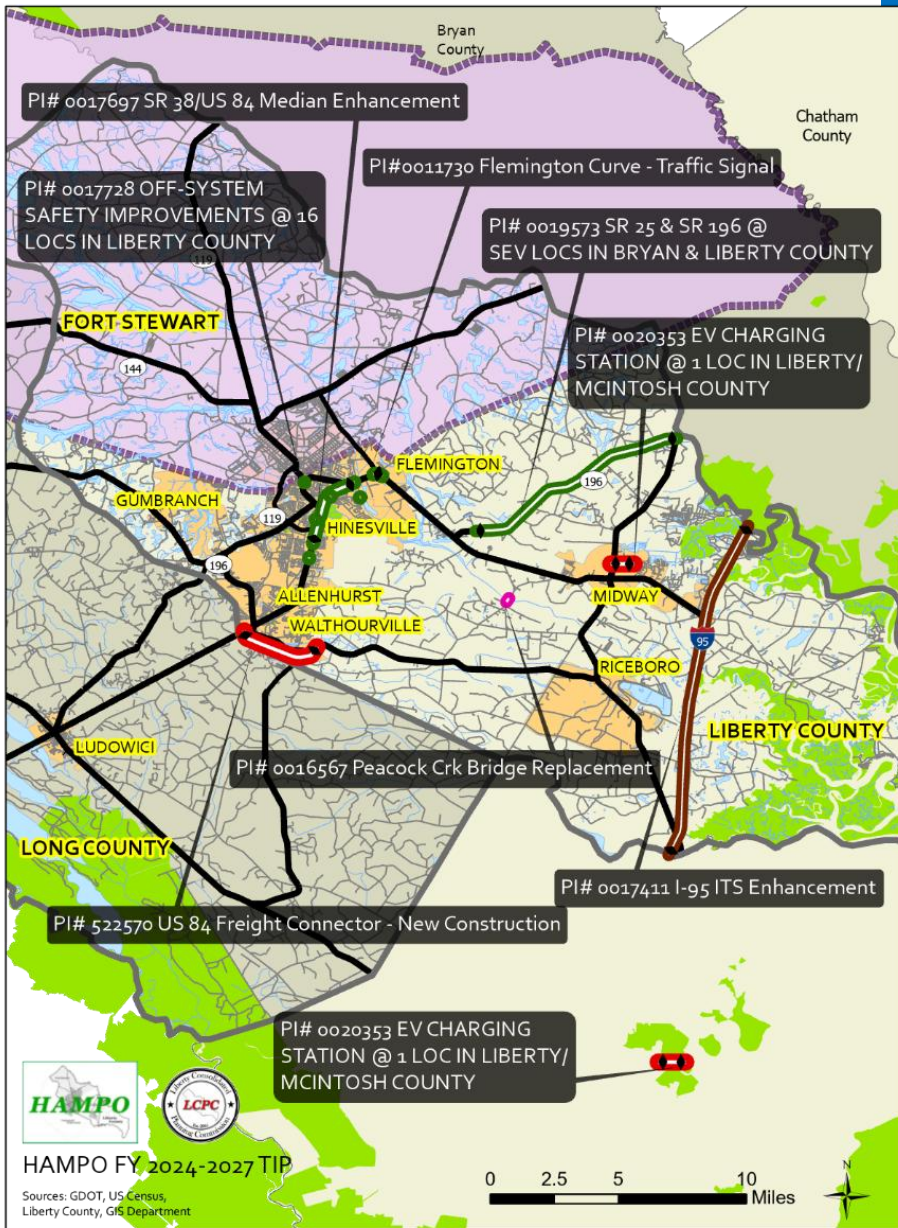


FY 2024 – 2027

Transportation Improvement Program



Hinesville Area Metropolitan Planning Organization
Liberty Consolidated Planning Commission

