE sites and related links, visit [www.dot.ga.gov/te](http://www.dot.ga.gov/te).

# ENVIRONMENTAL SERVICES

## Transportation planning and the environment.

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

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

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### Preserving our past. Protecting our future.

Georgia DOT archaeologists, ecologists and historians show time and again that successful transportation projects need not sacrifice the environment. Here are a few examples.

**Avondale Burial Place: unmarked graveyard near the community of Walden in Bibb County.** Lacking tombstones or markers, maps or deeds, identification of a heavily vegetated area as a cemetery began with a comment by a property owner during a discussion about a proposed road extension. This ignited an effort that revealed 101 graves. Analysis suggests that Avondale Burial

Place was a late 19th/early 20th century cemetery for African-American tenant farmer families. To allow descendants access to honor family members, and to make the burials less vulnerable to development, they are being respectfully recovered and relocated to a local cemetery. DNA analysis is also being conducted in an attempt to link living descendants with their ancestors. For more information, including a look at archaeology, genealogy, African-American burial traditions, and excavation updates, visit [www.avondaleburialplace.org](http://www.avondaleburialplace.org).

**Flint River Ravines Tract: stream mitigation bank south of the city of Thomaston in Upson County, offsets project impacts to the Flint River watershed.** This 1,300-acre mosaic of hardwoods and habitat for federally-endangered flowering plants (fringed campion and relict trillium) and a federally-threatened mussel species (purple bankclimber) was in danger of residential development. Georgia DOT and the Federal Highway Administration (FHWA) Georgia Division partnered to purchase the tract. Biologists from U.S. Fish & Wildlife Service (USFWS) mapped the habitats. This is one example of how Georgia DOT builds partnerships to balance transportation planning with ecosystem preservation. On Georgia DOT's nearly 37,000 acres of land owned for mitigation purposes, collaborations between local, state, and federal partners in protecting greenspace and natural habitats fosters respect and trust between different interest groups.

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

A black and white photograph of several fringed campion flowers in full bloom. The flowers have five petals with finely fringed or serrated edges. They are surrounded by dark, broad leaves. A semi-transparent rectangular box is overlaid on the image, containing the word "en-vi-ron-ment" in a bold, sans-serif font, with hyphens between the syllables. To the right of the word, the word "(in-vī-ra(h)-ment)" is written in a smaller font. Below this, the word "n." is followed by three numbered items: "1. surroundings", "2. ecology", and "3. habitat".

en-vi-ron-ment (in-vī-ra(h)-ment) n. 1. surroundings 2. ecology 3. habitat

Federally-endangered fringed campion in full flower.



## ADOPT-A-HIGHWAY



Georgia's **Adopt-A-Highway Program**, a partnership between the Georgia DOT and Keep Georgia Beautiful, enlists volunteer groups to help remove litter from state roadsides. While saving taxpayer dollars, the program provides recognition for participants, promotes civic pride and brings the issue

of littering into public awareness. The program involves corporate and civic volunteer groups that periodically clean up a designated stretch of highway. Georgia DOT provides each group with safety information, safety vests, litter bags and other equipment.

For information, visit [www.dot.ga.gov/adoptahwy](http://www.dot.ga.gov/adoptahwy). Or phone 404.631.1387.

## LITTER. IT COSTS YOU.

With 11 litter laws in Georgia and fines of up to \$1,000, you'd think that litter wouldn't be such a serious problem. However, motorist trash and debris from unsecured loads and accidents can cause serious driving, health and environmental hazards. Take the first

36. steps in the fight against litter: Stop littering. Encourage those around you to change their behavior. And report illegal dumping to your local law enforcement agency.

Litter removal is expensive (Georgia DOT has spent as much as \$14 million annually removing litter from our interstates and state routes). Litter negatively affects tourism. It hurts the environment. It's a threat to public safety. And it diminishes our quality of life.

For information about Georgia's anti-litter initiative, visit [www.litteritcostsyoudot.org](http://www.litteritcostsyoudot.org).

## AIR QUALITY / COMMUTE OPTIONS



Two vehicle emission pollutants are of particular concern in Georgia. Ozone, a primary component of smog, is created by nitrogen oxides and volatile organic compounds. Particulate matter refers to microscopic pieces of debris that irritate the respiratory system. The Georgia

DOT **Air Quality Branch** works to improve Georgia's air quality by reducing these pollutants and administers federal Congestion Mitigation and Air Quality (CMAQ) funds to support transportation demand management (TDM) and commute options programs statewide. With **Commute Options Programs** you not only save

time, money and wear and tear on your vehicle, but you also help reduce the number of vehicles on our roadways, which reduces fuel consumption and improves the air we breathe. These peak hours driving alternatives include carpool, vanpool, telework, transit, and flex schedule.



For air quality information, including links to other sites, visit [www.dot.ga.gov/airquality](http://www.dot.ga.gov/airquality).

To institute a commute options program in your workplace, visit [www.cleanaircampaign.org](http://www.cleanaircampaign.org).

For a rideshare database that matches commuters with carpools and vanpools, visit [www.MyRideSmart.com](http://www.MyRideSmart.com).

# WILDFLOWER PROGRAM

## Enhancing the beauty of Georgia.

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

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

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

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

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

Since the program's inception in 1999 tag sales have generated more than \$4 million and proceeds have funded over 1,500 acres of wildflower plantings across the state. More than 175 acres of wildflowers were planted in 2010 and over 800,000 daffodils have been planted since 2006.

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

37.

