

Chapter 6 | Roads and Bridges Projects

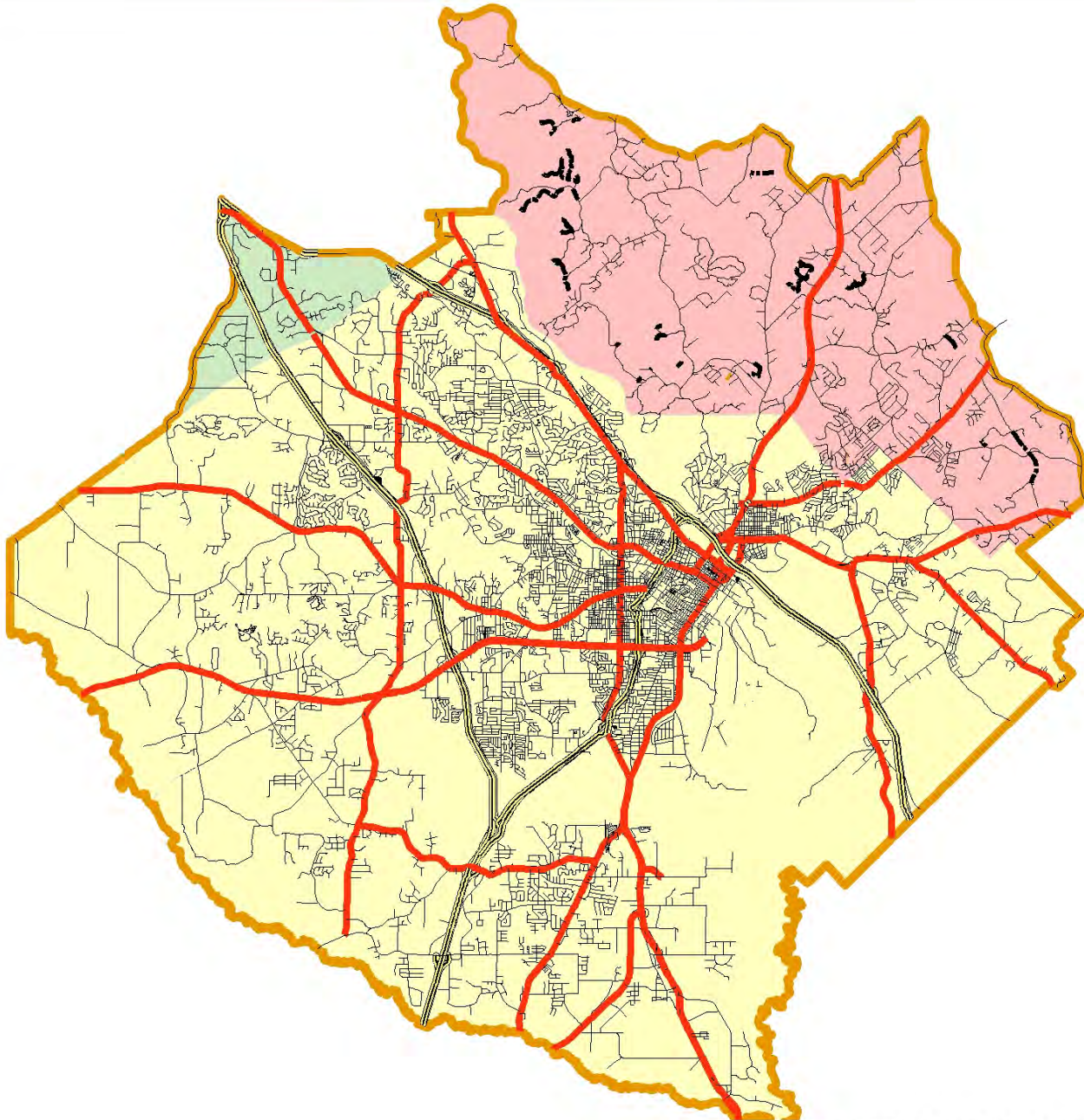
Introduction

This section addresses the anticipated roads and bridge projects identified in the updated 2050 Metropolitan Transportation Plan (MTP). The general goals of these proposed projects are defined under the [Moving Ahead For Progress in the 21st Century Act \(MAP-21\)](#) and [Fixing America Surface Transportation Act \(FAST Act\)](#), described in the [Goals and Objectives section](#). To facilitate these goals, the MTP is updated every 5 years, to account for changes in demographics, budgets and/or project prioritization at the State and local level. Table 6-1 describes in detail a number of road centerline miles in each major road category, and Figure 6-1 provides an overview of the regional road network across the MATS jurisdiction.

MATS Areas	Total Centerline Miles	Interstate Highways (Including Ramps)	State Trunk Highways, Major Arterials & Frontage Roads	Local Streets & Roads (including Private Roads)	Misc. Other (Alleys, 4WD Trails, Parking Lots, etc.)
Jones County	299.92	0.08	59.65	239.87	0.32
Macon-Bibb County	1693.34	109.01	344.95	1238.92	0.45
Monroe County	54.93	7.94	10.65	36.33	0.00

Table 6-1: Road Centerline Miles in MATS Area By Type, per County

MATS Roads by Type and Location



The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained within our records. Date: 11/27/2021

Legend

MATS Boundary



County

Jones County

Macon-Bibb County

Monroe County

Roads By Type

Interstate

U.S. Hwy/Arterial Street

Local St.

4WD Trail

Frontage Rd

Alleyway

1 inch = 17,863 feet

Map Maker: Michael J. Greenwald, Ph.D., AICP



Figure 6-1: Road Network for MATS MPO Service Area

Road and Bridge Projects

Table 6-2 below lists the road and bridge projects adopted by the MATS Policy Committee. The initial list for this MTP Update was adopted on December 9, 2021. Projects on this list are in priority order, as decided by the MATS Policy Committee in consultation with Georgia Dept. of Transportation Office of Planning. The guidelines for setting road and bridge project prioritization are as follows:

1. **First Priority - Projects listed in the original MATS 2040 LRTP identified as ongoing (i.e., already underway or about to begin).** Delaying existing projects to promote others where plans have not been finalized would introduce logistical complications, and potentially create equity concerns
2. **Second Priority – Existing projects with higher need, as assessed by local planning and engineering staff and elected officials.** The operational definition of need used here prioritizes:

Safety and State of Good Repair – Projects which were determined as necessary to maintain or repair deficiencies in existing road and bridge infrastructure were prioritized above new projects. The specific order of prioritization among these projects was determined based on consultation with County engineering staff and GDOT Office of Planning.

Figures 6-2 through 6-6 below indicate the locations in the Statewide network identified by GDOT Office of Planning for capacity expansion, and as having insufficient Level of Service by 2050.

Economic Development Potential – This includes projects which improved freight movement, relieve congestion or coordinate travel infrastructure with anticipated economic development activities at regional activity centers.

- **Third Priority - New projects identified by public input and recommendations from elected officials.** Projects in this category are primarily associated with pedestrian and bicycle infrastructure, and repair projects which were not otherwise prioritized as immediately critical to the state of good repair.

In addition to prioritizing the project list, Table 6-2 also provides the following information:

- Whether or not the project is Exempt from Air Quality Conformity Review¹ Projects are considered Exempt if they do not involve the construction of any new vehicle capacity (e.g., widening existing lanes or adding new lanes). Examples of Exempt projects include bridge repair and replacement, safety projects, projects improving traffic flow/traffic signalization at existing intersections, and pedestrian/bicycle infrastructure projects.

¹ See MATS 2050 Air Quality Conformity Determination report for additional details on this process

- The list identifies how many totals, and which specific, planning factors identified under the FAST Act are addressed by each project;
- Whether or not the project is part of the current Transportation Improvement Program (TIP) for the MATS region. A project that is part of the current TIP has at least begun the preliminary engineering and environmental assessments necessary to begin construction, and may already be under construction;
- The anticipated total project cost for each of the projects

Finally, Figure 6-7 provides a locational orientation to where the projects in Table 6-2 are located throughout the MATS region.