Adopted: August 10, 2023

Administrative Modification #1: November 8, 2023

Administrative Modification #2: February 8, 2024

Administrative Modification #3: February 8, 2024

Administrative Modification #4: August 19, 2024

Administrative Modification #5: November 27, 2024

Administrative Modification #6: February 15, 2025

Administrative Modification #7: February 24, 2025

Administrative Modification #8: March 10, 2025

Administrative Modification #9: March 12, 2025

Administrative Modification #10: March 27, 2025

Administrative Modification #11: April 11, 2025

Administrative Modification #12: May 15, 2025

Administrative Modification #13: June 18, 2025

Administrative Modification #14: September 18, 2025

Administrative Modification #15: February 13, 2025

Administrative Modification #16: February 17, 2026

Administrative Modification #17: April 7, 2026

Amendment #1: February 8, 2024

Amendment #2: June 13, 2024

Amendment #3: August 8, 2024

Amendment #4: December 12, 2024

Amendment #5: February 13, 2025

Amendment #6: December 11, 2025



This publication was prepared in cooperation with the Department of Transportation, State of Georgia, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

Public notice of public involvement activities and time established for public review of comment on the Transportation Improvement Program will satisfy Program of Projects requirements

For more information regarding this plan or any other HAMPO activity, please contact us at:

Hinesville Area Metropolitan Planning Organization
c/o Liberty Consolidated Planning Commission
100 Main Street, Suite 7520
Hinesville, Georgia 31313
Phone: 1-912-408-2030 Fax: 1-888-320-8007

Visit our website for the most up-to-date information and downloadable documents at
www.thelcpc.org.

Hinesville Area Metropolitan Planning Organization (HAMPO) is committed to assuring full compliance with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. These laws include but are not limited to Title VI of the Civil Rights Act of 1964 ("Title VI"), the Civil Rights Restoration Act of 1987 (P.L. 100.259), Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended.

HAMPO does not discriminate against persons in the provision of its programs, services or activities.

Table of Contents

- Resolution of Adoption 4
- Amendments..... 5
- Administrative Modifications 12
- Introduction 17
- Transportation Improvement Program 17
- Bipartisan Infrastructure Law (BIL) 18
- Approval Process..... 19
- Standing Committees 19
- Public Participation 23
- Overview 23
- Performance Management 24
- Transportation Improvement Program Lump Sum Projects 25
- TIP Formula Funds..... 28
- MPO Lump Sum Projects..... 28
- Lump Sum Projects Currently Authorized 28
- TIP Authorized Projects 29
- TIP Expected Highway STIP Funds 30
- TIP State and Federally Approved Funds: Project Cost Details 31
- TIP Project Location Map and Project Sheets..... 36
- Transit 62
 - Liberty Transit 63
 - Coastal Regional Coaches 66
- Federal and State Funded Aviation Projects..... 66
- Amendment Process 68
- Public Involvement Materials..... 71
- Self-Certification 74
- Discretionary Grant Matrix..... 79
- Performance Management and Performance Measures 80

RESOLUTION OF ADOPTION

**RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the Metropolitan Planning Organization responsible for conducting transportation planning activities in the Hinesville Metropolitan Planning Area consisting of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally funded highway and transit projects for the Hinesville Metropolitan Planning Area; and

WHEREAS, the FY 2024-2027 Transportation Improvement Program was developed through a continuous, comprehensive, and cooperative planning process in coordination with state and local officials; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the Transportation Improvement Program is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the Transportation Improvement Program; and

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached Transportation Improvement Program for the FY 2024-2027.

CERTIFICATION, I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on August 10, 2023.

ATTEST:


Donald Lovette, Liberty County BOC Chairman
Policy Committee Chair


Jeff Ricketson, AICP
LCPC Executive Director

August 10, 2023
Date

August 10, 2023
Date

AMENDMENTS

Amendment #1: Amendment #1 updates the project cost for the construction phases of PI 522570 and PI 0017411. The updated project costs by project phase and total project cost can be viewed on the project sheet on pages 26 and 29.

