

## **HAMPO 2045 MTP Amendment #3, February 27, 2024**

### **Methodology and Project Change Summary**

#### **Background:**

The Hinesville Area MPO is tasked with maintaining a fiscally balanced Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). During the development of a TIP update, the MTP must be amended to reflect the refined project costs for project phases that have not yet been “authorized” meaning the funding is committed in the TIP but not yet available for expenditure. This adjustment to funding totals and anticipated Year of Expenditure (YOE) can result in changes to the MTP prioritized project list. These changes can include the following:

1. One or more phases<sup>1</sup> of a project moving between “Bands” defined as ranges of time when funding is likely to be available for specified projects.
  - HAMPO 2045 MTP Bands include:
    - Band 1: 2019 – 2025
    - Band 2: 2026 – 2035
    - Band 3: 2036 – 2045
    - Band 4: Unfunded
  - Ex. If the Preliminary Engineering (PE) Phase of a project moves from Band 1 to Band 2, that indicates that the funding is not likely to be available before the year 2026 and will likely be available between the years 2027 – 2035.
2. One or more phases of a project moving “into” or “out of” the cost constrained MTP.
  - Ex. If a phase of a TIP project experiences a cost increase or decrease, the fiscal balancing of each Band in the MTP is likely to be impacted.
    - a) If a phase of a project is estimated to cost more than the projected cost in the MTP, a ripple effect occurs that pushes phases of projects out until fiscal balancing is restored.
    - b) If a phase of a project is estimated to cost less than the projected cost in the MTP, a ripple effect occurs that reduces the YOE cost in each band and project phases can now move from the “unfunded” or “illustrative” portion of the MTP (Band 4) and into the Cost Constrained Project List. This is referred to as a project “coming into the plan.”
    - c) Note that YOE includes annual inflation factors that are compounding, so project costs will increase as they are pushed out into later fiscal years and decrease as they are pulled into earlier fiscal years.

#### **MTP Amendment Methodology:**

When paired with a TIP update, the MTP Amendment methodology includes two distinct steps to restore fiscal constraint.

1. Updated cost estimates provided by GDOT are incorporated into projects in the MTP cost constrained tables.
2. The MTP project prioritization and fiscal balancing methodology approved by the HAMPO committees (Technical Subcommittee, CAC, TCC, and PC) is applied to the MTP project list to regain fiscal balancing by Band.
  - a. Projects follow a logical progression, meaning that phases occur in order (PE, ROW, then UTL/CST) and with a reasonable amount of time to complete each phase before the other is initiated.

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<sup>1</sup> MTP Project Phases: Preliminary Engineering (PE), Right of Way Acquisition (ROW), Utilities Relocation (UTL), and Construction (CST)

- b. The iterative process of moving projects in and out of Bands occurs until the values are balanced by Band and for the MTP.
  - i. When TIP estimates are higher and the cost exceeds projected revenues in the MTP Band, the project prioritization tables will be used to dictate the phases that will be moved out to the next Band. If that project phase exceeds the value required for balancing, the next project will be evaluated.
  - ii. When TIP estimates are lower and revenues exceed projected costs, the project prioritization will be used to dictate phases that will be moved forward into the previous Band. If that project phase exceeds the available revenues for balancing, the next project will be evaluated.
- c. The HAMPO MTP is considered “balanced” if the plan revenues exceed the costs, and the Bands are balanced within a margin of 1% of the total MTP value. This means that the bands can have a small surplus or a small deficit of funding, if those values do not exceed the acceptable margin of error for the plan.
- d. \*The order in which projects are presented within bands does not dictate the order in which they will be funded or constructed.\*
- e. FY 24 - 27 TIP Amendment #1 was approved by the HAMPO Policy Committee on February 8, 2024. The draft FY 24 - 27 TIP Amendment #2 was requested by the GDOT Office of Planning on February 27, 2024 and is currently being reviewed by the MPO committees as an action item).
- f. The final amounts for this proposed amendment represent all adjustments included in both TIP amendments.