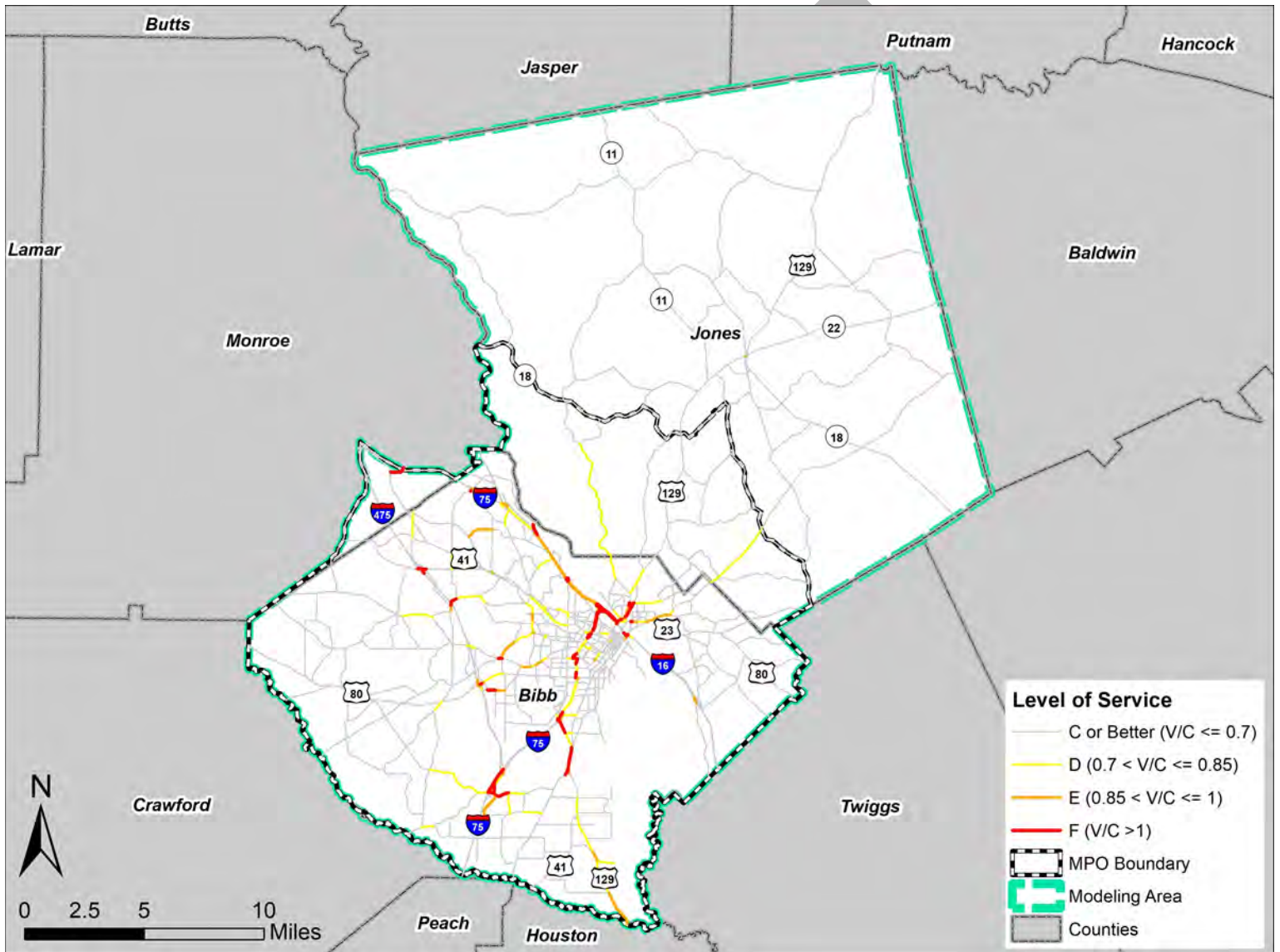


Figure 6-2 - MATS Area 1st Network: Daily Level of Service MATS Area for 2015 Base Year
 Source: Georgia Dept. of Transportation, Office of Planning

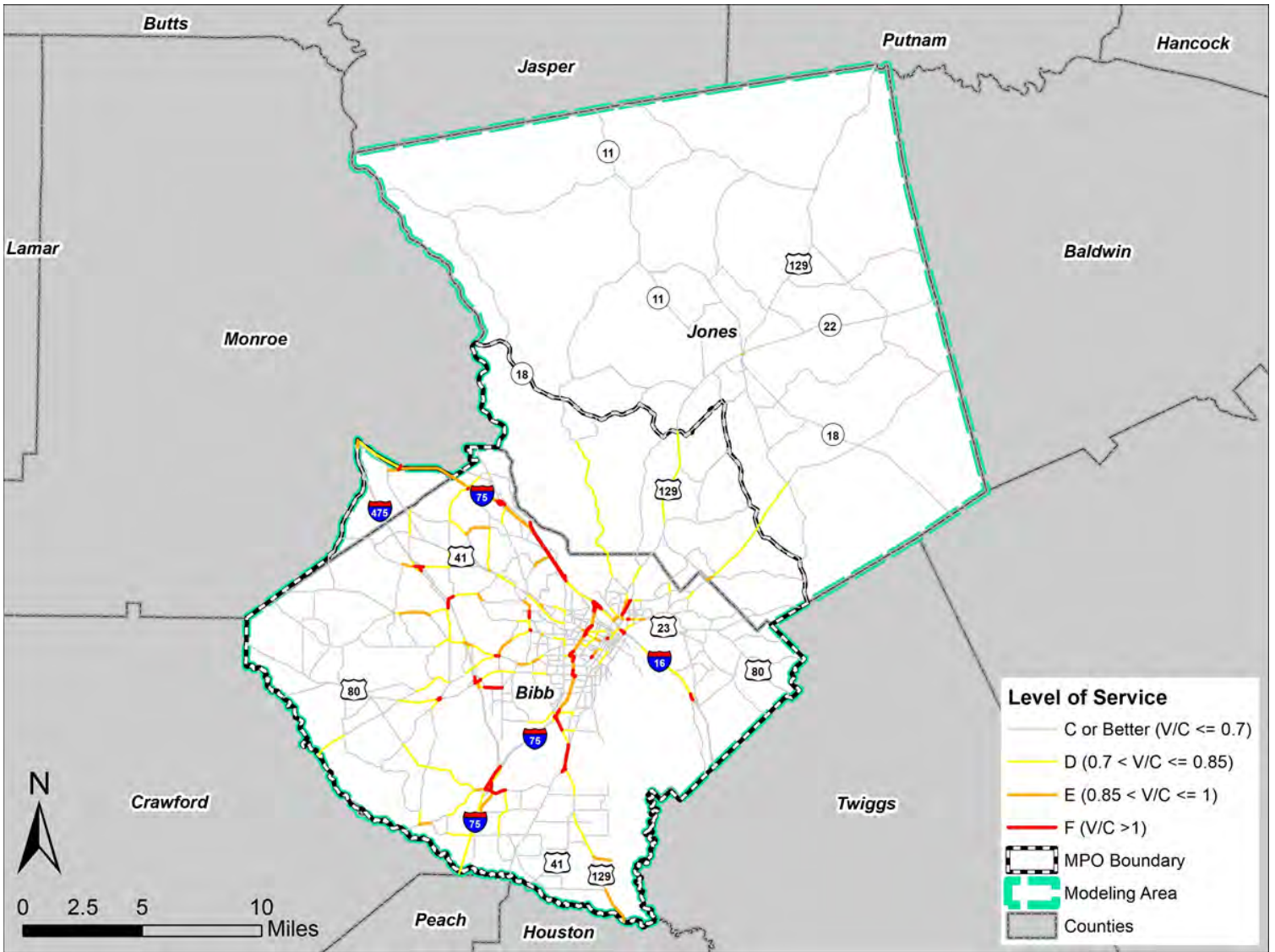


Figure 6-3 - MATS Area 2nd Network: 2015 Base year (1st Network) + Any Projects Which Either Opened to Traffic Since 2015, Or Currently Under Construction
 Source: Georgia Dept. of Transportation, Office of Planning