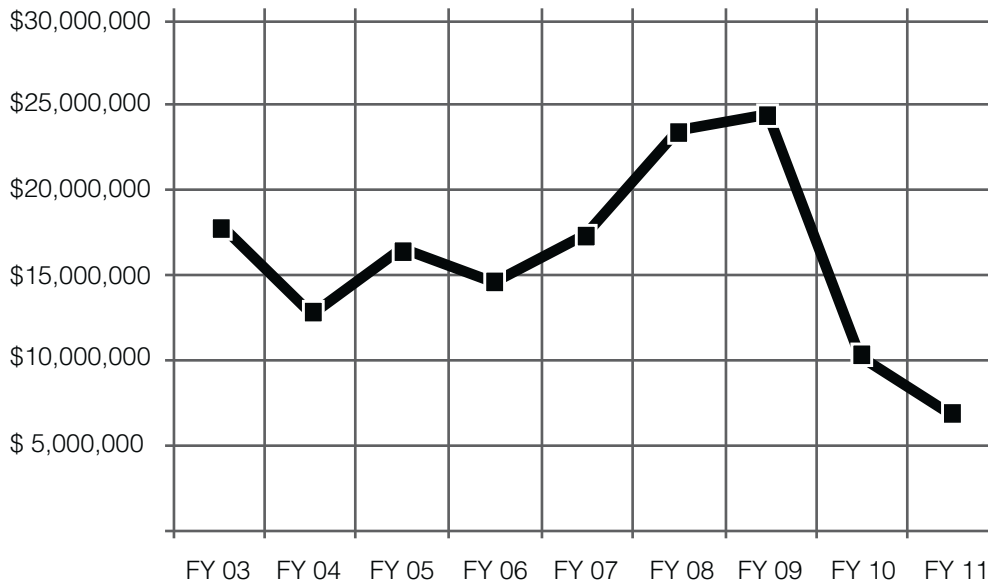


# STATE GENERAL FUND APPROPRIATIONS

General Fund appropriations are approved by the Georgia General Assembly to fund airport aid, transit, rail, and other intermodal programs. As state revenue has declined, funding to support these programs has been significantly reduced. For instance, in Fiscal Year

2010, Georgia DOT received less than half of the amount of General Funds (\$10.3 million) it received in FY 2009 (\$24.3 million). In FY 2011, the Department is expected to receive \$6,560,759 in General Fund dollars.

## State General Fund Appropriations



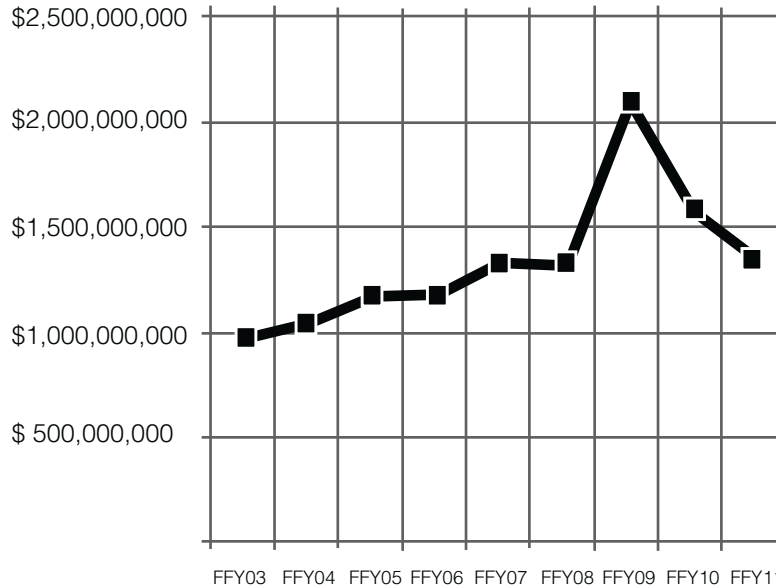
*Chart shows fluctuation of General Fund dollars over 9-year period.  
Source: Office of Budget Services*

# FEDERAL APPORTIONED FUNDS

Most federal funds or grants are awarded on a yearly basis with a two- or three-year window available for the dollars to be expended by the state. For federal highway funds, Congress will typically pass a 6-year nationwide funding bill. The latest funding bill passed by Congress is labeled SAFETEA-LU and covers federal fiscal years 2004-2009. The bill establishes nationwide funding limits for various program categories of highway planning and construction. Congress must then approve an annual appropriations bill to establish spending limits for a given fiscal year. Based on statutory formula related to the amount of federal gas taxes paid and other statistics by

Georgia, the Federal Highway Administration (FHWA) determines the amount of federal funds to Georgia for each of the programmatic categories. Although funds may have been apportioned, they are not available for use by the state until obligation limitation or spending limit authority for the funds has been issued by FHWA. Once obligation authority has been issued, the state has up to four years to obligate these federal funds to specific projects. Once federal funds have been obligated to a project, they are available for use throughout the course of the project.

## Federal Fund Appropriations



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

Source: Office of Budget Services



# TRANSIT FUNDING

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

- Identifying federal and state formula funds
- Assisting local urban and rural transit operators and MPOs in system planning and capital equipment acquisitions

- Monitoring sub recipients to ensure compliance with FTA and state regulations
- Encouraging fiscal responsibility
- Promoting the overall quality performance of capital, planning, operating and technical aspects of grant administration

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



## Georgia Transit Funding 2006-2010

	Federal Funds	State General Funds	Other	Total
2006	\$12,858,431	\$4,928,160	\$2,000	\$17,788,591
2007	18,629,445	6,967,660	2,000	25,599,105
2008	20,000,000	7,499,939	6,000	27,505,939
2009	20,000,000	6,613,819	6,000	26,619,819
2010	20,000,000	4,522,596	6,000	24,528,596

*Source:* Office of Budget Services

# AVIATION AID PROGRAM

Georgia DOT's **Aviation Aid Program** consistently serves as a funding source for many of the state's publicly-owned airports. The program, managed by the Department's Office of Intermodal Programs-Aviation Programs, provides assistance to communities and airports in three areas: certain capital improvements, airfield maintenance and approach aid projects. Projects may include:

- New, extension or widening of a runway, taxiway or aircraft parking apron

- Resurfacing or reconstruction of runways, taxiways, and aprons, repair of lighting systems and approach aids, and sealing of joints and cracks on airfield pavements
- Purchase and installation of localizers, glide slopes, non-directional radio beacons, and automated weather reporting equipment

For more information on the Aviation Aid Program, visit [www.dot.ga.gov/localgovernment/intermodalprograms](http://www.dot.ga.gov/localgovernment/intermodalprograms).