## 2045 HAMPO MTP Amendment # Summary

Overall MTP Changes by Band (YOE Project Cost)

|                                    | <b>Band 1</b> | <b>Band 2</b> | <b>Band 3</b> | <b>Net Change</b> |
|------------------------------------|---------------|---------------|---------------|-------------------|
| <b>2045 MTP</b>                    | \$ 65,342,433 | \$ 82,733,453 | \$ 91,435,526 | \$ 239,511,412    |
| <b>Proposed 2045 MTP Amendment</b> | \$ 65,376,063 | \$ 82,725,125 | \$ 91,370,344 | \$ 239,471,531    |
| <b>Total Proposed Change</b>       | (\$ 33,630)   | \$ 8,328      | \$ 65,182     | <b>\$ 39,881</b>  |

- 18 MTP Projects Impacted by Amendment
  - 3 TIP projects with funding and schedule updates (Cost Savings)
  - 2 Projects with phases that moved from Band 1 to Band 2. (Delayed)
  - 1 Project with phases that moved from Band 2 to Band 3. (Delayed)
  - 2 Projects with phases that moved from Band 3 to Unfunded Band 4. (Delayed)
  - 1 Project with phases that moved from Band 2 to Unfunded Band 4. (Delayed)
  - 4 Projects with phases that moved from Unfunded Band 4 to Band 3. (Expedited)
  - 8 Projects with phases that moved from Band 2 to Band 1. (Expedited)

The following provides a detailed description of all changes made to the HAMPO 2045 Prioritized Cost Constrained Project List. The table includes the current project cost included in the approved 2045 MTP, the proposed/ amended cost, and the net change to the MTP. Note that positive net change means there are additional funds that can be redistributed to other project phases in the MTP, and a negative net change (shown in parentheses) means the funding is reduced and must be subtracted from project phases.

1. **PI# 522570: US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119**

- Remains in Band 1 (TIP Project)
- Updated costs for utilities and construction phases (UTL and CST)

| 2045 MTP Cost       | Proposed 2045 MTP Amended Cost | MTP Net Change |
|---------------------|--------------------------------|----------------|
| \$ 26,438,118 (CST) | \$ 31,401,500 (CST)            | (\$ 4,963,382) |

2. **PI# 0016567: CR 171/Lewis Fraiser Rd @ Peacock Creek**

- Remains in Band 1 (TIP Project)
- Updated costs for utilities and construction phases (UTL and CST)

| 2045 MTP Cost      | Proposed 2045 MTP Amended Cost | MTP Net Change |
|--------------------|--------------------------------|----------------|
| \$ 2,232,782 (CST) | \$ 2,395,982.00 (CST)          | (\$ 163,200)   |

3. **PI# 0017411: I-95 ITS**

- CST phase moved from Band 1 to Band 2 (TIP Project)
- Updated costs and scheduling for utilities and construction phases (UTL and CST)

| 2045 MTP Cost         | Proposed 2045 MTP Amended Cost | MTP Net Change |
|-----------------------|--------------------------------|----------------|
| \$ 4,260,000.00 (CST) | \$ 3,415,659.48 (CST)          | \$844,340.52   |

4. **PI# 0017411: I-95 ITS**

- CST phase moved from Band 1 to Band 2 (TIP Project)
- Updated costs and scheduling for utilities and construction phases (UTL and CST)

| 2045 MTP Cost         | Proposed 2045 MTP Amended Cost | MTP Net Change |
|-----------------------|--------------------------------|----------------|
| \$ 4,260,000.00 (CST) | \$ 3,415,659.48 (CST)          | \$844,340.52   |

5. **MTP ID# 365: SR 119/General Screven Access Improvements**

- PE and ROW phases moved from Band 2 to Band 1
- Cost inflates by YOY as the project is moved out to later years
  - Band 2 Cost Reduction
  - Band 1 Cost Increase

| 2045 MTP Cost    | Proposed 2045 MTP Amended Cost | MTP Net Change |
|------------------|--------------------------------|----------------|
| \$ 422,817 (PE)  | \$ 338,562 (PE)                | \$ 126,383     |
| \$ 211,409 (ROW) | \$ 169,281 (ROW)               |                |
| \$ 634,226       | \$ 507,843.00                  |                |

6. **MTP ID# 325: SR 119/Talmadge Rd Multimodal Enhancements**
- PE and ROW phases moved from Band 2 to Band 1
  - Cost inflates by YOE as the project is moved out to later years
    - Band 2 Cost Reduction
    - Band 1 Cost Increase

| 2045 MTP Cost    | Proposed 2045 MTP Amended Cost | MTP Net Change |
|------------------|--------------------------------|----------------|
| \$ 311,511 (PE)  | \$ 249,436 (PE)                | \$ 100,872     |
| \$ 194,694 (ROW) | \$ 155,897 (ROW)               |                |
| \$ 506,205.00    | \$ 405,333                     |                |