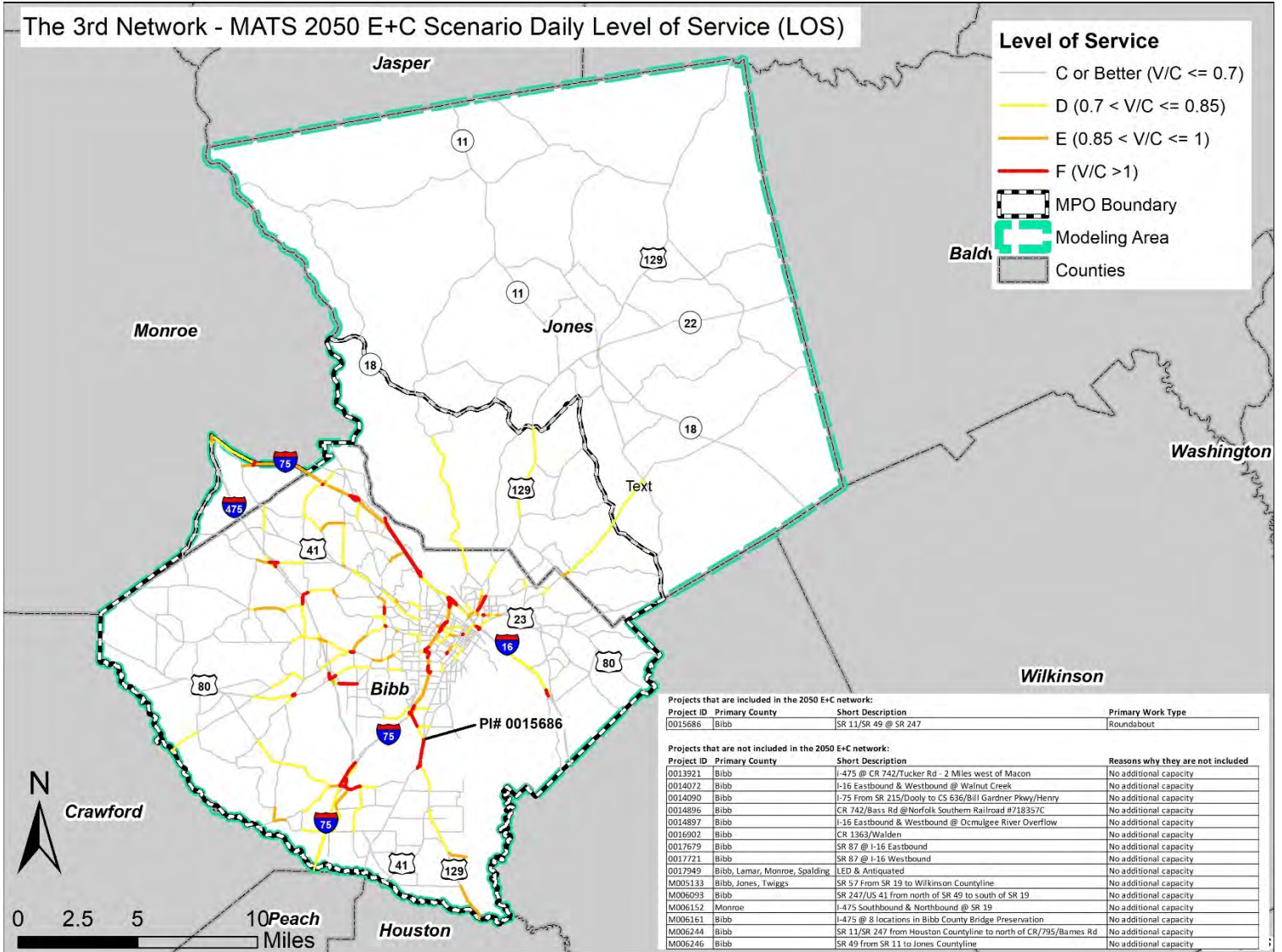


Figure 6-4 - MATS Area 3rd Network: 2nd Network + projects with construction (CST) funded in the STIP years 2021-2024 + local projects with CST funded in the MPO's current TIP

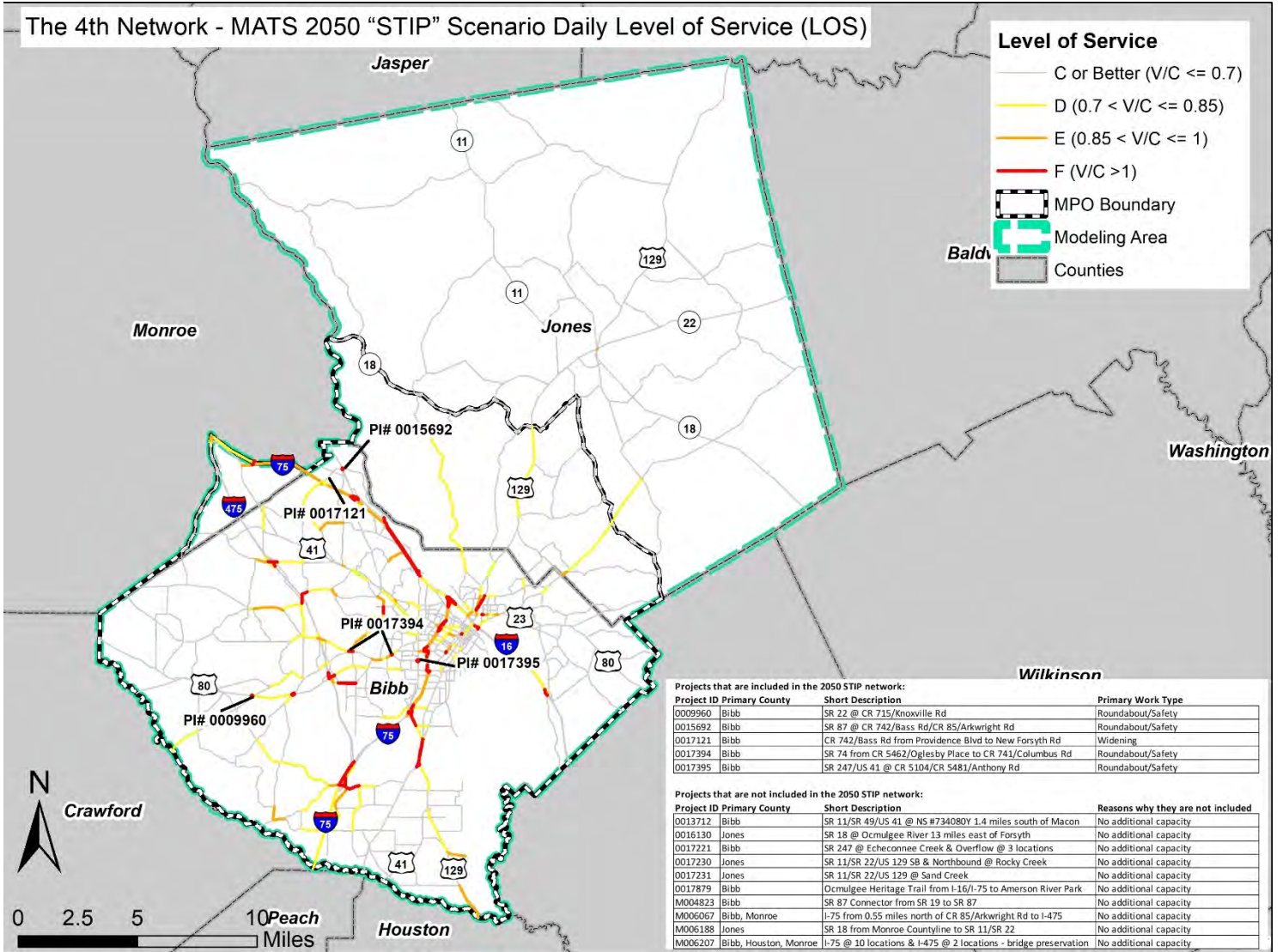


Figure 6-5 - MATS Area 4th Network: 3rd Network + Projects with Preliminary Engineering (PE) and/or Right of Way (ROW) Funded in STIP years 2021-2024 + Local Projects with PE and/or ROW Funded in the MATS Current TIP (FY 2021 – 2024)

Source: Georgia Dept. of Transportation, Office of Planning

The 5th/6th Networks - MATS 2050 "MTP" Scenario Daily Level of Service (LOS)

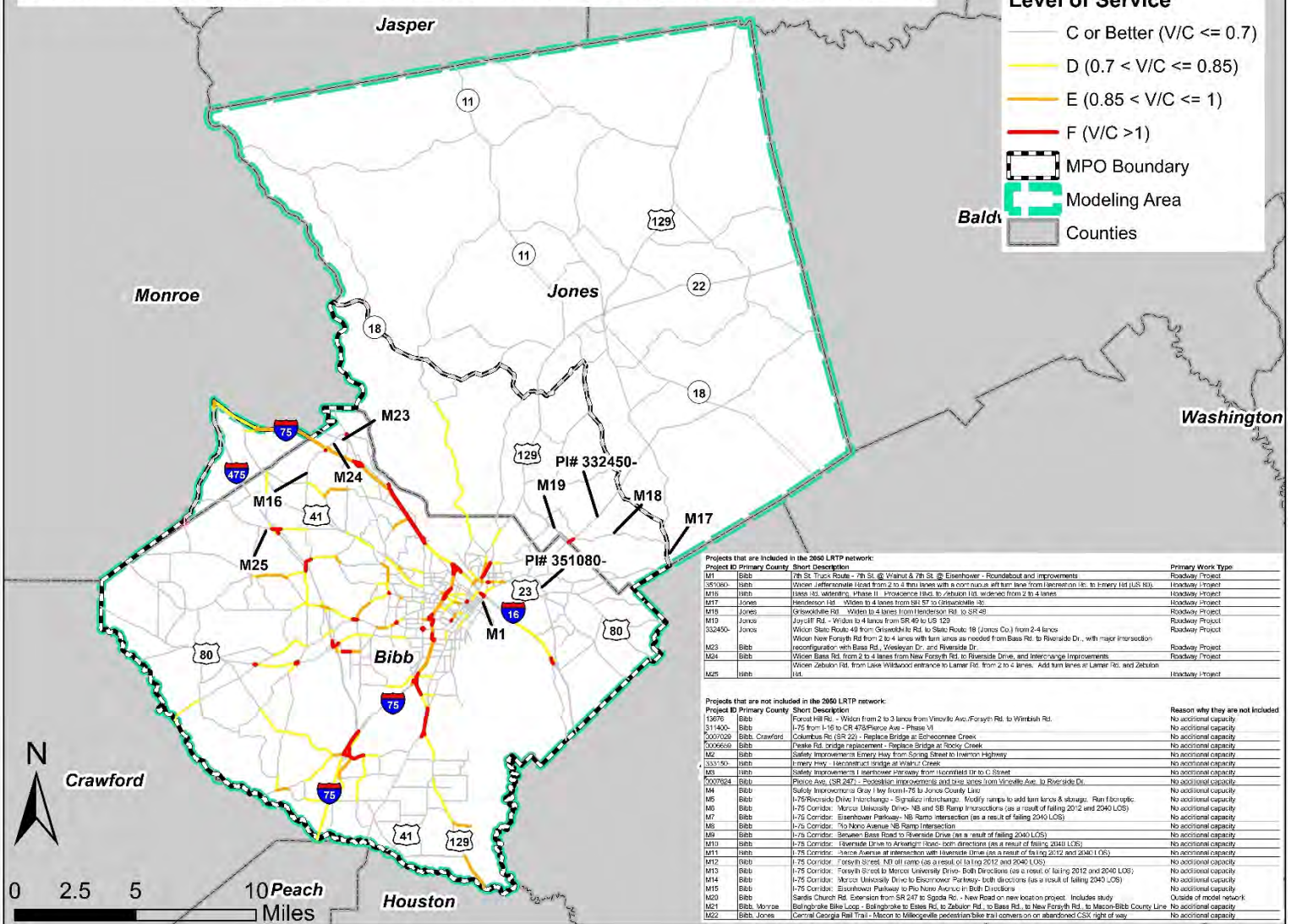


Figure 6-6 - MATS Area 5th Network: Completion of 4th Network + all projects To Address Future Transportation Needs Through 2050, As Identified Through the MATS MTP Process
 Source: Georgia Dept. of Transportation, Office of Planning