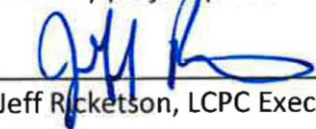


2-16-2024

Jeff Ricketson, LCPC Executive Director

Date

Amendment #2: Amendment #2 updates the project cost for the Y001 construction phase for PI 0017411 (I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP). The updated project costs by project phase and total project cost can be viewed on the project sheet on page 27.

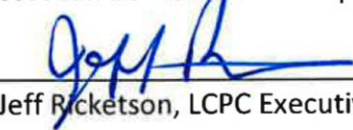


12/12/2024

Jeff Ricketson, LCPC Executive Director

Date

Amendment #3: Amendment #3 updates the project cost for the UTL and CST for PI 522570- (SR 38 Bypass from SR 38/US 84 to SR 119). The updated project costs by project phase and total project cost can be viewed on the project sheet on page 32.



12/12/2024

Jeff Ricketson, LCPC Executive Director

Date

Amendment #4: Amendment #4 adds a new project to the TIP document, PI 0020353 (EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY). The new project sheet can be seen on page 36.



12/12/2024

Jeff Ricketson, LCPC Executive Director

Date

Amendment #5: Amendment #5 adds the project cost for the PE phase of PI 0020353 (EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY). This amendment also updates the FY 2025 budgets for several projects in the detailed cost summary and cost detail tables, adds a new discretionary grant matrix, calendar year 2025 PM1 performance measures and new administrative modifications and amendments requirements. The updated project costs by project phase and total project cost can be viewed on the project sheet on page 41. The updated cost summary and cost detail tables can be viewed on pages 23-28. The new discretionary grant matrix can be viewed in the Appendix. The PM1 performance measures for calendar year 2026 can be viewed in the System Performance Report. The new language for administrative modifications and amendments can be viewed on pages 47-49.



Jeff Ricketson, LCPC Executive Director

2/19/2025

Amendment #6: Amendment #6 adds the FY 2026 Annual Mass Amendment (AMA) to the 2024 – 2027 TIP. This includes the 2026 Total Highway funds (with total expected highway matched STIP funds), the 2026 Amendment Project Detail and Project Summary. These can be found on pages 29 through 35.

Jeff Ricketson, LCPC Executive Director

Date

**RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE APPROVING AN
AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the metropolitan planning organization responsible for conducting transportation planning activities in the Hinesville urbanized area, which consists of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the FY 2024-2027 Transportation Improvement Program was developed through a continuous, comprehensive, and cooperative planning process in coordination with state and local officials; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the Transportation Improvement Program is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the Technical Coordinating Committee at its January 11, 2024 meeting recommended that HAMPO support the updated funding budget totals for the construction phases for two projects as follows:

- PI 522570 – SR 38 Bypass from SR 38 to SR 119
- PI 0017411 – I-95 from Florida State Line to South Carolina State Line

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the updated project budgets for PI 522570 and PI 0017411 as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 8, 2024.

SIGNED:


 Donald Lovette
 Policy Committee Chair

2/8/24
 date

ATTEST:


 Jeff Ricketson, AICP
 LCPC Executive Director

2/8/2024
 date

**RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE APPROVING AN
AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the metropolitan planning organization responsible for conducting transportation planning activities in the Hinesville urbanized area, which consists of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, HAMPO, in accordance with federal requirements for a Transportation Improvement Plan, has developed a four-year integrated plan of federally-funded highway and transit projects for HAMPO Metropolitan Planning Area; and

WHEREAS, the 2024-2027 Transportation Improvement Plan (TIP) is consistent with all plans, goals, and objectives of HAMPO and was adopted by the HAMPO Policy Committee on August 10, 2023; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the TIP amendment; and,

WHEREAS, the Technical Coordinating Committee at its May 9, 2024 meeting recommended that HAMPO support the amended Y001 construction phase for the line item approved by the Georgia Department of Transportation as follows:

- PI# 0017411, I-95 FM Florida State Line to S. Carolina State Line – ITS EXP

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the updated line item budget as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on June 13, 2024.