7. **MTP ID# 304: Hwy 57 Intersection Upgrade**
- PE and ROW phases moved from Band 2 to Band 1
  - Cost inflates by YOE as the project is moved out to later years
    - Band 2 Cost Reduction
    - Band 1 Cost Increase

| 2045 MTP Cost    | Proposed 2045 MTP Amended Cost | MTP Net Change |
|------------------|--------------------------------|----------------|
| \$ 76,195 (PE)   | \$ 61,012 (PE)                 | \$ 40,489      |
| \$ 126,992 (ROW) | \$ 101,686 (ROW)               |                |
| \$ 203,187       | \$ 162,698                     |                |

8. **MTP ID# 413: Hwy 57 Intersection Upgrade**
- ROW phase moved from Band 2 to Band 1
  - Cost inflates by YOE as the project is moved out to later years
    - Band 2 Cost Reduction
    - Band 1 Cost Increase

| 2045 MTP Cost    | Proposed 2045 MTP Amended Cost | MTP Net Change |
|------------------|--------------------------------|----------------|
| \$ 489,366 (ROW) | \$ 391,850 (ROW)               | \$ 97,516      |

9. **MTP ID# 154a: Sandy Run/Patriots Trail Connector Phase I**
- PE, ROW, CST phases moved from Band 2 to Band 1
  - Cost inflates by YOE as the project is moved out to later years
    - Band 2 Cost Reduction
    - Band 1 Cost Increase

| 2045 MTP Cost      | Proposed 2045 MTP Amended Cost | MTP Net Change |
|--------------------|--------------------------------|----------------|
| \$ 102,532 (PE)    | \$ 82,100 (PE)                 | \$ 265,611     |
| \$ 205,063 (ROW)   | \$ 164,200 (ROW)               |                |
| \$ 1,025,317 (CST) | \$ 821,000 (CST)               |                |
| \$ 1,332,912       | \$ 1,067,301                   |                |

10. **MTP ID# 228: US 84 bridge at I-95 Widening**

- PE phase moved from Band 1 to Band 2.
- Cost inflates by YOE as the project is moved out to later years
  - Band 1 Cost Reduction
  - Band 2 Cost Increase

| 2045 MTP Cost     | Proposed 2045 MTP Amended Cost | MTP Net Change |
|-------------------|--------------------------------|----------------|
| \$ 3,177,932 (PE) | \$ 3,968,802 (PE)              | (\$ 790,870)   |

11. **MTP ID# 226: Sunbury Rd/Islands Hwy Widening**

- PE phase moved from Band 1 to Band 2.
- Cost inflates by YOE as the project is moved out to later years
  - Band 1 Cost Reduction
  - Band 2 Cost Increase

| 2045 MTP Cost   | Proposed 2045 MTP Amended Cost | MTP Net Change |
|-----------------|--------------------------------|----------------|
| \$ 708,980 (PE) | \$ 885,418 (PE)                | (\$ 176,438)   |

12. **MTP ID# 412: SR 196 / E.G. Miles Pkwy Access Management**

- PE, ROW, CST phases moved from Band 2 to Band 1.
- Cost inflates by YOE as the project is moved out to later years
  - Band 1 Cost Increase
  - Band 2 Cost Reduction

| 2045 MTP Cost    | Proposed 2045 MTP Amended Cost | MTP Net Change |
|------------------|--------------------------------|----------------|
| \$ 20,671 (PE)   | \$ 16,552 (PE)                 | \$ 45,311      |
| \$ - (ROW)       | \$ - (ROW)                     |                |
| \$ 206,710 (CST) | \$ 165,518 (CST)               |                |
| \$ 227,381       | \$ 182,070                     |                |

13. **MTP ID# 309: SR 38 /US 84 Safety and Access Management**

- PE and ROW phases moved from Band 2 to Band 1.
- Cost inflates by YOE as the project is moved out to later years
  - Band 1 Cost Increase
  - Band 2 Cost Reduction

| 2045 MTP Cost   | Proposed 2045 MTP Amended Cost | MTP Net Change |
|-----------------|--------------------------------|----------------|
| \$ 141,733 (PE) | \$ 113,490 (PE)                | \$ 42,365      |
| \$ 70,866 (ROW) | \$ 56,744 (ROW)                |                |
| \$ 212,599      | \$ 170,234                     |                |

