

GDOT Newsletter

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Volume 90



SUPPORTIVE SERVICES

- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
- Creating a Business Plan
- Website Building
- Plan Reading



A focus on employees, training, and preparations Georgia DOT prepared for winter weather

Winter officially arrives on December 21 and the Georgia Department of Transportation (Georgia DOT) is reminding the public of its efforts year-round to prepare for the winter weather season. "Our staff in the State Maintenance Office and across the districts work year-round to ensure we have the materials, equipment and training in place to adequately prepare for any weather event," said Georgia DOT Commissioner Russell R. McMurry, P.E. "We have seen tremendous response from our personnel in recent weather events such as Hurricane Idalia, and I know the same will be true for any winter weather event that hits Georgia this year."

Every year, each of Georgia DOT's seven regional districts takes inventory of materials and equipment used for winter weather events. Stockpiles of salt, calcium chloride and other materials used to battle ice and snow are inventoried and orders placed, if needed. Crews of maintenance experts fan out across the state's roadways to assess routes and snow-removal capabilities and review all safety and training procedures to ensure crews and the motoring public remain safe during a snow or ice event. Equipment including snowplows and brine trucks, among others, receive any necessary maintenance. And Georgia DOT's emergency plan is in place to reallocate district resources to the most-needed areas during an event.

This year, safety of Georgia DOT's crews has been a top priority. "Our crews across the state spend countless hours away from their families, sometimes having to miss holidays or weekends, in order to respond to weather events to help clear roads quickly and ensure travel is safe for everyone," said Emily Fish, Georgia DOT's assistant state maintenance engineer.

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What Contractors Should Know About the Build America, Buy America Act

Unpacking federal requirements for infrastructure

Battling back from the Great Depression, the Hoover administration passed the “Buy American Act” in 1933. The basic premise of the law was to revive and bolster the economy by requiring U.S.-sourced iron and steel mined or produced in the U.S. to be used in projects for the federal government.

In 1982 Congress passed the “Buy America Act,” which expanded the requirement that contractors utilize only U.S.-sourced iron and steel on state transportation projects receiving federal funding. The Buy America Act also expanded the items that must be U.S.-sourced to include manufactured items.

More recently, a further expansion, called the “Build America, Buy America Act” (BABA), was passed in 2021 as part of the Infrastructure and Investment Jobs Act (IIJA). Contractors need to be aware of how the law has changed and how it could affect their businesses in new ways.

Most significantly, BABA material requirements apply to all infrastructure projects receiving federal funding — not just IIJA projects — and not only where the federal government is the contracting party, but also on projects where a state or local government entity is the contracting party. Further, “infrastructure” projects are broadly defined to include:

- Roads, tunnels and bridges
- Railways (both passenger and freight)
- Dams, ports, harbors and other maritime facilities
- Airports
- Water systems
- Electrical transmission facilities and systems
- Utilities
- Broadband infrastructure
- Buildings appurtenant to all of the above, including train and bus stations, toll facilities and even office facilities

Here are some other facts you should know about BABA:

- Along with iron, steel and manufactured products, BABA’s requirements extend for the first time to construction materials, which must also be U.S.-sourced. Construction materials are defined to include commodities such as glass, drywall, fiber-optic cable, nonferrous metals like copper and aluminum, and PVC and other plastic or polymer-based products. Aggregates and cement are excluded.

About The GDOT

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on GDOT contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



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