41.

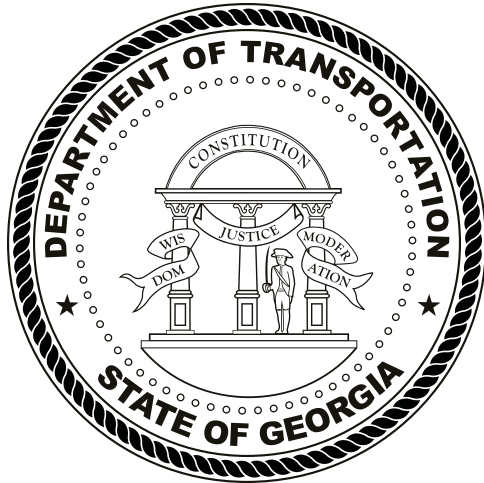
## Georgia Airport Aid 2006-2010

	Federal Funds	State General Funds	Total
2006	\$6,000,000	\$ 5,390,454	\$11,390,484
2007	6,000,000	6,621,247	12,621,247
2008	6,500,000	11,646,149	18,146,149
2009	6,500,000	13,043,415	19,543,415
2010	6,500,000	5,025,682	11,525,682

Source: Office of Budget Services

# STATE TRANSPORTATION BOARD

Georgia's 13-member **State Transportation Board** determines policy and generally governs the Georgia DOT. Board responsibilities include: naming the commissioner; designating public roads within the state highway system; approving long-range transportation plans; overseeing administration of construction contracts; and authorizing lease agreements. Each board member is elected by a caucus of Georgia General Assembly members from their specific congressional district. Board members serve a five-year term.





**board** (bôrd) *n.* decision-making governing group



# STATE TRANSPORTATION BOARD MEMBERS



**JAY SHAW**  
Jay Shaw  
District 1  
PO Box 245  
Lakeland, GA 31635  
229.482.3505

Jay Shaw served in the Georgia House of Representatives for 17 years and was mayor of Lakeland for 10 years. His community and civic activities include serving on the boards of Louis Smith Memorial Hospital and FMB Bancshares. Shaw is past president of the Lanier County Lions Club, as well as the Jaycees. He attended Abraham Baldwin

Agriculture College and Valdosta State University. A Valdosta native, Shaw owns and operates the Jay Shaw Company (insurance and real estate). He was elected to the Transportation Board in 2010.



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

Johnny Floyd served in the Georgia House of Representatives for 19 years. He was chairman of the House Ethics and Banks & Banking committees, and vice chairman of the House Transportation Committee. He has served on the Transportation Board for three years. Floyd is past president of the Rotary Club of Cordele. He was instrumental in obtaining funds for South Georgia Technical

College's Crisp County Center, as well as Darton College. Floyd attended Georgia Southwestern University and graduated from University of Florida Forest Ranger School. A native of Ridgeland, SC, he is president of Coney Farms LLC and Cordele Realty. Floyd was elected to the Transportation Board in 2008.

44.



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

Sam Wellborn, a business and civic leader, has served on the Transportation Board for almost 20 years. He is an emeritus board member of Columbus Bank and Trust Company and serves on the boards of Flint Energies, Gateways Foundation, and several botanical societies. Wellborn is a trustee of the Historic Columbus Foundation. His numerous honors include awards from the

American Cancer Society, UGA Terry School of Business, and Boy Scouts of America. He is former president and CEO of Columbus Bank and Trust and former chairman and CEO of Synovus Foundation. Wellborn received a BBA from University of Georgia. The Columbus native was re-elected to the Transportation Board in 2007.



**ROBERT L. BROWN, JR.**  
District 4  
250 East Ponce de  
Leon Ave  
Decatur, GA 30030  
404.377.2460

Robert Brown, a business, community and civic leader, has served on the Transportation Board for six years. A fellow in the American Institute of Architects, he serves on various university and college foundation boards. Brown is past chairman of the Georgia Chamber of Commerce and the Georgia Partnership for Excellence in Education. He was named "Entrepreneur of the Year" by the

Atlanta Business League; and he received the Small Business of the Year Award from the Metro Atlanta Chamber of Commerce. The Dublin native and graduate of Tuskegee University is president and CEO of R.L. Brown and Associates, an architectural and construction management firm in Decatur. Brown was re-elected to the Transportation Board in 2011.



**EMORY C. McCLINTON**  
 District 5  
 132 E Lake Dr, SE  
 Atlanta, GA 30317  
 404.631.1001

Emory McClinton has been in transportation for much of his career and has served on the Transportation Board for 19 years. He retired from the U.S. DOT after 22 years as senior manager with the Federal Highway Administration. Earlier he was with the General Services Administration, as well as the Defense Contract Administration. As an electronics engineer with the Office of

Research & Engineering at the U.S. Postal Department, he helped develop magnetic bar code and electronic optical scanners. McClinton studied electrical engineering at Tuskegee University and received a degree in mathematics and physics from Morehouse College. He was re-elected to the Transportation Board in 2008.



**BRANDON L. BEACH**  
 District 6  
 11605 Haynes  
 Bridge Rd  
 Suite 100  
 Alpharetta, GA 30004  
 678.397.0564

Brandon Beach, president and CEO of the Greater North Fulton Chamber of Commerce, and a founder and executive director of the North Fulton Community Improvement District, has served on the Transportation Board for three years. Beach is a former member of the Alpharetta City Council and the Alpharetta Planning and Zoning

Commission. In 2004 the governor appointed Beach to the board of the Georgia Regional Transportation Authority (GRTA), where he chaired the Land Development Committee. Beach was an undergraduate at Louisiana State University and received an MBA from Centenary College. He was elected to the Transportation Board in 2008.

