



GDOT Publications

Policies & Procedures

Policy: 2D-4- Priorities for Application of Funds
Section: Board Policies - Planning and Programming
Office/Department: oSTATE TRANS BOARD

Reports To: oDEPT OF TRANSPORTATION
Contact: 404-631-1000

The Department shall develop annually a ten-year strategic plan (10-Year Strategic Plan) to outline use of Department resources in accordance with O.C.G.A. §32-5-27.1. The Strategic Transportation Plan shall be developed by the Planning Director and the Division of Planning and should be designed to establish the Department's prioritized allocations over a ten (10) year period. The 10-Year Strategic Plan shall be developed in compliance with the Statewide Strategic Transportation Plan, the Statewide Transportation Improvement Program, and applicable federal laws, regulations, and fund source limitations.

In developing the 10-Year Strategic Plan, the Planning Director and the Division of Planning shall establish the percentage of resources to be expended on each of the areas listed in O.C.G.A § 32-5-27.1(d). These areas are at a minimum: (1) Construction of new highway projects; (2) Maintenance of existing infrastructure; (3) Bridge Repairs and Replacement; (4) Safety enhancements; and (5) Administrative expenses.

In accordance with O.C.G.A. § 32-5-27.1(d), priority shall be given to expenditure of available resources for maintenance, expansion, and improvement of highway infrastructure in the areas of this state most impacted by traffic congestion and to areas of this state in need of highway infrastructure to aid in attracting economic development to the area. The Director of Planning and the Division of Planning will prioritize accordingly based on the critical factors below to determine and establish the strategic priorities of Departmental resources:

(1) Construction of New Highways

In providing for the expansion of roadway infrastructure to relieve traffic congestion and to promote economic development, the following factors may be used to prioritize projects:

- Review of Future Congestion Levels (no-build vs build scenarios)
- GDOT's Freight & Logistics Plan
- Effect on the Freight Network
- Level of Service
- GRIP Prioritization Review
- State Route Prioritization from the Office of Transportation Data
- Identified through a GDOT study
- Statewide Strategic Transportation Plan goal(s)
- Significant economic impact for the State
- On the basis of an Approved Concept Report
- Pavement conditions
- Regional Traffic Operations Program (RTOP) Corridor
- Safety Factor (Crash Data review)
- Local Government Support
- Signed agreements in place to locally fund project

(2) Maintenance of existing infrastructure

As part of a strategic asset based approach to maintenance of pavements, projects are prioritized on the basis of the following risk rating factors:

- CoPACES (Computerized Pavement Condition Evaluation System) Rating
- State Route Prioritization
- Average Annual Daily Traffic (AADT) with focus on routes with AADTs over 100,000
- Truck volume percentage-with focus on routes with greater than 18% truck volume
- Population-with focus on areas with population over 600,000

As part of the biennial assessment of asset conditions, signs, pipes, drainage structures, and other related infrastructure shall be prioritized based upon the assessed condition to ensure safe and maintained roadway conditions.

(3) Bridge Repairs and Replacement

Based upon condition data obtained and ratings assessed through biennial inspections in compliance with federal law, bridge repairs and replacements are prioritized on the basis of a sufficiency rating and related factors including:

- Structural Evaluation and State of Obsolescence related to
 - Bridge superstructure
 - Substructure
 - Deck
- Functional Evaluation and State of Obsolescence
 - Sustain traffic demands and needs
 - Average Annual Daily Traffic (AADT)
 - Lane widths
 - Load Postings
- Bridge Condition
- Connectivity and Prioritized Use
 - Access to critical facilities (hospitals, military bases, etc.)
 - Detour length and its general impact

(4) Safety enhancements

Protecting life and improving safety shall remain the most important objective of all safety enhancement projects and the aim of the Department. Safety projects including but not limited to signal and intersection projects, road alignment projects, guardrail and sign upgrades, lighting projects, operational improvement projects, Intelligent Transportation Systems (ITS), Railroad Crossing upgrades, and other project types are prioritized among the following factors according to project type:

- Safety Benefit/Cost Ratio for Stand Alone Safety Projects
 - Number of crashes
 - Type of crashes (Fatal, Injury, Property Damage only)
 - Crash Reduction/Crash Modification Factors
- Identification in the Strategic Highway Safety Plan for projects to address system problems
- Trains per day and traffic volumes at crossings for Railroad Crossing projects

- Condition and age of signal equipment for Signal Projects
- Evaluations and prioritized recommendations of the Operation Improvement Committee for Operational and ITS Projects

(5) Administrative Expenses

The 10-Year Strategic Plan shall also bring forward all efficiencies found within the bureaucracy of the department and how those funds have been redirected to road construction including the through the use of increased private sector participation and reliance on innovative delivery methods.

The 10-Year Strategic Plan shall be provided to the Board, submitted to the House and Senate Committees on Transportation, and made available to the public on the Department's website consistent with Department's goal of maximum transparency for the sake of taxpayers and road users.

References:

None.

History:

updated logo: 10/05/18;

added to TOPPS: 01/05/96;

paragraph 1 adopted by Board: 08/15/74 (T-604)