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of L RTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
1.	311005-	I-16 Eastbound from I-75 to Walnut Creek-Phase IV	Bridge Reconstruction	Bibb	5	X	X		X	X		X				No	Non-Exempt	2030	\$149,006,176.02		\$149,006,176.02	Fully accounted for in current or previous TIP to reflect total project costs
2.	0012701	I-16 from I-75 to Walnut Creek-Phase V	Roadway Project	Bibb	5	X	X		X	X		X				No	Non-Exempt	2030	\$90,566,681.71		\$90,566,681.71	Fully accounted for in current or previous TIP to reflect total project costs
3.	0013921	Bridge Replacement - Replace Bridge on I-475 @ CR 742/Tucker Rd, 2 miles West of Macon.	Bridges	Bibb	2					X		X				Yes	Exempt		\$ 2,436,000.00	\$ 9,977,485.00	\$13,922,618.38	\$1,509,133.38
4.	0014072	Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon	Bridges	Bibb	2					X		X				Yes	Exempt		\$ 17,607,652.00	\$ 19,636,645.00	\$21,565,644.22	Fully accounted for in current or previous TIP to reflect total project costs
5.	0017121	CR 742/Bass Road from Providence Blvd to New Forsyth Road	Bridges & Roadway Project	Bibb	6	X	X	X		X		X	X			Yes	Non-Exempt	2027		\$5,387,700.00	\$35,823,137.00	\$30,435,437.00
6.	0014896	CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON	Bridge Replacement	Bibb	4	X	X			X		X				Yes	Exempt		\$ 13,901,770.49		\$13,901,770.49	Fully accounted for in current or previous TIP to reflect total project costs
7.	0014897	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	Bridge Replacement	Bibb	3					X		X		X		Yes	Exempt		\$ 13,394,434.13		\$13,394,434.13	Fully accounted for in current or previous TIP to reflect total project costs
8.	0016130	SR 18 @ Ocmulgee River, 13 Miles East of Forsyth	Bridges	Jones	0											Yes	Exempt		\$2,098,200.00		\$1,456,588.42	Fully accounted for in current or previous TIP to reflect total project costs
9.	0017221	SR 247 @ Echeconne Creek & Overflow @ 3 Locations	Bridges	Bibb, Houston	1					x						Yes	Exempt		\$1,795,920.00	\$504,000.00	\$17,900,000.00	\$15,600,080.00
10.	0017230	SR 11/SR 22/US 129 Southbound & Northbound @ Rock Creek	Bridges	Jones	1					x						Yes	Exempt		\$1,019,500.00	\$500,000.00	\$10,386,748.00	\$8,867,248.00
11.	0017231	SR 11/SR 22/US 129 Sand Creek, Southbound	Bridges	Jones	1					x						Yes	Exempt		\$1,764,000.00	\$357,000.00	\$9,890,170.03	\$7,769,170.03
12.	0013712	Replace Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon	Bridges	Bibb	4	X				X		X	X			Yes	Exempt		\$ 3,422,192.57	\$ 19,021,722.74	\$22,443,915.31	Fully accounted for in current or previous TIP to reflect total project costs
13.	0018327	SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP - Re-stripe and add a road diet, rumble strips and sidewalk installation on the northside of Eisenhower Pkwy - Recommended long-term improvements which include lighting and installing sidewalks on the south side of Eisenhower Pkwy connecting the east and west of the existing sidewalks at the intersection of Eisenhower Pkwy at SR 247/Pio Nono Avenue.	Roadway Project	Bibb	3				X					X	X	Yes	Exempt		\$ 730,000.00		\$2,463,000.00	\$1,733,000.00

Table 6-2: MATS 2050 MTP Roads and Bridges Projects List (Updated 5/1/2024)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of L RTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
14.	0020056	Bonds View Road From West Of Stone Creek To State Route 87. Road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with access to 800 acres of Wildlife refuge land.	Roadway Project	Bibb	3				X					X	X	Yes	Exempt			\$ 490,000.00	\$490,000.00	Fully accounted for in current or previous TIP to reflect total project costs
15.	0019933	I-75 @ Rocky Creek	Bridges	Bibb	1					X						Yes	Exempt			\$1,100,000.00	\$19,400,000.00	\$18,300,000.00
16.	0019934	I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON	Bridges	Bibb	1					X						Yes	Exempt			\$1,700,000.00	\$23,000,000.00	\$21,300,000.00
17.	0019935	I-16 EB & WB 2 @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON	Bridges	Bibb	1					X						Yes	Exempt			\$1,700,000.00	\$29,000,000.00	\$27,300,000.00
18.	0019936	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI E OF MACON	Bridges	Bibb	1					X						Yes	Exempt			\$1,700,000.00	\$13,000,000.00	\$11,300,000.00
19.	0019945	SR 19/SR 87 SB & NB @ WALNUT CREEK	Bridges	Bibb	1					X						Yes	Exempt			\$1,300,000.00	\$13,600,000.00	\$12,300,000.00
20.	0013676	Forest Hill Rd. - Widen from 2 to 3 lanes from Vineville Ave./Forsyth Rd. to Wimbish Rd.	Roadway Project	Bibb	4		X		X		X					No	Non-Exempt	2030			\$14,114,015.00	\$14,114,015.00
21.	311400	I-75 from I-16 to CR 478/Pierce Ave - Phase VI	Roadway Project	Bibb	5	X	X		X	X		X				No	Non-Exempt	2030			\$72,044,929.08	\$72,044,929.08
22.	N/A	7th St. Truck Route - 7th St. @ Walnut & 7th St. @ Eisenhower - Roundabout and Improvements	Roadway Project	Bibb	7	X	X	X		X		X	X		X	No	Non-Exempt	2030			\$12,650,000.00	\$12,650,000.00
23.	0007029	Columbus Rd (SR 22) - Replace Bridge at Echeconnee Creek	Bridges	Bibb, Crawford	2				X		X					No	Exempt				\$774,061.41	\$774,061.41
24.	0006659	Peake Rd. bridge replacement - Replace Bridge at Rocky Creek	Bridges	Bibb	5				X	X	X	X	X			No	Exempt				\$1,833,329.00	\$1,833,329.00
25.	N/A	Safety Improvements Emery Hwy from Spring Street to Irwinton Highway	Safety Project	Bibb	6	X		X	X	X	X	X				No	Exempt				\$1,000,000.00	\$1,000,000.00
26.	333150	Emery Hwy - Reconstruct Bridge at Walnut Creek	Bridges	Bibb	3					X		X	X			No	Exempt				\$5,902,371.00	\$5,902,371.00
27.	N/A	Safety Improvements Eisenhower Parkway from Bloomfield Dr to C Street	Safety Project	Bibb	7	X		X	X	X	X	X	X			No	Exempt				\$1,000,000.00	\$1,000,000.00
28.	N/A	Pierce Ave. (SR 247) - Pedestrian improvements and bike lanes from Vineville Ave. to Riverside Dr.	TE/Bike/Ped	Bibb	5	X		X	X		X	X				No	Exempt				\$2,500,000.00	\$2,500,000.00
29.	N/A	Safety Improvements Gray Hwy from I-75 to Jones County Line	Safety Project	Bibb	6	X		X	X	X	X	X				No	Exempt				\$1,000,000.00	\$1,000,000.00
30.	351080	Widen Jeffersonville Road from 2 to 4 thru lanes with a continuous left turn lane from Recreation Rd. to Emery Rd (US 80)	Roadway Project	Bibb	6	X			X	X	X	X	X			No	Non-Exempt	2050			\$9,070,702.00	\$9,070,702.00