**14. MTP ID# 314: SR 38 /US 84 Safety and Access Management**

- PE and ROW phases moved from Band 2 to Band 1.
- Cost inflates by YOE as the project is moved out to later years
  - Band 1 Cost Increase
  - Band 2 Cost Reduction

| <b>2045 MTP Cost</b> | <b>Proposed 2045 MTP Amended Cost</b> | <b>MTP Net Change</b> |
|----------------------|---------------------------------------|-----------------------|
| \$ 141,733 (PE)      | \$ 109,651 (PE)                       | \$ 42,365             |
| \$ 70,866 (ROW)      | \$ 52,696 (ROW)                       |                       |
| \$ 212,599           | \$ 162,347                            |                       |

**15. MTP ID# 313: SR 38 /US 84 Safety and Access Management**

- ROW phase moved from Band 2 to Band 3.
- Cost inflates by YOE as the project is moved out to later years
  - Band 3 Cost Increase
  - Band 2 Cost Reduction

| <b>2045 MTP Cost</b> | <b>Proposed 2045 MTP Amended Cost</b> | <b>MTP Net Change</b> |
|----------------------|---------------------------------------|-----------------------|
| \$ 148,003 (ROW)     | \$ 189,457 (ROW)                      | (\$ 41,454)           |

**16. MTP ID# 114: Hinesville Bypass Phase II (eastern segment)**

- PE phase moved from Band 2 to Unfunded Band 4.
- Cost inflates by YOE as the project is moved out to later years
  - Unfunded Band 4 Cost Increase
  - Band 2 Cost Reduction

| <b>2045 MTP Cost</b> | <b>Proposed 2045 MTP Amended Cost</b> | <b>MTP Net Change</b> |
|----------------------|---------------------------------------|-----------------------|
| \$ 4,321,578 (PE)    | \$ 6,258,933 (PE)                     | (\$ 1,937,355)        |

**17. MTP ID# 301: Dunlevie Road Multimodal Safety Enhancements**

- PE phase moved from Band 3 to Unfunded Band 4
- Cost inflates by YOE as the project is moved out to later years
  - Unfunded Band 4 Cost Increase
  - Band 3 Cost Reduction

| <b>2045 MTP Cost</b> | <b>Proposed 2045 MTP Amended Cost</b> | <b>MTP Net Change</b> |
|----------------------|---------------------------------------|-----------------------|
| \$ 128,295 (PE)      | \$ 145,154 (PE)                       | (\$ 16,859)           |

18. **MTP ID# 355: I-95 Intersection/ Road Improvements**

- PE phase moved from Band 3 to Unfunded Band 4
- Cost inflates by YOE as the project is moved out to later years
  - Unfunded Band 4 Cost Increase
  - Band 3 Cost Reduction

| <b>2045 MTP Cost</b> | <b>Proposed 2045 MTP Amended Cost</b> | <b>MTP Net Change</b> |
|----------------------|---------------------------------------|-----------------------|
| \$ 126,345 (PE)      | \$ 142,947 (PE)                       | (\$ 16,602)           |

The following table shows the Proposed 2045 MTP Amendment #2 changes to the cost constrained project list. All modifications have been highlighted in yellow.

