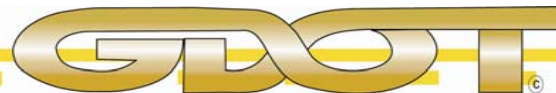




Georgia Department of Transportation Project Prioritization Process Study



May 15, 2008



Georgia Department of Transportation

Agenda

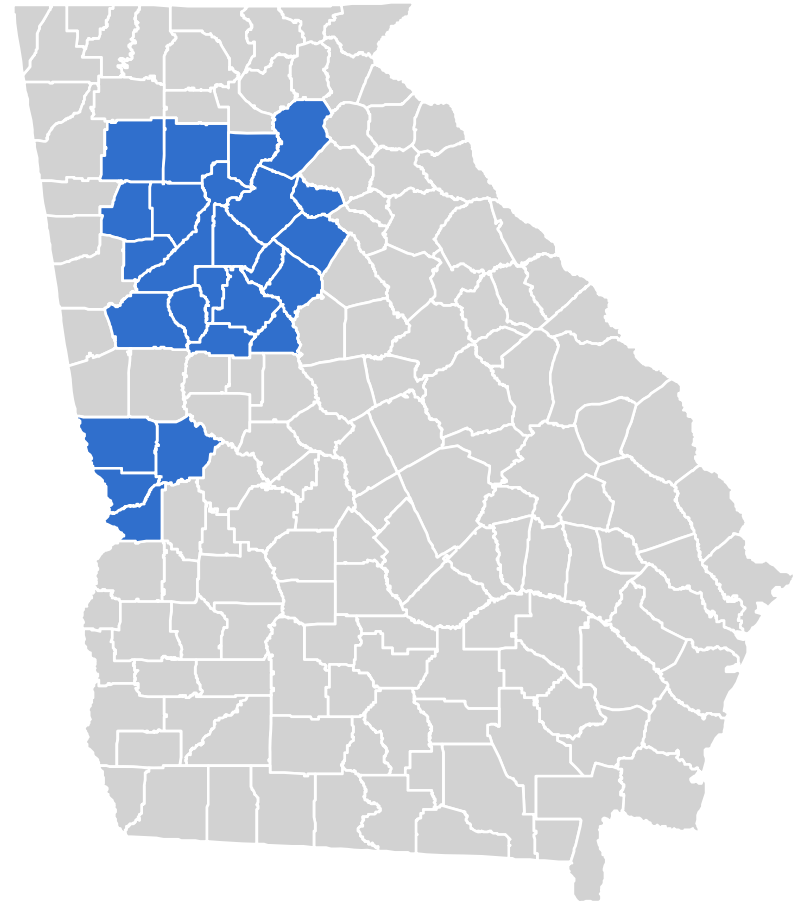
- Status meeting - April 22
 - technical issues
 - pilot run
- Next Steps

Project Prioritization

Pilot run

Began with 385 projects in the Roadway New Capacity Program

- **Widening**
- **HOV lanes**
- **Interchanges**
- **Extensions**
- **Etc.**



Project Prioritization Sensitivity Analysis

- Congestion
 - Run at 70 points recurring
 - Run at 50/20 recurring/nonrecurring
- Benefit/cost as replacement for recurring congestion measure (weighted at 70 percent)
 - Replace recurring congestion measure with current B/C methodology
- Benefit/cost as unique performance measure (weighted at 5 percent)
 - Run using current B/C methodology
 - Run using refined methodology

Project Prioritization

Pilot run - observations

- Significant variability in about half of the measures
- Relative impact of some measures is minimal given small range of results and/or low weights
 - Heavy emphasis on delay and travel time
- Significant reductions in non-recurring delay can be achieved by adding lanes and/or shoulders to urban roads
- Travel time savings on key corridors

Project Prioritization

Pilot run – sensitivity analysis

- Recurring vs. Recurring and Non-Recurring
 - Top 2 projects are consistent
 - Remainder vary significantly because of inability to estimate non-recurring delay for some projects
- B/C original vs. B/C modified
 - Minor impact because B/C results for both methods are typically on same order of magnitude for any given project
- Replace delay with B/C
 - Significant impact on rankings

Project Prioritization

Next steps

- Finalize B/C method
- Finalize recurring vs. non-recurring delay
- Revise system based on April/May results
- Continue preparations for full system run
- Continue building underlying IT prototype
- Next meeting – Last week of May (~29th)

Discussion?