Table 6-2: MATS 2050 MTP Roads and Bridges Projects List (Updated 5/1/2024)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of LRTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
31.	N/A	I-75/Riverside Drive Interchange - Signalize interchange. Modify ramps to add turn lanes & storage. Run fiberoptic.	Intersection/ Signal/ Safety	Bibb	2		X					X				No	Exempt				\$755,777.00	\$755,777.00
32.	N/A	I-75 Corridor: Mercer University Drive- NB and SB Ramp Intersections (as a result of failing 2012 and 2040 LOS)	Traffic Signals	Bibb	2		X			X						No	Exempt				\$200,000.00	\$200,000.00
33.	N/A	I-75 Corridor: Eisenhower Parkway- NB Ramp Intersection (as a result of failing 2040 LOS)	Traffic Signals	Bibb	2		X			X						No	Exempt				\$200,000.00	\$200,000.00
34.	N/A	I-75 Corridor: Pio Nono Avenue NB Ramp Intersection	Traffic Signals	Bibb	2		X			X						No	Exempt				\$200,000.00	\$200,000.00
35.	N/A	I-75 Corridor: Between Bass Road to Riverside Drive (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040			\$6,200,000.00	\$6,200,000.00
36.	N/A	I-75 Corridor: Riverside Drive to Arkwright Road- both directions (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040			\$6,800,000.00	\$6,800,000.00
37.	N/A	I-75 Corridor: Pierce Avenue at intersection with Riverside Drive (as a result of failing 2012 and 2040 LOS)	Turn Lanes	Bibb	2		X			X						No	Exempt				\$600,000.00	\$600,000.00
38.	N/A	I-75 Corridor: Forsyth Street- NB off ramp (as a result of failing 2012 and 2040 LOS)	Turn Lanes	Bibb	2		X			X						No	Exempt				\$300,000.00	\$300,000.00
39.	N/A	I-75 Corridor: Forsyth Street to Mercer University Drive- Both Directions (as a result of failing 2012 and 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040			\$10,700,000.00	\$10,700,000.00
40.	N/A	I-75 Corridor: Mercer University Drive to Eisenhower Parkway- both directions (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040			\$2,600,000.00	\$2,600,000.00
41.	N/A	I-75 Corridor: Eisenhower Parkway to Pio Nono Avenue in Both Directions	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040			\$8,100,000.00	\$8,100,000.00
42.	N/A	Bass Rd. widening, Phase II - Providence Blvd. to Zebulon Rd. widened from 2 to 4 lanes	Roadway Project	Bibb	6	X	X	X		X		X	X			No	Non-Exempt	2040			\$21,942,036.00	\$21,942,036.00
43.	N/A	Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd.	Roadway Project	Jones	0											No	Non-Exempt	2050			\$11,089,192.00	\$11,089,192.00
44.	N/A	Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49	Roadway Project	Jones	0											No	Non-Exempt	2050			\$36,963,568.00	\$36,963,568.00
45.	N/A	Joycliff Rd. - Widen to 4 lanes from SR 49 to US 129	Roadway Project	Jones	0											No	Non-Exempt	2050			\$35,732,383.00	\$35,732,383.00
46.	N/A	Sardis Church Rd. Extension from SR 247 to Sgoda Rd. - New Road on new location project. Includes study	Roadway Project	Bibb	2	X						X				No	Non-Exempt	2040			\$62,409,791.00	\$62,409,791.00

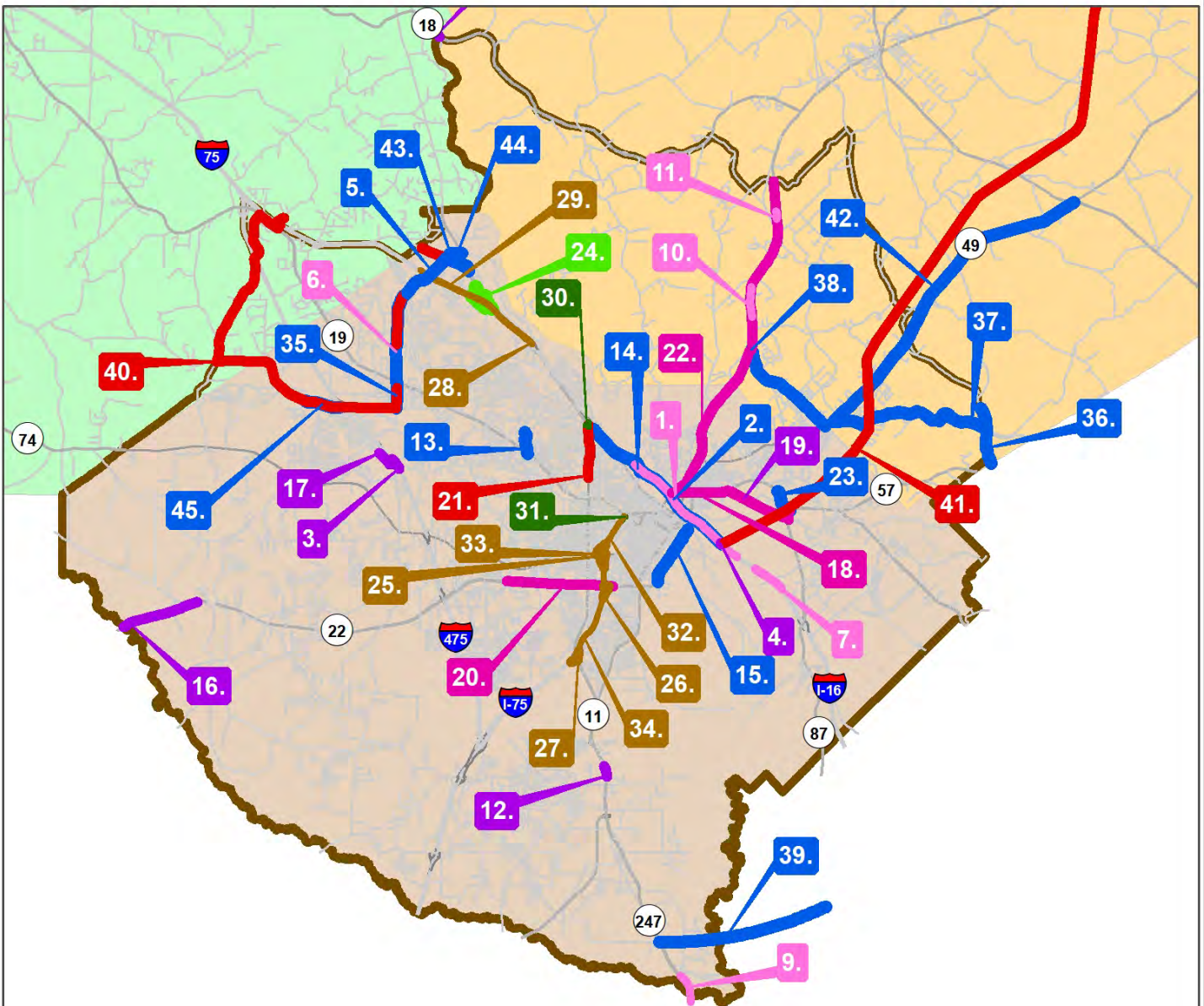
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47.	N/A	Bolingbroke Bike Loop - Bolingbroke to Estes Rd, to Zebulon Rd., to Bass Rd., to New Forsyth Rd., to Macon-Bibb County Line	TE/Bike/Ped	Bibb, Monroe	4	X		X		X	X					No	Exempt			\$946,843.64	\$946,843.64	
48.	N/A	Central Georgia Rail Trail - Macon to Milledgeville pedestrian/bike trail conversion on abandoned CSX right of way	TE/Bike/Ped	Bibb, Jones	5	X		X	X			X			X	No	Exempt			\$7,077,123.90	\$7,077,123.90	
49.	332450	Widen State Route 49 from Griswoldville Rd. to State Route 18 (Jones Co.)	Roadway Project	Jones	5	X			X	X		X			X	No	Non-Exempt	2050		\$60,457,495.21	\$60,457,495.21	
50.	N/A	Widen New Forsyth Rd from 2 to 4 lanes with turn lanes as needed from Bass Rd. to Riverside Dr., with major intersection reconfiguration with Bass Rd., Wesleyan Dr. and Riverside Dr.	Roadway Project	Bibb	2		X					X				No	Non-Exempt	2040		\$7,500,000.00	\$7,500,000.00	
51.	N/A	Widen Bass Rd. from 2 to 4 lanes from New Forsyth Rd. to Riverside Drive, and Interchange Improvements	Roadway Project	Bibb	6		X	X	X		X	X	X			No	Non-Exempt	2040		\$9,525,089.00	\$9,525,089.00	
52.	N/A	Widen Zebulon Rd. from Lake Wildwood entrance to Lamar Rd. from 2 to 4 lanes. Add turn lanes at Lamar Rd. and Zebulon Rd.	Roadway Project	Bibb	3		X	X				X				No	Non-Exempt	2040		\$1,783,137.00	\$1,783,137.00	
53.	0019107	Truck Parking Expansion - Region 2	Roadway Project	Bibb, Monroe, Dooly	3	X	X						X			No	Exempt		\$ 100,000.00	\$100,000.00	Fully accounted for in current or previous TIP to reflect total project costs	

Project Balances	\$570,385,911.65
Total for TIP Obligated Projects	\$66,202,752.74
Grand Total	\$636,588,664.39

* Project priority numbers are indicators of relative priority within the MTP Project List. They do not indicate in which specific TIP period GDOT intends to include a specific project.