**NOTE: Modifications to the 2045 MTP Prioritized Project List are highlighted in Yellow.**

**HAMPO DRAFT 2045 MTP PRIORITIZED PROJECT LIST - AMENDMENT #2 v2**

| 2045 ID | Location                           | Project Name   | Project Type                                  | From  | To   | BAND 1 (2019-2025) |            |                  | BAND 2 (2026-2035) |               |               | BAND 3 (2036-2045) |               |               | UNFUNDED (Long Range) |               |     |
|---------|------------------------------------|--|---|---|--|--------------------|------------|------------------|--------------------|---------------|---------------|--------------------|---------------|---------------|-----------------------|---------------|-----|
|         |                                    |  |   |   |  | PE                 | ROW        | CST              | PE                 | ROW           | CST           | PE                 | ROW           | CST           | PE                    | ROW           | CST |
| 522570  | Liberty County                     | US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119   | New Construction                              | US 84                                       | SR 119   | -                  | -          | \$ 26,438,118.00 | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 0016567 | Liberty County                     | CR 171, Lewis Fraiser Rd @ Peacock Creek   | Bridge Replacement                            |   |  | \$ 120,900.00      | -          | \$ 2,232,782.00  | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 0017411 | Liberty County                     | I-95 ITS   | ITS   | Liberty County at Bryan                     | Liberty County at McIntosh                             | -                  | -          | \$ 4,260,000.00  | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 403     | Hinesville                         | Ryon Avenue Realignment and Corridor Improvements  | Realignment / Roundabout                      | SR 38/US 84/Oglethorpe Hwy                  |  | -                  | \$ 89,303  | \$ 2,258,737     | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 410     | Hinesville                         | E.G. Miles Adaptive Signal Upgrades  | Operational: Signal Upgrade                   | 15th Street                                 | SR 196/Veterans Pkwy                                   | \$ 52,531          | -          | \$ 525,313       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 411     | Hinesville                         | SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety  | Access Management / Safety                    | 15th Street                                 | Pineland Avenue  | \$ 51,431          | -          | \$ 514,314       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 408     | Hinesville                         | US 84 Adaptive Signal Upgrades   | Operational: Signal Upgrade                   | Veterans Parkway                            | General Stewart Way                                    | \$ 52,531          | -          | \$ 525,313       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 308     | Midway                             | SR 38 /US 84 Safety and Access Management: TSPLOST Median Project  | Safety, Access Control                        | I-95  | Charlie Butler Road                                    | \$ 140,963         | -          | \$ 67,744        | \$ 1,409,626       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 302     | Hinesville                         | SR 196/E.G. Miles Pkwy Access Management: TSPLOST  | Mix: Raised Median, Access Control            | Pineland Avenue                             | General Screven Way                                    | \$ 304,789         | -          | \$ 609,579       | \$ 3,047,895       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 201     | Hinesville                         | 16th Street Multimodal Safety Enhancements: TSPLOST  | Safety Enhancements - Sidewalks               | EG Miles Pkwy                               | Fort Stewart boundary                                  | \$ 76,973          | \$ 153,946 | \$ 769,729       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 307     | Hinesville                         | South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy  | Mix: widening, access improvements            | 2nd Street                                  | Kayce  | \$ 336,200         | -          | \$ 672,400       | \$ 3,362,000       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 311a    | Midway                             | SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median  | Intersection Upgrade / Safety: Access Control | US 84 @ Butler Avenue                       |  | \$ 51,583          | -          | \$ 316,872       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 405     | Liberty County                     | US 17 @ Limerick Rd / Freedman Grove Rd Intersection Improvements: TSPLOST   | Signal and Intersection Improvements          | US 17 @ Limerick Rd.                        |  | \$ 68,447          | \$ 52,531  | \$ 570,388       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 406     | Hinesville                         | Intersection Improvements Veterans Pkwy @ Walmart/Lowes: TSPLOST   | Signal and Intersection Improvements          | Veterans Parkway @ Walmart/Lowes            |  | \$ 77,246          | -          | \$ 777,463       | -                  | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 312     | Midway / Liberty County            | Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks  | Safety, Access Control                        | Bacortown Rd                                | Lewis Fraiser Rd                                       | \$ 168,081         | -          | \$ 84,041        | \$ 1,680,811       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 222     | Riceboro / Liberty County          | "Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST   | Intersection Improvements (Roundabout)        | EB Cooper @ Barrington Ferry Rd             |  | \$ 139,333         | -          | \$ 92,888        | \$ 1,161,105       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 404     | Riceboro                           | Interstate Paper Road Rehabilitation TSPLOST   | Reconstruction                                | US 17                                       | Road end   | \$ 259,034         | -          | \$ 1,051         | \$ 2,990,337       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 401     | Riceboro                           | Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST   | Intersection Upgrade                          | US 17 @ Barrington Ferry Rd                 |  | \$ 146,658         | -          | \$ 63,038        | \$ 