SIGNED:


 Donald Lovette
 Policy Committee Chair

6/13/24
 date

ATTEST:


 Jeff Ricketson, AICP
 LCPC Executive Director

6/14/2024
 date

**RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE APPROVING AN
AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the metropolitan planning organization responsible for conducting transportation planning activities in the Hinesville urbanized area, which consists of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, HAMPO, in accordance with federal requirements for a Transportation Improvement Plan, has developed a four-year integrated plan of federally-funded highway and transit projects for HAMPO Metropolitan Planning Area; and

WHEREAS, the 2024-2027 Transportation Improvement Plan (TIP) is consistent with all plans, goals, and objectives of HAMPO and was adopted by the HAMPO Policy Committee on August 10, 2023; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the TIP amendment; and,

WHEREAS, the Technical Coordinating Committee at its December 5, 2024 meeting recommended that HAMPO support the addition of a new project into the TIP, approved by the Georgia Department of Transportation as follows:

- PI# 0020353 (EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY)

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the updated line item budget as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on December 12, 2024.

SIGNED:



Donald Lovette
Policy Committee Chair

ATTEST:



Jeff Ricketson, AICP
LCPC Executive Director

**RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE APPROVING AN
AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the metropolitan planning organization responsible for conducting transportation planning activities in the Hinesville urbanized area, which consists of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, HAMPO, in accordance with federal requirements for a Transportation Improvement Plan, has developed a four-year integrated plan of federally-funded highway and transit projects for HAMPO Metropolitan Planning Area; and

WHEREAS, the 2024-2027 Transportation Improvement Plan (TIP) is consistent with all plans, goals, and objectives of HAMPO and was adopted by the HAMPO Policy Committee on August 10, 2023; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the TIP amendment; and,

WHEREAS, the Technical Coordinating Committee at its January 9, 2025, meeting recommended that HAMPO support the amended preliminary engineering phases for the line item approved by the Georgia Department of Transportation as follows:

- PI# 0020353 (EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY)

WHEREAS, the Technical Coordinating Committee at its January 9, 2025 meeting recommended that HAMPO support the inclusion of the following, at the request of the Georgia Department of Transportation:

- Discretionary Grant Matrix
- Calendar Year 2025 PM1 Performance Measures
- New Guidance for Amendments and Administrative Modifications

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the updated line item budget and new discretionary grant matrix, calendar year 2025 PM1 Performance Measures, and new Amendments and Administrative Modifications guidance as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 13, 2025.

SIGNED:


 Donald Lovette 2/13/25
 Policy Committee Chair date

ATTEST:


 Jeff Ricketson, AICP 2/13/2025
 LCPC Executive Director date

ADMINISTRATIVE MODIFICATIONS

Administrative Modification #1: An administrative modification was performed on November 8, 2023 at the request of the GDOT Office of Planning to update the local amount of funding for the UTL phase of PI 522570 – SR 38 Bypass from SR 38 to SR 119. This can be viewed on the project sheet on page 29.



2-16-2024

Jeff Ricketson, LCPC Executive Director

Date

Administrative Modification #2: An administrative modification was performed on February 8, 2024 that incorporated the calendar year 2024 Safety Performance Measures into the Safety Performance Report. These measures can be viewed in the SPR Appendix.



2-16-2024

Jeff Ricketson, LCPC Executive Director

Date

Administrative Modification #3: An administrative modification was performed on February 8, 2024 at the request of the GDOT Office of Planning to update the construction phase costs for PI 522570 – SR 38 Bypass from SR 38 to SR 119. This can be viewed on the project sheet on page 30.