MPO Mats 2050 Transportation Projects



Priority	Project Description
1	I-75/I-16 Interchange - Phase 4 - Expansion of I-16 eastbound from I-75 to Walnut Creek
2	I-75/I-16 Interchange - Phase 5 - Expansion of I-16 westbound from I-75 to Walnut Creek
3	Tucker Rd. bridge replacement over I-475/Tucker Rd. bridge replacement over I-475
4	Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon
5	Bass Road widening, Phase 1 Providence Blvd to New Forsyth Rd (widening from 2 to 4 lanes)
6	Bass Road bridge replacement over Norfolk Southern railroad. Bass Road bridge replacement over Norfolk Southern railroad.
7	I-16 bridge replacements over Norfolk Southern railroad. 16 bridge replacements over Norfolk Southern railroad.
8	Bridge Replacement--Dames Ferry Rd. (aka SR 18) at Ocmulgee River. Bridge Replacement--Dames Ferry Rd. (aka SR 18) at Ocmulgee River.
9	Bridge Replacement--Hawkinsville Rd. from Bibb County/Houston County border to Feagin Rd. (Northbound 1 lanes), at 3 locations
10	Bridge Replacement--Gray Highway (aka US 129) Northbound & Southbound over Rock Creek
11	Bridge Replacement--Gray Hwy (aka US Hwy 129) over Sand Creek. Bridge Replacement--Gray Hwy (aka US Hwy 129) over Sand Creek
12	Hawkinsville Road bridge replacement over Norfolk Southern railroad. Hawkinsville Road bridge replacement over Norfolk Southern railroad.
13	Forest Hill Rd. - Widen from 2 to 4 lanes from Vineville Ave. /Forsyth Rd. to Wimbish Rd.
14	I-75/I-16 Interchange - Phase 6 - Expansion of I-75 from I-16 to Pierce Ave.
15	7th St. Truck Route - 7th St. @ Walnut & 7th St. @ Eisenhower - Roundabout and Improvements
16	Eisenhower Hwy bridge replacement at Echoconee Creek (Crawford Co. line)
17	Peake Rd. bridge replacement at Rocky Creek near Stratford Academy. Peake Rd. bridge replacement at Rocky Creek near Stratford Academy
18	Safety Improvements Emery Hwy from Spring Street to Inwinton Highway
19	Emery Hwy bridge replacement at Walnut Creek. Emery Hwy bridge replacement at Walnut Creek
20	Safety Improvements Eisenhower Parkway from Bloomfield Dr to C Street
21	Pierce Ave pedestrian and bicycle improvements from Ingelside Ave. to Riverside Dr.
22	Safety Improvements Gray Hwy from I-75 to Jones County Line. Safety Improvements Gray Hwy from I-75 to Jones County Line
23	Jeffersonville Rd. widening - Norfolk Southern bridge replacement. Jeffersonville Rd. widening - Norfolk Southern bridge replacement
24	I-75/Riverside Drive Interchange - Signalize interchange. Modify ramps to add turn lanes & storage. Run fiber optic.

25	I-75 Corridor: Mercer University Drive- Northbound and Southbound ramp intersection signalization and improvement (as a result of failing 2020)
26	I-75 Corridor: Eisenhower Parkway- Northbound ramp intersection signalization and improvement (as a result of failing 2040 Level of Service)
27	I-75 Corridor: Pio Nono Avenue- Northbound ramp intersection signalization and improvement
28	I-75 Corridor: Riverside Drive to Arkwright Road- both directions (as a result of failing 2040 Level of Service)
29	I-75 Corridor: Between Bass Road to Riverside Drive (as a result of failing 2040 Level of Service)
30	I-75 Corridor: Pierce Avenue at Intersection with Riverside Drive (as a result of failing 2012 and 2040 Level of Service)
31	I-75 Corridor: Forsyth Street- Northbound off ramps (as a result of failing 2012 and 2040 Level of Service)
32	I-75 Corridor: Forsyth Street to Mercer University Drive- Both Directions (as a result of failing 2012 and 2040 LOS)
33	I-75 Corridor: Mercer University Drive to Eisenhower Parkway- both directions (as a result of failing 2040 LOS)
34	I-75 Corridor: Eisenhower Parkway to Pio Nono Avenue in Both Directions
35	Bass Rd. widening, Phase II - Providence Blvd. to Zebulon Rd. widened from 2 to 4 lanes
36	Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd. Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd.
37	Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49. Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49
38	Joyce Iff Rd. - Widen to 4 lanes from SR 49 to US 129. Joyce Iff Rd. - Widen to 4 lanes from SR 49 to US 129
39	Sardis Church Rd. - Extension from SR 247 to Sgoda Rd. - New Road on new location project. Includes study
40	Bollingbroke Bike Loop - Bollingbroke to Estes Rd. to Zebulon Rd., to Bass Rd., to New Forsyth Rd., to Macon-Bibb County Line
41	Proposed pedestrian/bike trail from Macon-Bibb County to Mill edgeville (Jones County).
42	Gray Hwy (aka State Route 49) widening from Griswoldville Rd. to State Route 18 (Jones Co.)
43	Widen New Forsyth Rd from 2 to 4 lanes with turn lanes as needed from Bass Rd. to Riverside Dr., with major intersection re configuration with
44	Widen Bass Rd. from 2 to 4 lanes from New Forsyth Rd. to Riverside Drive, and interchange Improvements
45	Zebulon Rd. - Widen Zebulon Rd. from Lake Wildwood entrance to Lamar Rd. from 2 to 4 lanes. Add turn lanes at Lamar Rd. and Zebulon Rd.

The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained within our records. Date: 3/30/2022

Legend

- Traffic Signals
- Bridges
- Intersection/Signal/Safety
- TE/Bike/Ped
- Bridge Replacement
- Auxiliary Lanes
- Turn Lanes
- Bibb
- Jones
- Monroe
- Roadway Project
- MPO Boundary

1 inch = 20,000 feet
Map Makers: Los Hampton Lecky Co.



Figure 6-7 Road and Bridges Projects Throughout MATS Area

Costs and Revenue Estimation

Costs

The total cost of all obligated road and bridge projects listed in Table 6-2 above is estimated at **\$636,588,664.39** (as of 3/11/2024). This value is based on the most current project cost estimates from GDOT and Macon-Bibb County Engineering Department. It includes an assumption of 2% increase in non-obligated project costs each year over the entire planning and construction duration of the project. This assumption is an average, based on GDOT's historic project management experience with road and bridge projects. While in any specific year this 2% assumption may be high or low, the expectation is that over the operational life of this MTP, individual years will balance out around a 2% inflation rate. This assumption is a continuation of the project cost inflation assumptions applied in the 2050 MTP.

Of the \$636,588,664.39, the amount already obligated to these projects (as of March 11, 2024) is **\$66,202,752.74**. Reducing the total project costs by these expended or obligated amount leaves a net outstanding cost of **\$570,385,911.65**.

Revenues

Revenues for road and bridge projects were estimated using historic funding patterns. On June 21, 2021, GDOT Office of Planning provided MATS with estimates of revenues available for both new highway capital improvements (roads, bridges and bike/ped improvements) and highway maintenance expenditures, from 2015 through 2050. These estimates were further broken out by Federal, State, and Local funding sources. This table was adjusted to reflect only those revenues anticipated from FY 2024 through FY 2050, since the fiscal years prior to FY 2024 have already been closed out, and therefore should not be included in future year revenue projections. Table 6-3 below shows the anticipated revenues on a year by year basis for New Road & Bridge Projects and Maintenance Projects.

Table 6-3: Anticipated Revenues for New Road & Bridge Projects, and for Maintenance: FY 2024 - 2050

	Annual Estimate of Funding Available for New Road & Bridge Projects			Maintenance Estimate			Total Estimate
	Project Cost Total	Federal Share	State & Local Share	Project Cost Total	Federal Share	State & Local Share	
2021	\$236,671,629	\$189,337,303	\$47,334,326	\$4,994,003	\$3,995,202	\$998,801	\$241,665,631
2022	\$18,336,085	\$14,668,868	\$3,667,217	\$4,524,994	\$3,619,996	\$904,999	\$22,861,079
2023	\$44,226,028	\$35,380,823	\$8,845,206	\$4,615,494	\$3,692,395	\$923,099	\$48,841,523
2024 ^{a,b}	\$30,285,127	\$24,326,102	\$5,959,025	\$4,707,804	\$3,766,243	\$941,561	\$34,992,931
2025	\$18,800,451	\$15,040,361	\$3,760,090	\$4,801,960	\$3,841,568	\$960,392	\$23,602,411
2026	\$19,176,460	\$15,341,168	\$3,835,292	\$4,897,999	\$3,918,400	\$979,600	\$24,074,459
2027	\$19,559,989	\$15,647,991	\$3,911,998	\$4,995,959	\$3,996,768	\$999,192	\$24,555,948
2028	\$19,951,189	\$15,960,951	\$3,990,238	\$5,095,879	\$4,076,703	\$1,019,176	\$25,047,067
2029 ^a	\$110,850,213	\$88,680,170	\$22,170,043	\$5,197,796	\$4,158,237	\$1,039,559	\$116,048,009
2030	\$20,757,217	\$16,605,773	\$4,151,443	\$5,301,752	\$4,241,402	\$1,060,350	\$26,058,969
2031	\$21,172,361	\$16,937,889	\$4,234,472	\$5,407,787	\$4,326,230	\$1,081,557	\$26,580,148