1,232,153       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 319b    | Hinesville                         | Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project | Signal and Intersection Improvements          | Martin Luther King Jr. @ US 84              | Fraiser Drive @ US 84                                  | \$ 131,328         | -          | \$ 262,656       | \$ 1,313,281       | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 319c    | Hinesville                         | Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project | Intersection Improvements                     | East Memorial Drive @ US 84 / SR 38         |  | \$ 14,183          | -          | \$ 28,367        | \$ 141,834         | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 320b    | Hinesville                         | Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project | Intersection Improvements                     | SR 196 /General Screven Way @ US 84 / SR 38 |  | \$ 52,531          | -          | \$ 105,063       | \$ 525,313         | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 315a    | Hinesville                         | Phase I SR 38 /US 84 Safety and Access Management: TSPLOST Multimodal Safety Enhancements  | Multimodal Safety Enhancements                | Old Sunbury Road                            | Liberty County High School                             | \$ 84,050          | -          | \$ 168,100       | \$ 840,500         | -             | -             | -                  | -             | -             | -                     | -             | -   |
| 365     | Hinesville                         | SR 119/General Screven Access Improvements   | Safety, Access Control                        | US 84                                       | Fort Stewart Gate 1                                    | -                  | -          | -                | \$ 422,817         | \$ 211,409    | \$ 4,228,174  | -                  | -             | -             | -                     | -             | -   |
| 325     | Walhounville                       | SR 119/Talmadge Rd Multimodal Enhancements   | Multimodal Safety Enhancements                | US 84                                       | US 84 Freight Connector                                | -                  | -          | -                | \$ 311,511         | \$ 194,694    | \$ 3,893,887  | -                  | -             | -             | -                     | -             | -   |
| 304     | Long County                        | Hwy 57 Intersection Upgrade  | Intersection Upgrade                          | US 84 @ Hwy 57                              |  | -                  | -          | -                | \$ 76,195          | \$ 126,992    | \$ 634,962    | -                  | -             | -             | -                     | -             | -   |
| 413     | Flemington                         | Wallace Martin Realignment   | Realignment                                   | US 84/SR 38                                 | South of Tremain Dr.                                   | \$ 195,925         | -          | -                | -                  | \$ 489,365    | \$ 2,446,832  | -                  | -             | -             | -                     | -             | -   |
| 154a    | Hinesville                         | Sandy Run/Patriots Trail Connector Phase I   | New Construction                              | Sandy Run Dr                                | General Stewart Way Extension                          | -                  | -          | -                | \$ 102,532         | \$ 205,063    | \$ 1,025,317  | -                  | -             | -             | -                     | -             | -   |
| 228     | Midway                             | US 84 bridge at I-95 Widening  | Widening                                      | I-95 access                                 | I-95 access  | \$ 3,177,932       | -          | -                | \$ 1,653,687       | \$ 33,073,346 | -             | -                  | -             | -             | -                     | -             | -   |
| 226     | Midway / Liberty County            | Sunbury Rd/Landis Hwy Widening   | Widening                                      | I-95 ramp                                   | Trapport Access Road                                   | \$ 708,980         | -          | -                | \$ 590,279         | \$ 7,378,487  | -             | -                  | -             | -             | -                     | -             | -   |
| 412     | Hinesville / Gum Branch            | SR 196 / E.G. Miles Pkwy Access Management   | Access Management / Safety                    | 15th Street                                 | Elim Church Rd.  | -                  | -          | -                | \$ 20,671          | \$ -          | \$ 206,710    | -                  | -             | -             | -                     | -             | -   |
| 309     | Midway                             | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Charlie Butler                              | Peach Street   | -                  | -          | -                | \$ 141,733         | \$ 70,866     | \$ 1,417,333  | -                  | -             | -             | -                     | -             | -   |
| 0010348 | Hinesville                         | 16th Street Widening   | Widening                                      | EG Miles Pkwy                               | Fort Stewart boundary                                  | -                  | -          | -                | \$ 3,026,639       | \$ 6,053,277  | -             | -                  | -             | \$ 38,743,533 | -                     | -             | -   |
| 314     | Liberty County                     | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | SR 196                                      | Bright's Lake Rd                                       | -                  | -          | -                | \$ 136,939         | \$ 65,810     | \$ 1,369,391  | -                  | -             | -             | -                     | -             | -   |
| 250     | Riceboro / Liberty County          | Coastal Hwy/US 17 Widening   | Widening                                      | Barrington Ferry Rd                         | SR 119/EB Cooper                                       | -                  | -          | -                | \$ 1,805,150       | \$ 952,575    | -             | -                  | \$ 24,387,528 | -             | -                     | -             | -   |