45.



**RUDY BOWEN**  
 District 7  
 5696 Kennedy Rd  
 Suwanee, GA 30024  
 404.317.3310

Rudy Bowen, a business, community and civic leader, has served on the Transportation Board for four years. The governor selected him to serve on the Lake Lanier Recreational Authority. He also served on the Gwinnett Airport Authority, Gwinnett County Board of Appeals, and on the boards of several banks. His affiliations include Children's

Healthcare of Atlanta, American Cancer Society, American Red Cross and Gwinnett Children's Shelter. Bowen is a native of Dawsonville and resident of Suwanee. He attended the University of Georgia. Bowen was re-elected to the Transportation Board in 2010.



# STATE TRANSPORTATION BOARD MEMBERS CONTINUED



**JIM COLE**  
District 8  
PO Box 787  
Forsyth, GA 31029  
478.957.2544

Jim Cole served in the Georgia House of Representatives for six years and was on the Appropriations Economic Development Sub-Committee which oversees areas of the budget, including transportation. Cole is on the Board of Directors of the Georgia Chamber of Commerce and is Director of the Georgia Industrial Children's Home. He is a graduate of Leadership Georgia.

The former professional baseball player is the athletic director at Mercer University and was previously executive director of the Mercer Athletic Foundation. Cole grew up in Augusta and resides in Forsyth. He earned his undergraduate and MBA degrees from Mercer. Cole was elected to the Transportation Board in 2010.



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

Emily Dunn, a business, community and civic leader, has served on the Fannin County Board of Education since 2000 and is chairman of the Fannin Literacy Action Group. She is on the board of directors for North Georgia Technical College and the board of trustees of Fannin Regional Hospital. She is past chairman of the Fannin County Chamber of Commerce. Dunn is

a registered nurse with a BS from North Georgia College. A native of Copperhill (Tennessee), Dunn resides in Blue Ridge. She is president of Tom's Amusement Company and vice president of the board of directors for the Amusement and Music Operators Association. Dunn was elected to the Transportation Board in 2011.

46.



**DON GRANTHAM**  
District 10  
PO Box 3145  
Augusta, GA 30914  
706.738.7786

Don Grantham served as an Augusta/Richmond County commissioner for seven years. He served on the Georgia Ports Authority for 12 years, including two years as chairman. His community and civic activities include over 35 years on the advisory board for the Boy Scouts of America of Augusta. He was named by Georgia Trend as one

of the 100 Most Influential Georgians. Grantham has extensive experience in planning and zoning. He earned a Bachelor of Business Administration from the University of Georgia. The Augusta native is founder, president and CEO of Forest Sales Corporation. He was elected to the Transportation Board in 2011.

Elizabeth Osmon, Executive Secretary  
[eosmon@dot.ga.gov](mailto:eosmon@dot.ga.gov)

Mary Harris, Special Assistant  
[mharris@dot.ga.gov](mailto:mharris@dot.ga.gov)

For information, visit [www.dot.ga.gov/aboutgeorgiadot/board/pages/default.aspx](http://www.dot.ga.gov/aboutgeorgiadot/board/pages/default.aspx).  
Or call 404.631.1001.



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

Jeff Lewis served in the Georgia House of Representatives for 16 years and was chairman of the House Energy, Utilities and Telecommunications Committee. Lewis is a graduate of Jacksonville State University where he received a BA in political science and philosophy and an MBA in economics

and finance. Lewis, a Bartow County native, resides in Cartersville, where he is a self-employed small businessman. Lewis was elected to the Transportation Board in 2011.



**BOBBY EUGENE PARHAM**  
 District 12  
 PO Box 606  
 Milledgeville, GA 31061  
 478.452.5152

Bobby Parham served in the Georgia House of Representatives for 35 years and has served on the Transportation Board for two years. He is a trustee of the Georgia College and State University Foundation. Parham received the Hubert H. Humphrey Award from the American Pharmacists Association (APhA) for his contributions in government and legislative service. He

was the first recipient of the Bobby Parham Good Government award—named for him—in honor of his service in the field of pharmacy. Parham is founder of Medical Arts Pharmacy in Milledgeville, and a graduate of Georgia Military College and the University of Georgia. Parham was elected to the Transportation Board in 2009.

47.



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

Dana Lemon, a community and business leader, has served on the Transportation Board for eight years. A McDonough native, she is co-owner of W.D. Lemon & Sons Funeral Home, serving the Southern Crescent for over 50 years. She attended Davidson College and Gupton-Jones College of Funeral Service. She co-hosts Perspective, a local cable TV talk show, and serves in

the leadership of New Life Community Ministries, Georgia Funeral Service Practitioners Association and the National Funeral Directors & Morticians Association. The Women's Transportation Seminar/Atlanta named her Woman of the Year and the Henry County Chamber selected her for the Athena Award. Lemon was elected to the Transportation Board in 2003.





# GEORGIA DOT KEY DIVISIONS AND OFFICES

## Commissioner and Special Staff

Commissioner .....	404.631.1000
Deputy Commissioner .....	404.631.1000
Chief Engineer .....	404.631.1004
Treasurer .....	404.631.1003
State Transportation Board Secretary .....	404.631.1001
Engineering Services .....	404.631.1986
Environmental Compliance Bureau .....	404.463.1046
Innovative Program Delivery .....	404.631.1703
Program Control .....	404.631.1929
Program Delivery .....	404.631.1930

## Division of Administration/General Counsel

48.