2-16-2024

Jeff Ricketson, LCPC Executive Director

Date

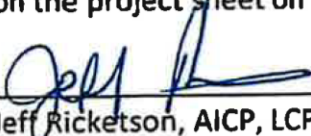
Administrative Modification #4: An administrative modification was performed on August 19, 2024 at the request of the GDOT Office of Planning to update the utility phase cost for PI 0016567 – CR 171/Lewis Frasier Road @ Peacock Creek. This can be viewed on the project sheet on page



 Jeff Ricketson, AICP, LCPC Executive Director

12/12/2024
 Date

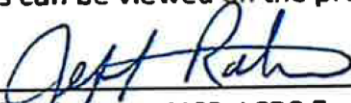
Administrative Modification #5: An administrative modification was performed on November 27, 2024 at the request of the GDOT Office of Planning to update the construction phase cost for PI 0017411 – I-95 FM Florida State line to S Carolina State Line – ITS EXP. This can be viewed on the project sheet on page 35.



 Jeff Ricketson, AICP, LCPC Executive Director

2/19/2025
 Date

Administrative Modification #6: An administrative modification was performed on February 14, 2025 at the request of the GDOT Office of Planning to update the funding amounts and project name for PI 0017728 - OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY. This can be viewed on the project sheet on page 44.



 Jeff Ricketson, AICP, LCPC Executive Director

2/19/2025
 Date

Administrative Modification #7: An administrative modification was performed on February 24, 2025, at the request of the GDOT Office of Planning to update the preliminary engineering phase of PI 0020353 – EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY. This can be viewed on the project sheet on page 44.



 Jeff Ricketson, AICP, LCPC Executive Director

2/24/2025
 Date

Administrative Modification #8: An administrative modification was performed on March 10, 2025, at the request of the GDOT Office of Planning to update the administrative modification and amendment threshold language. This can be viewed on page 52.



 Jeff Ricketson, AICP, LCPC Executive Director

3/11/2025
 Date

Administrative Modification #9: An administrative modification was performed on March 12, 2025 at the request of the GDOT Office of Planning to update the utility and construction phase costs for PI 0016567 – CR 171/Lewis Frasier Road @ Peacock Creek. This can be viewed on the project sheet on page 40.



 Jeff Ricketson, AICP, LCPC Executive Director

3/12/2025
 Date

Administrative Modification #10: An administrative modification was performed on March 27, 2025 at the request of the GDOT Office of Planning to update the CRP-funded project (formerly PI 0017728 – OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY. This can be viewed on the project sheet on page 49.



 Jeff Ricketson, AICP, LCPC Executive Director

3/27/2025
 Date

Administrative Modification 11: An administrative modification was performed on April 11, 2025 at the request of the GDOT Office of Planning to add a PI number to the CRP-funded project (formerly PI 0017728 – OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY). This can be viewed on the project sheet on page 50.



 Jeff Ricketson, AICP, LCPC Executive Director

4/24/2025
 Date

Administrative Modification #12: An administrative modification was performed on May 15, 2025 at the request of the GDOT Office of Planning to update the year of funding for the preliminary engineering and construction phases of PI 0020353 – EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY. This can be viewed on the project sheet on page 48.



 Jeff Ricketson, AICP, LCPC Executive Director

5/16/2025
 Date

Administrative Modification #13: An administrative modification was performed on June 17, 2025, at the request of the GDOT Office of Planning to update the total construction phase cost to reflect the 12% portion of the project that is within the HAMPO Metropolitan Planning Area (MPA) boundary for PI 0017411 ITS Project along I-95 from Florida State Line to South Carolina State line. This can be viewed on the project sheet on page 39.



 Jeff Ricketson, AICP, LCPC Executive Director

6/18/2025

 Date

Administrative Modification #14: An administrative modification was performed on September 18, 2025, at the request of the GDOT Office of Planning to update the preliminary engineering phase fiscal year to FY 2026 for PI 0021247: OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN LIBERTY COUNTY. This update can be viewed on the project sheet on page 55.



 Jeff Ricketson, AICP, LCPC Executive Director

9/18/2025

 Date

Administrative Modification #15: An administrative modification was performed on February 13, 2026, at the request of the GDOT Office of Planning to add the scoping phase to the Hinesville Bypass Phase II project. This update can be viewed on the project sheet on page 56.