Table 6-3 (Cont): Anticipated Revenues for New Road & Bridge Projects, and for Maintenance: FY 2021 - 2050

2032	\$21,595,808	\$17,276,647	\$4,319,162	\$5,515,943	\$4,412,754	\$1,103,189	\$27,111,751
2033	\$22,027,725	\$17,622,180	\$4,405,545	\$5,626,262	\$4,501,009	\$1,125,252	\$27,653,986
2034	\$22,468,279	\$17,974,623	\$4,493,656	\$5,738,787	\$4,591,030	\$1,147,757	\$28,207,066
2035	\$22,917,645	\$18,334,116	\$4,583,529	\$5,853,563	\$4,682,850	\$1,170,713	\$28,771,207
2036	\$23,375,998	\$18,700,798	\$4,675,200	\$5,970,634	\$4,776,507	\$1,194,127	\$29,346,632
2037	\$23,843,517	\$19,074,814	\$4,768,703	\$6,090,047	\$4,872,037	\$1,218,009	\$29,933,564
2038	\$24,320,388	\$19,456,310	\$4,864,078	\$6,211,848	\$4,969,478	\$1,242,370	\$30,532,235
2039	\$24,806,796	\$19,845,436	\$4,961,359	\$6,336,085	\$5,068,868	\$1,267,217	\$31,142,880
2040	\$25,302,932	\$20,242,345	\$5,060,586	\$6,462,806	\$5,170,245	\$1,292,561	\$31,765,738
2041	\$25,808,990	\$20,647,192	\$5,161,798	\$6,592,062	\$5,273,650	\$1,318,412	\$32,401,053
2042	\$26,325,170	\$21,060,136	\$5,265,034	\$6,723,904	\$5,379,123	\$1,344,781	\$33,049,074
2043	\$26,851,673	\$21,481,339	\$5,370,335	\$6,858,382	\$5,486,705	\$1,371,676	\$33,710,055
2044	\$27,388,707	\$21,910,965	\$5,477,741	\$6,995,549	\$5,596,439	\$1,399,110	\$34,384,256
2045	\$27,936,481	\$22,349,185	\$5,587,296	\$7,135,460	\$5,708,368	\$1,427,092	\$35,071,941
2046	\$28,495,211	\$22,796,168	\$5,699,042	\$7,278,170	\$5,822,536	\$1,455,634	\$35,773,380
2047	\$29,065,115	\$23,252,092	\$5,813,023	\$7,423,733	\$5,938,986	\$1,484,747	\$36,488,848
2048	\$29,646,417	\$23,717,134	\$5,929,283	\$7,572,208	\$6,057,766	\$1,514,442	\$37,218,625
2049	\$30,239,345	\$24,191,476	\$6,047,869	\$7,723,652	\$6,178,921	\$1,544,730	\$37,962,997
2050	\$30,844,132	\$24,675,306	\$6,168,826	\$7,878,125	\$6,302,500	\$1,575,625	\$38,722,257
Grand Total	\$753,813,335	\$603,148,668	\$150,664,667	\$166,394,155	\$133,115,324	\$33,278,831	\$920,207,489
<p><i>a. On 5/1/2024, fiscal years 2024 and 2029 had their estimates increased by \$11,363,312.74 and \$90,500,000, respectively, to accommodate the cost increases associated with revised cost estimates for GDOT PI #0013712, and the amendment of GDOT PI #0019933, 0019934, #0019935, #0019936, #0019945 and #0020056.</i></p> <p><i>b. The Federal and State & Local portion of the FY 2024 line have been adjusted to reflect the fact that GDOT PI #0020056 is 100% under the Federal Lands Access Program (FLAP) grant</i></p>							

Summing the inflation adjusted values for the Federal, State and Local categories from FY 2024 through FY 2050, the total estimated revenue available for New Road and Bridge Projects is **\$753,813,335** (see notes a and b in Table 6-3 for specific adjustments to FY 2024 and 2029). Assuming the standard 80%/20% cost sharing arrangement between Federal, State and Local partners (see full discussion, next section), this value breaks out to **\$603,148,668** in anticipated Federal funds, and **\$150,664,667** in State and Local cost share. For Highway Maintenance Projects, the corresponding total is **\$166,394,155** (**\$133,115,324** Federal funds; **\$33,278,831** State & Local funding).

Statement of Fiscal Balancing

Pursuant to the requirements in 23 CFR §450.324(f)(11)(i-viii), this section demonstrates that the projects listed in this chapter are compliant with Federal requirements for being fiscally constrained. Comparing the net revenue and net cost estimates, the Roads and Bridges project list has an anticipated surplus of **\$117,224,670.16** for Highway Capital projects, and **\$154,902,999.37** remaining for Highway Maintenance projects, over the operating life of the 2050 MTP. Table 6-4 lays out the calculations, based on the most recent project cost estimates in each category.

These surpluses are the totals across all Federal, State and Local funding sources. How much of that surplus accrues to each level of government is, in part, dependent on the specific funding sources used to pay for the individual projects. Normal cost sharing arrangements for federally supported transportation projects involve the federal government paying up to 80% of the total project cost, with the remaining 20% (commonly known as “match”) being the responsibility of the State and Local participants (23 US Code §120(b): <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>)

Table 6-4: Demonstration of Fiscal Balancing for Roads & Bridges Projects

Highway Capital Projects Revenue Estimates		Summed Estimates @ 2% Inflation
Federal		\$ 603,148,667.64
State & Local Match		\$ 150,664,666.91
Total Estimated Revenues		\$ 753,813,334.55
TIP Project Adjustments (as of 5/1/2024)		\$ 66,202,752.74
Net Highway Capital Revenues Available		\$ 687,610,581.81
Outstanding Road & Bridge Projects in MTP		\$ 570,385,911.65
Capital Surplus (deficit)	<i>New Estimate (5/1/2024)</i>	<u>\$ 117,224,670.16</u>
Highway Maintenance Revenue Estimates		Summed Estimates @ 2% Inflation
Federal		\$ 133,115,323.62
State & Local Match		\$ 33,278,830.91
Total Estimated Revenues		\$ 166,394,154.53
FY 24-27 TIP Project Adjustments (as of 3/18/2024)		\$ 11,491,155.16
Net Highway Capital Revenues Available		\$ 154,902,999.37
Outstanding Road & Bridge Projects in LRTP		\$ -
Maintenance Surplus (deficit)	<i>New Estimate (as of 9/9/2021)</i>	<u>\$ 154,902,999.37</u>

In addition to the recognized Federal revenue sources, since 2015 there have been significant updates to how the State and Local portion are being generated.

Georgia Transportation Funding Act Of 2015

On May 4, 2015, the Governor signed the Georgia Transportation Funding Act of 2015 (GTFA 2015: <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>). This act provides

for a variety of State funding sources (i.e., vehicle registration fees, hotel/motel occupancy taxes, a 1% sales tax on retail motor fuels up to \$3.00 per gallon) which are to be dedicated to funding transportation projects. Since passage of this act, the practical effect has been for GDOT to identify certain transportation projects of statewide significance, which are then fully funded in their 20% match requirement by supplemental state funding. The result is that federally sponsored road and bridge projects which are matched with GTFA 2015 funds require significantly lower budget contributions from the local jurisdictions where the projects are located. In many cases, the local funding component is completely eliminated.

Local Revenue Options

Just as GTFA 2015 provides a mechanism for the State to assume the full match burden of road and bridge projects, there are policies in place by which Local partners can either assume the 20% match portion, or even fully assume the entire cost of the project (which would effectively remove the project from the MTP project list).

Special Purpose Local Option Sales Tax

The Special Purpose Local Option Sales Tax (SPLOST) is a mechanism under Georgia state law (Title 48, Ch. 8, Article 3, Part 1: <http://www.lexisnexis.com/hottopics/gacode/>), whereby voters within a county can, within certain limits, assign a self-imposed 1% sales tax for the purpose of funding for a variety of capital improvement projects. Originally passed in 1985, the legislation has undergone several legislative updates. The most recent SPLOST in the MATS region passed in the Macon-Bibb County consolidated government on November 8, 2016, authorizing \$35,000,000 for various transportation projects throughout the Macon-Bibb area. To the extent that projects are on the road and bridges projects list for this 2050 MTP Update, these projects can have their match paid for through SPLOST funds, either in part or all the way up to the full 20% match requirement. Alternatively, if the MATS Policy Committee were to decide to accelerate a project faster than GDOT's timetable, they could use SPLOST funds to remove it from the MTP project list entirely. This strategy would allow the jurisdiction sponsoring the project to proceed at their own pace, but it would also forego any opportunity for State or Federal support for the project.

Georgia Transportation Infrastructure Bank

Another local funding option is the Georgia Transportation Infrastructure Bank (GTIB). GTIB was established to provide a revolving loan fund (and in some cases, grant funding) for qualified eligible infrastructure projects, including mass transit and bicycle infrastructure (Title 32, Ch. 10, Article 2)². Because the GTIB program allows local units of government to borrow for project costs over the design life of a project, the effect of the GTIB program is to reduce the immediate budget impacts of coming up with the local match for large infrastructure and facilities projects. For example, if GTIB financing were used to meet local match requirements for a 5-year construction project for a bridge with a 30-year design life, the local jurisdiction could issue a bond to meet the match requirements and pay it back over a period no longer than 30 years. This has a less intense fiscal impact on the local government than financing the match requirement in each of the 5 budget years over which the bridge is being constructed.