Director.....	404.631.1496
Deputy General Counsel /Legal Services .....	404.631.1499
Construction Claims.....	404.631.1499
Audits .....	404.631.1333
Equal Employment Opportunity (EEO).....	404.631.1972
Human Resources .....	404.631.1500

## Division of Construction

Director.....	404.631.1970
Bidding Administration.....	404.631.1147
Construction.....	404.631.1971
Materials & Research (OMR).....	404.608.4700

## Division of Engineering

Director.....	404.631.1519
Bridge Design .....	404.631.1985
Design Policy & Support.....	404.631.1978
Environmental Services .....	404.631.1100
Right-of-Way .....	404.347.0220
Roadway Design .....	404.631.1702

## Division of Finance

Director.....	404.631.1290
Budget Services .....	404.631.1329
Financial Management.....	404.631.1351
General Accounting .....	404.631.1095

## Division of Intermodal

Director.....	404.347.0573
Intermodal .....	404.631.1246

## Division of Local Grants and Field Services

Director.....	404.631.1002
Local Grants .....	404.347.0240
Property and Equipment .....	770.484.3201

## District Offices

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

## Division of Permits and Operations

Director.....	404.631.1400
Maintenance .....	404.631.1387
Maintenance Activities Unit (MAU).....	404.363.7625
Traffic Operations .....	404.635.8900
Crash Reporting.....	404.635.8109
Oversize Permit Unit .....	404.635.8176
Real Time Traffic Information/HERO Assistance.....	511
Traffic Management Center (TMC).....	404.624.1300
Transportation Data.....	770.986.1360
Utilities.....	404.631.1354

## Division of Planning

Director.....	404.631.1021
Planning.....	404.631.1747

## Division of Public Private Partnerships (P3)

Director.....	404.631.1476
P3 .....	404.631.1300

## Other Key Offices

Communications .....	404.631.1931
Information Technology .....	404.631.1590
IT Applications.....	404.631.1643
IT Infrastructure .....	404.631.1634
Organizational Performance Management (OPM)	404.631.1987
Procurement	
Chief Acquisition Officer.....	404.631.1145
Operational Purchasing .....	404.631.1146
Procurement/General Support.....	404.631.1254
Transportation Services Procurement.....	404.631.1438
Customer Service Desk .....	404.631.1990



# TRANSPORTATION DISTRICTS

Georgia's seven transportation districts operate and maintain the state transportation system at the local level. Each has a district engineer who plans, organizes and directs the activities of the district. Districts are subdivided by area offices which are overseen by an area engineer.

## District responsibilities

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



**District One**  
Gainesville

**District Two**  
Tennille

**District Three**  
Thomaston

**District Four**  
Tifton

**District Five**  
Jesup

**District Six**  
Cartersville

**District Seven**  
Chamblee/  
Metro Atlanta

## District One - Gainesville

Main: 770.532.5500  
Communications: 770.718.3924  
Visit: [www.dot.ga.gov/d1](http://www.dot.ga.gov/d1)



### Area Offices/Counties

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

## District Two - Tennille

Main: 478.552.4601  
Communications: 478.552.4656  
Visit: [www.dot.ga.gov/d2](http://www.dot.ga.gov/d2)



### Area Offices/Counties

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

51.



# TRANSPORTATION DISTRICTS CONTINUED

## District Three – Thomaston

Main: 706.646.6900

Communications: 706.646.6938

Visit: [www.dot.ga.gov/d3](http://www.dot.ga.gov/d3)



### Area Offices/Counties

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

## District Four – Tifton

Main: 229.386.3280

Communications: 229.391.6852

Visit: [www.dot.ga.gov/d4](http://www.dot.ga.gov/d4)



### Area Offices/Counties

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

## District Five – Jesup

Main: 912.427.5711  
Communications: 229.391.6852  
Visit: [www.dot.ga.gov/d5](http://www.dot.ga.gov/d5)



### Area Offices/Counties

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

## District Six – Cartersville

Main: 770.387.3602  
Communications: 770.387.4081  
Visit: [www.dot.ga.gov/d6](http://www.dot.ga.gov/d6)



### Area Offices/Counties

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

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## District Seven – Chamblee/Metro Atlanta

Main: 770.986.1011  
Communications: 770.986.1788  
Visit: [www.dot.ga.gov/d7](http://www.dot.ga.gov/d7)



### Area Offices/Counties

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



**con-tact** (kon-takt) *n.* 1. connection 2. link 3. network

# EVERYDAY CONTACTS FOR GETTING AROUND IN GEORGIA

## Georgia DOT

### Customer Service Desk

*We'll direct you to the right place*  
404.631.1990

### Website

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

### Georgia-NaviGator 511

*Real-time traffic & travel info*

Phone: Dial 511

Web: **www.511ga.org**

Smart phone app: **www.511ga.org** for information

### Facebook

Like us: **www.facebook.com/georgiaDOT**

### Twitter

Follow us: **www.twitter.com/GADeptofTrans**

### Comments & Suggestions

*Please send us your feedback, concerns, suggestions or questions*

Visit: **www.dot.ga.gov** and click on **Contact Us** at top of page

Mail: Georgia Department of Transportation

One Georgia Center

600 West Peachtree St NW

Atlanta, Georgia 30308

Phone: 404.631.1990

Fax: 404.631.1844

### Access Permits

*Driveway & special encroachment permits*

Call the access management supervisor at your local District Office - see page 50.

**www.dot.ga.gov/accesspermits**

### Adopt-A-Highway

*Get your group started in removing roadside litter*

404.631.1387

**www.dot.ga.gov/adoptahwy**

### Bicycle Paths

*All about biking in Georgia*

404.631.1778

**www.dot.ga.gov/bikeped**

### Crash Data & Reports

404.635.8109

Request copy of crash report: **www.buycrash.com**

**www.dot.ga.gov/statistics/crashdata**

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# EVERYDAY CONTACTS CONTINUED

## HERO Assistance

*On metro Atlanta freeways*

Dial 511

## Lane Closures

Dial 511

**[www.511ga.org](http://www.511ga.org)**

## Maintenance Requests

*For state highways (routes with Interstate, US or GA route numbers)*

Vital issues, call 511. Non-urgent matters, call your Georgia DOT

District Office - see page 50.