| 306     | Riceboro / Liberty County          | SR 119/EB Cooper Hwy Widening  | Widening                                      | US 84/Hinesville Bypass                     | Barrington Ferry Rd                                    | -                  | -          | -                | \$ 1,020,243       | -             | \$ 13,069,972 | -                  | -             | -             | -                     | -             | -   |
| 311b    | Midway                             | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Butler Avenue                               | Lewis Fraiser Rd                                       | -                  | -          | -                | \$ 40,852          | \$ 81,904     | \$ 409,521    | -                  | -             | -             | -                     | -             | -   |
| 317     | Flemington                         | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Spies Drive                                 | Old Hines Road   | -                  | -          | -                | \$ 201,532         | \$ 100,749    | \$ 2,015,324  | -                  | -             | -             | -                     | -             | -   |
| 315b    | Liberty County                     | Phase II SR 38 /US 84 Safety and Access Management: Multimodal enhancements completed in Phase I                                       | Safety, Access Control                        | Bright's Lake Road                          | John Martin  | -                  | -          | -                | \$ 326,644         | \$ 163,322    | -             | -                  | \$ 4,181,319  | -             | -                     | -             | -   |
| 313     | Liberty County                     | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Bacortown Rd                                | SR 196   | -                  | -          | -                | \$ 296,007         | \$ 148,003    | -             | -                  | -             | -             | -                     | \$ 4,287,060  | -   |
| 303     | Liberty / Long / Ludowici          | Elim Church Road Upgrade / Multimodal Improvements   | Non-Capacity Widening                         | SR 196                                      | US 84 @ SR 301 in Ludowici                             | -                  | -          | -                | \$ 652,805         | \$ 522,244    | -             | -                  | \$ 8,356,454  | -             | -                     | -             | -   |
| 114     | Liberty County                     | Hinesville Bypass Phase II (eastern segment)   | New Construction                              | US 84                                       | SR 119   | -                  | -          | -                | \$ 4,321,578       | -             | -             | -                  | -             | -             | \$ 10,431,554         | \$ 52,157,773 | -   |
| 227     | Liberty County / Midway            | Coastal Hwy/US 17 Widening   | Widening                                      | SR 196                                      | US 84  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 7,992,631  | \$ 7,992,631  | \$ 79,926,311         | -             | -   |
| 224     | Gumbranch                          | SR 196 W (from Rye Patch Rd) Widening  | Widening                                      | Rye Patch Rd/SR 196                         | Hodges Rd/Central Corn                                 | -                  | -          | -                | \$ 181,431         | -             | -             | -                  | \$ 5,541,254  | \$ 36,941,690 | -                     | -             | -   |
| 225     | Gumbranch / Liberty County         | SR 196 W (to US 301) Widening  | Widening                                      | Hodges Rd/Central Connector                 | US 301   | -                  | -          | -                | -                  | -             | -             | -                  | \$ 8,938,977  | \$ 13,408,465 | \$ 89,389,769         | -             | -   |
| 255     | Hinesville                         | SR 38C/General Stewart Way   | Widening                                      | Main St                                     | Memorial Drve  | -                  | -          | -                | \$ 602,665         | \$ 1,205,330  | -             | -                  | -             | -             | \$ 6,818,602          | -             | -   |
| 409     | Hinesville                         | Veterans Pkwy Adaptive Signal Upgrades   | Operational: Signal Upgrade                   | SR 119/SR 196/EG Miles Pkwy                 | US 84 / SR 38  | -                  | -          | -                | \$ 83,979          | -             | -             | -                  | -             | -             | \$ 950,146            | -             | -   |
| 231     | Riceboro                           | Hampton Island Road  | New Construction                              | Hampton Island                              | US 17  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,229,031  | \$ 1,092,688  | \$ 12,290,305         | -             | -   |
| 415     | Liberty County / Long County       | Rye Patch Road Widening  | Widening                                      | SR 196                                      | Danwell Long Road                                      | -                  | -          | -                | -                  | -             | -             | -                  | \$ 4,560,702  | \$ 9,121,405  | \$ 45,607,025         | -             | -   |
| 51145   | Liberty County / Riceboro / Midway | I-95 Widening (8 lanes)  | Widening                                      | McIntosh County line                        | [Bryan County line] then to 0.8 mi south of I-95/US 84 | -                  | -          | -                | -                  | -             | -             | -                  | \$ 35,536,426 | \$ 190,029    | \$ 444,205,322        | -             | -   |
| 323     | Hinesville/Allenhurst/Walhounville | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Topi Trail                                  | Airport Road   | -                  | -          | -                | \$ 378,677         | -             | -             | -                  | \$ 205,901    | \$ 4,284,377  | -                     | -             | -   |
| 301     | Allenhurst                         | Dunlevie Road Multimodal Safety Enhancements   | Multimodal Safety Enhancements                | US 84                                       | SR 119   | -                  | -          | -                | \$ 128,295         | -             | -             | -                  | -             | \$ 1,459,477  | \$ 1,814,419          | -             | -   |
| 316     | Flemington                         | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | John Martin Road                            | Spies Drive  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 336,238    | \$ 336,238    | \$ 3,362,378          | -             | -   |