² The full list of what is defined as an “eligible project” can be found in Title 32, Ch. 10, Article 2, Part 3, Sec. 122 of the 2016 GA State Code. See <http://www.lexisnexis.com/hottopics/gacode/> for specific definitions.

SPLOST and GTIB are not mutually exclusive. A local jurisdiction could elect to use either, both or neither of these funding sources to address local match requirements for transportation projects.

Projects for Future Consideration and the MTP Amendment Process

Projects for Future Consideration

In addition to the projects in Table 6-2, several supplemental projects were identified through the public involvement and MATS committee processes. Table 6-5 below identifies these projects using the same evaluation criteria as was used in Table 6-2.

Unlike Table 6-2, the projects in Table 6-5 are not listed in any particular priority order. Many of these are new projects for consideration, and as of yet have not had any programmatic or fiscal evaluation. Any project costs associated with these projects are considered advisory, and subject to change.

DRAFT

<u>Unprioritized</u> Project Number	GDOT Project ID#	Description	Project Type	County	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	<u>Proposed</u> Network Year	In MTP?	In Current TIP?	Anticipated Budget
1.	N/A	<u>Lane reorientation on US 41/Pio Nono Ave. between Mercer Univ. Dr. and Anthony Rd. Add dedicated center left turn lane, crosswalk across Pio Nono, sidewalks on both sides</u>	<u>Roadway Project</u>	<u>Bibb</u>		X		X	X	X	X				<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
2.	<u>N/A</u>	<u>Lane reorientation on US 41/Pio Nono Ave. from Rolf Ave. to Hillcrest Ave. Add dedicated center left turn lane</u>	<u>Roadway Project</u>	<u>Bibb</u>		X				X	X				<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
3.	<u>N/A</u>	<u>Improvements at US 80/Eisenhower Pkwy and US 41/GA 247/Pio Nono Ave. Road maintenance and restriping, crosswalk improvements, improved transit access points, improve dedicated left turn lanes from US 80 eastbound to GA 247 northbound</u>	<u>Roadway Project</u>	<u>Bibb</u>	X	X			X	X		X			<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
4.	<u>N/A</u>	<u>Resurfacing of US 41/Pio Nono Ave. from I-75 to Hawkinsville Rd.</u>	<u>Resurfacing/Maintenance</u>	<u>Bibb</u>		X			X						<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
5.	<u>N/A</u>	<u>Extension of 2nd St. pedestrian improvements from Ash St./new bridge alignment down to Eisenhower Blvd. Possible new roundabout at intersection of 2nd St./Bowden St./Grants Chapel Alley.</u>	<u>TE/Bike/Ped</u>	<u>Bibb</u>	X	X				X	X				<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
6.	<u>N/A</u>	<u>Add sidewalks along Napier Ave. from Park St. to Forsyth Ave.</u>	<u>TE/Bike/Ped</u>	<u>Bibb</u>	X		X			X	X				<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
7.	<u>N/A</u>	<u>Replace existing crosswalk signals with new signals incorporating countdown clocks</u>	<u>TE/Bike/Ped</u>	<u>Bibb</u>	X	X		X	X	X					<u>2030</u>	<u>No</u>	<u>No</u>	<u>New Project</u>
8.	0006689	Houston Rd. - Widen from 2 to 4 lanes from north of Sardis Church Rd. Extension (approx. South Walden Rd.) to existing Sardis Church Rd./North Walden Rd.	Roadway Project	Bibb	X	X		X				X			2040	Yes	No	\$8,390,118.16
9.	331750	Houston Rd. - Standardize lanes from south of Sardis Church Rd. extension (South Walden Rd.) to US 41 in Houston County	Roadway Project	Bibb, Houston	X	X		X				X			2040	Yes	No	\$453,630.00
10.	Local	Tucker Rd. (Phase 2) - Resurfacing, striping, standardization, turn lanes, multi-use path from Foster to Idlewood. Phase I from Idlewood to Forsyth is complete	Roadway Project	Bibb	X	X			X		X				2040	Yes	No	\$1,320,171.00
11.	<u>N/A</u>	<u>Widen Forest Hill Rd. from Hall to Northside Dr.</u>	<u>Roadway Project</u>	<u>Bibb</u>	X	X	X	X		X		X	X		<u>2040</u>		<u>No</u>	<u>New Project</u>

Table 6-5: Projects Identified for Further Study and Future Consideration

MTP Amendments

From time to time it will be necessary to modify the financially constrained project list to reflect updated project costs, changes in project timetables, or add and remove projects from consideration. These actions require formal amendments to the MTP and possibly the TIP. Both the MTP and TIP can be amended at any time, in accordance with the procedures specified in the [MATS Public Participation Plan](#). The process for amending the MTP project list involves the following steps:

1. Updating and/or creating new project sheets for the current TIP, to reflect changes in any projects currently underway;
2. Updating the project tables in the relevant MTP chapters, to reflect the new projects and associated cost changes;
3. Updating the fiscal analysis in this MTP chapter to continue demonstrating fiscal constraint (i.e., that revenues are sufficient to cover anticipated costs), even with the proposed amendments
4. Soliciting public input in accordance with the approved MATS Public Participation Plan (last updated 11/4/2020, which involves;
 1. Completing a 15 day public review period with drafts of the proposed amended MTP project list and (if necessary) TIP, available for download from the MATS website
 2. Soliciting comments and recommendations from the MATS Citizen Advisory Committee and MATS Technical Coordinating Committee
5. After close of public comment period, formal adoption of the amended MTP project list and (if necessary) TIP by the MATS Policy Committee.

In accordance with these procedures, the following project list amendments have been made to the MTP Roads and Bridges Projects List:

Amendment #1 (6/9/2022) – On March 24, 2022, Georgia Dept. of Transportation requested the following amendments to the MATS 2050 MTP Roads and Bridges Project List, so that it might also be included as a new project in the MATS FY 2021 – 2024 TIP:

- GDOT Project #0019107 (Truck Parking Expansion – Region 2)

The project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #46, in the amount of \$100,000. The MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), and Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone.

Amendment #2 (6/9/2022) – On March 31, 2022, Georgia Dept. of Transportation requested the following amendments be applied to the revenue projections for the MATS 2050 MTP Roads and Bridges chapter, as a result of State of Georgia allocations under the Infrastructure Investment & Jobs Act of 2021 (See Chapter 12 – Plan Considerations for additional details)

- \$620,000 in Carbon Reduction Program funding
- \$26,055,622 in PROTECT Grant program funding

Interagency Coordinating Committee has determined this amendment is “Exempt” from air quality analysis for Ozone.

Amendment #3 (5/1/2024) – On September 28, 2023, in consultation with, and at the direction of, the Georgia Department of Transportation (GDOT), the MATS MPO adopted a new FY 2024 – 2027 TIP. Pursuant to fulfilling the requirements of 23 CFR 450.326(i) and 23 CFR 450.324(f)(11), this change in TIP necessarily required an update to the MATS 2050 MTP Roads & Bridges chapter, including a re-demonstration of fiscal rebalancing, to continue the ability to amend the FY 2024 – 2027 TIP.

Tables 6-2, 6-3 and 6-4 above have been updated as of this date to incorporate the FY 2024 – 2027 TIP, including updated project prioritization and demonstration of continued fiscal constraint (limiting the analysis to the years FY 2024 through FY 2027). As described in Table 6-3, GDOT Office of Planning confirmed updates to the FY 2024 and FY 2029 fiscal year anticipated revenues to cover the projects listed in Amendment #5 (see below).

Amendment #4 (5/1/2024) – January 31, 2024, the Macon-Bibb County Department of Engineering requested of MATS staff that the following project be amended into the MATS FY 2024 – 2027 TIP:

Project ID	Description	Type	Cost
GDOT PI #0020056	Bondsview Rd. from West of Stone Creek to SR 87. Road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with access to 800 acres of Wildlife refuge land.	Roadway Project	\$490,000

Pursuant to 23 CFR 450.326 (i), the MATS 2050 MTP must first be updated to reflect the project. This project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #14. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details)

Amendment #5 (5/1/2024) – On March 13, 2024, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023):

Project ID	Description	Type	Cost
GDOT PI #0019933	I-75 @ Rocky Creek	Bridge Replacement	\$19,400,000
GDOT PI #0019934	I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon	Bridge Replacement	\$23,000,000

Project ID	Description	Type	Cost
GDOT PI #0019935	I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch, 1.5 miles East of Macon	Bridge Replacement	\$29,000,000
GDOT PI #0019936	I-16 Eastbound & Westbound @ Ocmulgee River Overflow	Bridge Replacement	\$13,000,000
GDOT PI #0019945	SR 19/SR 87 Southbound & Northbound @ Walnut Creek	Bridge Replacement	\$13,600,000

These projects have been added to the Roads and Bridges Project list (Table 6-2) as Priority #15 through #19. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined these projects are “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details)

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