## 56. Maps

*Order local, regional or state maps; view PDFs*

**[www.dot.ga.gov/maps](http://www.dot.ga.gov/maps)**

## Media Contact/Communications

404.631.1931

**[www.dot.ga.gov/press](http://www.dot.ga.gov/press)**

## Outdoor Advertising

*Permits, maintenance & laws*

404.631.1392

**[www.dot.ga.gov/outdoorpermits](http://www.dot.ga.gov/outdoorpermits)**

## Oversize Truck Permits

*Oversize & overweight load permit applications & laws;*

*pilot car/escort program*

Main 404.635.8176

Customer service 888.262.8306

**[www.dot.ga.gov/oversizepermits](http://www.dot.ga.gov/oversizepermits)**

## Park and Ride Lots

**[www.dot.ga.gov/parkride](http://www.dot.ga.gov/parkride)**

## Publications

*PDFs of Fact Book & other public information brochures; order contractor publications*

**[www.dot.ga.gov/publications](http://www.dot.ga.gov/publications)**

## Rest Areas & Welcome Centers / Maintenance

404.631.1387

Rest areas: **[www.dot.ga.gov/restareas](http://www.dot.ga.gov/restareas)**

Welcome centers: **[www.dot.ga.gov/welcomecenters](http://www.dot.ga.gov/welcomecenters)**

## Roadside Memorial Markers

404.631.1933

**[www.dot.ga.gov/memorialmarkers](http://www.dot.ga.gov/memorialmarkers)**

## Speakers Bureau

*Request a transportation-related speaker for your civic group*

404.631.1829

**[www.dot.ga.gov/press](http://www.dot.ga.gov/press)**

## Transportation Project Information (TransPi)

*Search active statewide projects by county or keyword*

**[www.dot.ga.gov/transPi](http://www.dot.ga.gov/transPi)**

## Other Everyday Contacts

Carpool Matching (Atlanta Regional Commission)  
[www.MyRideSmart.com](http://www.MyRideSmart.com)

Driver Services (Georgia Department of  
Driver Services)

*Driver licenses, manuals, commercial licenses, handicap parking  
permits, ID cards, motor vehicle reports, teen driving*  
[www.dds.ga.gov](http://www.dds.ga.gov)

Federal Emergency Management Agency (FEMA)  
202.646.2500  
[www.fema.gov](http://www.fema.gov)

Georgia Department of Revenue  
Motor Vehicle Division

*Registration, special plates, dealers & distributors, emissions, tag, title,  
insurance information*  
404.968-3800  
<http://motor.etax.dor.ga.gov>

Georgia Emergency Management Agency (GEMA)  
404.635.7000 or 800.TRY.GEMA  
[www.gema.state.ga.us](http://www.gema.state.ga.us)

Georgia General Information

*State government source for living, working & doing business  
in Georgia*  
1.800.GEORGIA  
[www.georgia.gov](http://www.georgia.gov)

Georgia Ports Authority  
[www.gaports.com](http://www.gaports.com)

Georgia State Government Jobs  
*State of Georgia's employment web site*  
[www.careers.ga.gov](http://www.careers.ga.gov)

Hartsfield-Jackson Atlanta International Airport  
800.897.1910  
[www.atlanta-airport.com](http://www.atlanta-airport.com)

MARTA (Metropolitan Atlanta Rapid  
Transit Authority)  
*Schedules, maps, fares & more*  
[www.itsmarta.com](http://www.itsmarta.com)

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

U.S. Department of Transportation (USDOT)  
[www.dot.gov](http://www.dot.gov)

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# GLOSSARY & RESOURCES

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

511

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

**Accident Investigation Site (AIS)**

58. Interstate shoulder extension providing a safe area for motorists to exchange information when they are involved in an accident.

**Alternative Fuel Vehicle (AFV)**

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

**Alternative Mode**

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

**Alternative Work Arrangement**

Work arrangement that decreases commute trips or spreads rush hour over a longer time frame. Common types are telecommuting, compressed work week and flextime.

Visit: [www.cleanaircampaign.org](http://www.cleanaircampaign.org)

**American Association of State Highway and Transportation Officials (AASHTO)**

AASHTO advocates transportation-related policies and supports states' efforts to efficiently and safely move people and goods.

AASHTO serves its members—including state DOTs, USDOT and Congress—with leadership, technical services, information and advice concerning transportation issues.

Visit: [www.transportation.org](http://www.transportation.org)

**Amtrak**

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

**Arterial Highway**

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

**Atlanta BeltLine**

The Atlanta Development Authority formed Atlanta BeltLine, Inc. (ABI) to bring together neighborhood revitalization, economic development and affordable workforce housing along a historic 22-mile rail corridor encircling downtown. The BeltLine will connect 45 neighborhoods with each other, as well as with transit, multi-use trails, greenspace and historic resources. Visit: [www.beltline.org](http://www.beltline.org)

### Atlanta Regional Commission (ARC)

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

### Changeable Message Sign (CMS)

Sign capable of displaying multiple changing messages to advise drivers of roadway conditions, traffic and other crucial information. Also referred to as Variable Message Sign (VMS).