 Jeff Ricketson, AICP, LCPC Executive Director

2/17/2026

 Date

Administrative Modification #16: An administrative modification was performed on February 17, 2026 at the request of the GDOT Office of Planning to update the funding amounts for two projects: PI 0016567 CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK and PI 522570- SR 38 BYPASS FROM SR 38/US 84 TO SR 119. These updates can be viewed on the project sheets from pages 35 – 58.



 Jeff Ricketson, AICP, LCPC Executive Director

4/7/2026

 Date

Administrative Modification #17: An administrative modification was performed on April 7, 2026 at the request of the GDOT Office of Planning to update the funding amounts for three projects: PI 0017411 I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP, PI 0020353 EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY, and PI 522570- SR 38 BYPASS FROM SR 38/US 84 TO SR 119. These updates can be viewed on the project sheets from pages 35 – 61.



Jeff Ricketson, AICP, LCPC Executive Director

4/7/2026

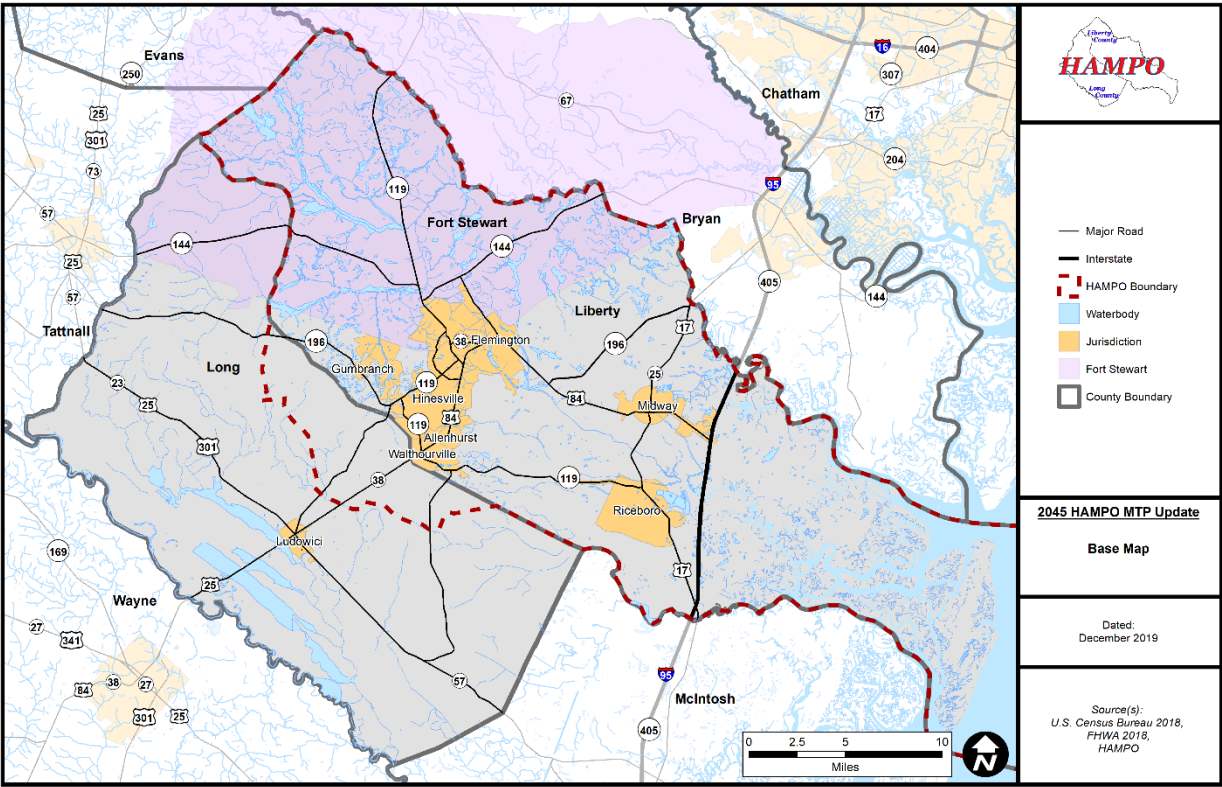
Date

INTRODUCTION

In 2003, the Hinesville Area Metropolitan Planning Organization (HAMPO) was established pursuant to federal law to address transportation planning within Liberty County and the urbanized portions Long County, including Fort Stewart and the municipalities of Hinesville, Allenhurst, Flemington, Gum Branch, Midway, Riceboro and Walthourville. In 2005, the Memorandum of Understanding with the Georgia Department of Transportation, affirmed by Governor Perdue, designated the Liberty Consolidated Planning Commission (LCPC) as the recipient and management entity for all planning funds and activities associated with HAMPO.