| 155     | Liberty / Long / Ludowici          | Elim Church Road Widening  | Widening                                      | SR 196                                      | US 84 East of SR 301                                   | -                  | -          | -                | -                  | -             | -             | -                  | \$ 6,187,353  | \$ 12,374,706 | \$ 61,873,530         | -             | -   |
| 151     | Liberty County                     | Hinesville Bypass II   | New Construction                              | US 84                                       | SR 196   | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,543,513  | \$ 3,087,025  | \$ 15,435,127         | -             | -   |
| 310     | Midway                             | SR 38 /US 84 Safety and Access Management  | Safety, Access Control                        | Peach Street                                | Butler Avenue  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 300,246    | \$ 3,002,462  | \$ 3,002,462          | -             | -   |
| 249     | Midway / Liberty County            | Coastal Hwy/US 17 Widening   | Widening                                      | US 84                                       | Barrington Ferry Rd                                    | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,854,686  | \$ 1,854,686  | \$ 18,546,857         | -             | -   |
| 305     | Riceboro / Liberty County          | I-95 Intersection/ Road Improvements   | Safety Enhancements                           | I-95 Exit 67                                |  | -                  | -          | -                | \$ 126,345         | -             | -             | -                  | -             | \$ 47,507     | \$ 1,429,474          | -             | -   |
| 109     | Hinesville                         | Flemington Loop Bypass   | New Construction                              | US 84                                       | Fort Stewart Rd 47                                     | -                  | -          | -                | -                  | -             | -             | -                  | \$ 2,486,024  | \$ 1,270,367  | \$ 24,860,236         | -             | -   |
| 248     | Riceboro                           | Barrington Ferry Rd Widening   | Widening                                      | US 17                                       | SR 119   | -                  | -          | -                | -                  | -             | -             | -                  | \$ 2,413,372  | \$ 1,206,686  | \$ 24,133,717         | -             | -   |
| 254     | Hinesville                         | SR 38C/General Stewart Way   | Widening                                      | Memorial Drive                              | General Screven Way                                    | -                  | -          | -                | -                  | -             | -             | -                  | \$ 382,061    | \$ 764,121    | \$ 3,820,607          | -             | -   |
| 407     | Midway                             | Industrial Road Upgrade  | Reconstruction                                | Midway Industrial Park                      | US 84 / SR 38  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 135,956    | -             | \$ 1,359,562          | -             | -   |
| 354     | Midway                             | I-95 Widening / Replacement  | Bridge Widening                               | US 84 @ I-95 Exit 76                        |  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 95,015     | \$ 47,507     | \$ 950,146            | -             | -   |
| 511155  | Liberty County/Riceboro / Midway   | I-95 Widening (8 lanes), 8 miles included in HAMPO MPA   | Widening                                      | Jericho River                               | 0.8 Miles South of US 17                               | -                  | -          | -                | -                  | -             | -             | -                  | \$ 31,324,435 | \$ 190,029    | \$ 391,555,442        | -             | -   |
| 113     | Hinesville                         | Central Connector/ General Stewart ext.  | New Construction                              | General Screven Way                         | Veterans Parkway                                       | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,940,282  | \$ 3,880,563  | \$ 19,402,817         | -             | -   |
| 145     | Hinesville                         | Independence Rd (N-S)  | New Construction                              | SR 196                                      | Central Connector/Ft Stew Boundary                     | -                  | -          | -                | -                  | -             | -             | -                  | \$ 3,945,520  | \$ 1,895,361  | \$ 49,319,001         | -             | -   |
| 103     | Hinesville                         | Central Connector/ General Stewart ext. 2  | New Construction                              | Veterans Parkway                            | 15th Street  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 2,448,336  | \$ 4,896,671  | \$ 24,483,356         | -             | -   |
| 117     | Hinesville                         | 16th St/Frank Cochran Connector  | New Construction                              | Frank Cochran Dr                            | 15th Street  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,324,653  | \$ 2,649,305  | \$ 13,246,527         | -             | -   |
| 106     | Hinesville                         | Central Connector (W)  | New Construction                              | 15th Street                                 | Dairy Rd/Hodges Rd                                     | -                  | -          | -                | -                  | -             | -             | -                  | \$ 2,971,602  | \$ 5,943,203  | \$ 29,716,017         | -             | -   |
| 105     | Midway                             | City Creek Extension   | New Construction                              | City Creek Rd                               | US 17  | -                  | -          | -                | -                  | -             | -             | -                  | \$ 1,605,295  | \$ 617,595    | \$ 16,052,960         | -             | -   |
| 119     | Hinesville / Flemington            | Flemington Connector / Peacock Creek Rd  | New Construction                              | Flemington Village Drive                    | US 84 / SR 38  | -                  |            |                  |                    |               |               |                    |               |               |                       |               |     |



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