### Clean Air Campaign (CAC)

Georgia nonprofit organization that collaborates with the government and the private-sector to motivate Georgians to act in ways that reduce traffic congestion and improve air quality. The CAC's Commuter Rewards program offers incentives to registered commuters who shift from driving alone to an alternative mode. Visit: [www.cleanaircampaign.org](http://www.cleanaircampaign.org)

### Cold Start

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

### Community Improvement District (CID)

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

### Commuter Rail

Generally refers to passenger trains, operated on main line railroad track, which carry suburban riders to and from work in city centers. The 425-mile Georgia Rail Passenger Program (GRPP) consists of seven proposed commuter rail lines serving 55 communities including Albany, Athens, Atlanta, Augusta, Columbus, Greenville (SC), Griffin, Jacksonville (FL), Jesup, Macon and Savannah. Visit: [www.dot.ga.gov/rail](http://www.dot.ga.gov/rail)

### Compressed Work Week

Alternative work arrangement allowing employees to work more hours per day but work fewer days per week. Examples include four 10-hour days each week or five 9-hour days with one day off every two weeks. Visit: [www.cleanaircampaign.org](http://www.cleanaircampaign.org)

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# GLOSSARY & RESOURCES CONTINUED

## Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Highway program that allocates funds to areas designated as nonattainment for ozone and carbon monoxide by the U.S. EPA. Funds can be used for projects intended to decrease ozone, nitrous oxide, carbon monoxide and particulate matter emissions, and reduce congestion. Common projects are improvements to transit services and highway system operations, and transportation demand management. Visit: [www.dot.ga.gov/cmaq](http://www.dot.ga.gov/cmaq)

## Corridor

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

## DOT

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

## Environmental Impact Statement (EIS)

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

## Environmental Justice (EJ)

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

Visit: [www.epa.gov/environmentaljustice](http://www.epa.gov/environmentaljustice)

## Environmental Mitigation

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

## Environmental Protection Agency (EPA)

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

## Environmental Protection Division (EPD)

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

## Express Toll Lane (ETL)

Managed lane where all vehicles pay to use the lane according to the toll schedule.

## Facility

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

## Federal Aviation Administration (FAA)

USDOT agency that regulates and oversees all aspects of civil aviation in the U.S., including air safety; air traffic control system; regulations and standards for aircraft manufacture, operation, certification and maintenance; grants for airport development; civil aeronautics and air commerce; and support of national defense.

Visit: [www.faa.gov](http://www.faa.gov)

## Federal Highway Administration (FHWA)

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

Visit: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

## Federal Transit Administration (FTA)

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

Visit: [www.fta.dot.gov](http://www.fta.dot.gov)

## Flextime

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

## GATEway Grant

A landscape beautification grant, administered by Georgia DOT, provided to organizations, local governments and state agencies for enduring landscape enhancements on state rights-of-way. Projects range from interstate highway interchange panoramas to landscape embellishments at city limits entrance signs.

Visit: [www.dot.ga.gov/gateway](http://www.dot.ga.gov/gateway)

## Georgia-NaviGator 511

Georgia's integrated Intelligent Transportation System (ITS) designed to minimize highway congestion and improve traveler safety within metro Atlanta. In Georgia, call 511. Visit: [www.511ga.org](http://www.511ga.org)

## Georgia Regional Transportation Authority (GRTA)

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

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## Green Line

Urban design strategy to transform 94-acres in downtown Atlanta into a vibrant, pedestrian-friendly destination emphasizing green construction and technology. The proposed Green Line will include mixed use developments, shopping, arts, entertainment, office space, and a 15-acre linear park with open areas for festivals and other events. The Green Line would run from the state Capitol area to Philips Arena, including the "Gulch" (the site for the proposed MMPT) as well as a portion of the East-West corridor. Central Atlanta Progress and the Atlanta Downtown Improvement District are working to make the Green Line a reality.

Visit: [www.atlantadowntown.com](http://www.atlantadowntown.com)

## GLOSSARY & RESOURCES CONTINUED

### Guaranteed Ride Home (GRH)

RideSmart program that provides an occasional subsidized ride to enrolled commuters who use alternative modes. This applies, for example, to a carpooler who must work later than usual.

Visit: [www.MyRideSmart.com](http://www.MyRideSmart.com)

### Heavy Rail

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

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### Highway Emergency Response Operator (HERO)

Trained Georgia DOT employee who responds to incidents on metro Atlanta interstates and clears roads so that normal traffic flow is restored. HEROs support law enforcement, first responders and other emergency agencies. They also assist stranded motorists. Call 511.

Or visit: [www.511ga.org](http://www.511ga.org)

### High Occupancy Toll (HOT) Lane

Managed lane designated for eligible vehicles to use for free, while others can use by paying either a set or variable toll based on level of congestion. Visit: [www.dot.ga.gov/expresslanes](http://www.dot.ga.gov/expresslanes)

### High Occupancy Vehicle (HOV) Lane

Managed lane designated for the exclusive use of vehicles carrying two or more occupants, motorcycles, certified alternative fuel vehicles and emergency vehicles. Visit: [www.dot.ga.gov/hov](http://www.dot.ga.gov/hov)

### Hybrid

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

### Intermodal

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

### Light Rail

Light rail is an intracity public transportation system—usually electric—that interacts with traffic along a route or runs on a fixed guideway. Light rail offers higher speed and capacity than buses; and lower speed and capacity than heavy rail. Light rail is comparable to the traditional San Francisco trolley cars. The proposed Atlanta Streetcar Project is a light rail endeavor between the City of Atlanta (COA), the Atlanta Downtown Improvement District (ADIA), the Midtown Improvement District (MID) and MARTA. Visit: [www.georgiatransitconnector.com](http://www.georgiatransitconnector.com)

## Managed Lane

Highway or arterial lane that provides increased efficiency due to proactive lane operation management in response to demand. Managed lanes typically offer dynamic pricing and are intended to provide a mobility choice and more reliable travel times in peak periods for motorists and bus patrons. HOV, HOT and ETL lanes are managed lanes. **Visit:** [www.dot.ga.gov/expresslanes](http://www.dot.ga.gov/expresslanes)

## Metropolitan Atlanta Rapid Transit Authority (MARTA)

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

## Metropolitan Planning Organization (MPO)

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

## Move-Over Law

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

## Multi-Modal

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

## Multi-Use Trail

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

## National Highway System (NHS)

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

## Nitrogen Oxides (NO<sub>x</sub>—pronounced “knocks”)

Chemicals resulting primarily from combustion of fuels in cars and trucks, as well as coal-fired power plants, industrial boilers and gas-powered engines such as lawnmowers and leaf blowers. On hot, sunny days as temperatures rise, ground-level ozone forms and volatile organic compounds (VOCs) and NO<sub>x</sub> react with each other. Ozone and particulate matter are the main components of smog.

