



Georgia DOT: Here's What's Coming

(I'll get to Moses & Elnora)

A presentation to:
ITS/Georgia
At its annual meeting
September 29, 2015
Jekyll Island, GA



What's Coming With . . . OTO Support Contracts

OTO Program Management Support

- Through Office of Program Delivery

Additional Operational Lump Sum Support

- A year out
- \$5M/5 yr

Intersection/Roundabout Design Support

- \$5M/5 yr

District Traffic Studies Support

- \$1M/district over multiple years



What's Coming With . . . TMC Operations Contract

Was 6 years, is
now 5 years
(and a bit)



Due to FHWA
rules changes



Coming *very
soon*



What's Coming With . . . ITS Lump Sum

\$5M in FY16 (*this year*)

To be \$10M in FY17

Allows us to start accomplishing projects *like*:

- Level 1 Deployment from Atlanta to Macon
- Level 1 Deployment on SR 316 to fill in the ITS coverage gap
- Level 1 Deployment along I-520 in Augusta
- Level 1 extension along I-20 from Panola Rd to Turner Hill Rd
- Upgrade to Full Color, Full Matrix CMS in Metro Areas

Level 1 Deployment installs CCTV, CMS and Vehicle Detection coverage with conduit and fiber optic

This list is not intended to in any way commit Georgia DOT or its employees, to actually deploy what may be perceived as programmed projects. It is only meant to be indicative of the types of projects under consideration.



What's Coming With . . . RAM

*R*oadside *A*ssistance and *M*aintenance

- It's new!
- Statewide Coverage
- Maintenance Role
- Light Incident Response, Motorists' Aid
- \$10M/yr



What's Coming With . . . HERO's

Support Contract

- Next Summer
- \$2-2.5M
- 5 yr duration

Managed Lanes

- Staffing
- Organization



Finally!

The most advanced technology being applied to cars right now is arguably not in-car robotics but the [intelligent transport systems](#) (ITS) being developed in cities. These, at a basic level, begin by analysing real-time traffic flows, adjusting signals and junction priorities, and communicating with drivers through programmable signage. But once you add in sensors and interactivity, it becomes a different ball game.

- Paul Mason, The Guardian, August 2, 2015



Are driverless cars the future of Uber?

“... the reason Uber could be expensive is because you’re not just paying for the car — you’re paying for the other dude in the car.

“When there’s no other dude in the car, the cost of taking an Uber anywhere becomes cheaper than owning a vehicle. So the magic there is, you basically bring the cost below the cost of ownership for everybody, and then car ownership goes away.”

- Travis Kalanick, CEO, Uber, May, 2014



As Promised . . .

Moses & Elnora