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# GLOSSARY & RESOURCES CONTINUED

## Nonattainment Area

A geographical area, defined by the EPA, whose air quality does not meet federal air quality standards for ozone and carbon monoxide.

## Ozone – Ground Level (O<sub>3</sub>)

Ground-level ozone, a primary ingredient in smog, forms when volatile organic compounds (VOCs) and NO<sub>x</sub> react chemically in sunlight. Ozone pollution is a concern during the spring and summer when there's lots of sun and hot temperatures. This "bad" ozone usually lingers at ground level and can cause respiratory problems. Should not be confused with the "good" ozone in the stratosphere, which protects the Earth from the sun's harmful ultraviolet rays.

## 64. Park and Ride Lot

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

For a list of metro Atlanta lots, visit: [www.MyRideSmart.com](http://www.MyRideSmart.com).

For a statewide list, visit: [www.dot.ga.gov/parkride](http://www.dot.ga.gov/parkride).

## Particulate Matter (PM)

Typically includes aerosols and fine solids, such as dust and pollen. Sources include vehicle exhaust, factory and utility smokestacks, wood burning, construction activity and agriculture. Ozone and particulate matter are the main components of smog.

## Ramp Meter

A roadside intelligent transportation system (ITS) traffic signal device—located on freeway entrance ramps—that regulates the frequency of vehicles entering the highway, smoothes out the traffic flow and reduces congestion and accidents. There are 160 ramp meters on 14 corridors in the Atlanta region.

Visit: [www.dot.ga.gov/rampmeters](http://www.dot.ga.gov/rampmeters)

## Reversible Lane

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

## RideSmart

Free service that matches commuters with carpools and vanpools. RideSmart offers the Guaranteed Ride Home (GRH) program, which provides a free ride, when unscheduled events arise, for enrolled commuters who use any mode other than solo driving. Funds for RideSmart are provided by the Federal Highway Administration (FHWA), Georgia DOT and the Atlanta Regional Commission (ARC). Visit: [www.MyRideSmart.com](http://www.MyRideSmart.com)

## Right-of-Way (ROW)

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



## Roundabout

A traffic calming device featuring a circular intersection around a center island; entering traffic yields to vehicles traveling counter-clockwise on the roadway. Modern roundabouts are designed to keep travel speeds at less than 30 mph and offer substantial safety advantages and excellent performance.

Visit: [www.dot.ga.gov/roundabouts](http://www.dot.ga.gov/roundabouts)

## Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU authorized the federal surface transportation programs for FFYs 2005-2009. It set funding levels and made changes to standing U.S. Code governing structure, purpose and eligibility for federal highway, behavioral highway safety, transit, commercial motor vehicle and research programs. It earmarked funds for thousands of highway and transit projects, and extended federal highway user taxes and fees that finance federal surface transportation programs and the Highway Trust Fund budget mechanism. It authorized \$286 billion for these surface transportation programs.

## Smog

Visible air pollution resulting from the cumulative effects of ground-level ozone and particulate matter in the air. The term “smog” is a portmanteau of smoke and fog, and was first used in London during the early 1900s.

## Special Purpose Local Option Sales Tax (SPLOST)

Sales tax revenue, authorized by Georgia law, that allows local jurisdictions to use sales tax proceeds as funding for capital improvement projects.

## State Road & Tollway Authority (SRTA)

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

Visit: [www.georgiatolls.com](http://www.georgiatolls.com)

## Traffic Calming

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

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## Transit Oriented Development (TOD)

Residential and commercial area designed to maximize access by transit and non-motorized transportation; has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.

## Transportation Control Measure (TCM)

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

# GLOSSARY & RESOURCES CONTINUED

## Transportation Demand Management (TDM)

Low-cost trip reduction program that focuses on reducing the number of single occupancy vehicles on the road. TDM programs promote transit, bicycling, ridesharing, flextime, teleworking and the like. Also referred to as Travel Demand Management.

## Transportation Equity Act for the 21st Century (TEA-21)

TEA-21 authorized the federal surface transportation programs for FFYs 1998-2003. It set funding levels for each program/category, made many changes to federal highway, behavioral highway safety, transit, commercial motor vehicle and research programs, and extended the federal user fees and the Highway Trust Fund. It  
66. authorized \$198 billion for these surface transportation programs.

## Transportation Investment Act of 2010 (TIA 2010)

State legislation that allows Georgia voters to decide whether to fund specific transportation projects that meet the needs of their region. TIA 2010, also known as HB 277, creates 12 special transportation districts that mirror the state's regional planning boundaries. In 2012 Georgians will vote on a T-SPLIST, a one percent 10-year regional sales tax to fund regional transportation projects.

Visit: [www.it3.ga.gov](http://www.it3.ga.gov)

## Transportation Management Association (TMA)

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

## Transportation Management Center (TMC)

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

## Variable Pricing

Tolling that varies with traffic level by offering drivers a choice between a free drive in a general purpose lane or paying a premium for an improved trip time in a variably tolled lane. Variable pricing is intended to keep traffic moving at a targeted speed. Also referred to as Congestion Pricing. Visit: [www.dot.ga.gov/I85expresslanes](http://www.dot.ga.gov/I85expresslanes) and click on **FAQ**.

## Vanpool

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

## Work Zone

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

# **ABOUT THE 2010-2011 GEORGIA DOT FACT BOOK**

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