The 2020 census population for the Hinesville Urban Area (UZA) is 53,107. Total population served in the HAMPO Metropolitan Planning Area (MPA) is roughly 70,000 including urbanized Long County. In 2013, the Urbanized Area Boundary (UAB) was approved and in 2015, the MPA was updated to reflect the 2010 UZA and the 2013 UAB. The updated MPA was approved by the Governor on December 9, 2015. The Federal Transit Administration released updated UZA information in January 2023. Updated HAMPO MPA and UAB were under development at the time of adoption of the TIP.

The following map shows the HAMPO planning boundary in relation to the local municipalities and county boundaries within the HAMPO region.



TRANSPORTATION IMPROVEMENT PROGRAM

Through the comprehensive, cooperative, and continuing (3C) planning process HAMPO develops and administers the twenty-five-year long range Metropolitan Transportation Plan

(MTP). The MTP identifies the vision, goals and objectives, and strategies that will promote the movement of people and goods throughout the MPO planning region. The HAMPO 2045 MTP identifies eight goals that are consistent with and feeds directly from the federal planning factors and national and state goals for transportation planning identified in the FAST Act, and later in the Bipartisan Infrastructure Law. Projects identified in the MTP that support these goals are later introduced into the Transportation Improvement Program.

This Transportation Improvement Program (TIP) is a four-year plan detailing programmed federally funded and regionally significant transportation projects for fiscal years 2024 to 2027.

The TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods, and includes realistic estimates of total costs and anticipated funding sources. Projects addressing the transportation needs of Metropolitan Planning Area are identified in the MTP are moved, or programmed, into the TIP based on funding availability.

It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. All transportation projects must appear in an approved MTP and TIP before they may receive federal funds for implementation. The TIP is based on a reasonable estimate of the amount of federal funds expected to be available to Hinesville Metropolitan Planning Area the next four fiscal years. The TIP is required to be financially constrained by year over the four-year period of FY 2024 to FY 2027.

The planning process for both the MTP and TIP is performance management based. This is utilized to increase the accountability and transparency of the Federal-aid highway programs. This provides a framework that supports improved investment decisions by focusing on performance outcomes to achieve the national transportation goals.

BIPARTISAN INFRASTRUCTURE LAW (BIL)

The HAMPO FY 2024-2027 TIP was developed in accordance with the FAST Act (December 4, 2015) and the Bipartisan Infrastructure Law (BIL), which was signed into law on November 15, 2021. The BIL is a five-year bill (2022-2026). The BIL authorized \$567.5 billion nationally in spending over a five-year period, including \$383.4 billion from the Highway Trust Fund and \$184.2 billion in guaranteed appropriations. \$93.5 billion is also included from the General Fund, which is subject to appropriations. The BIL also continues to emphasize performance-based planning and programming that was introduced in MAP-21 and subsequently the FAST Act.

There are multiple discretionary funding programs contained in the BIL. Some of these discretionary programs include:

Office of the Secretary of Transportation

- Megaprojects
- RAISE Grants
- Safe Streets
- Culverts
- SMART Program

Federal Highway Administration

- Bridge Investment Program
- INFRA Grants
- Reduction of Truck Emissions in Ports
- Reconnecting Communities

Federal Transit Administration

- Low-No Emission Bus Grants
- Capital Investment Grants
- ADA Upgrades to Rail Transit
- Electric or Low Emission Ferries

APPROVAL PROCESS

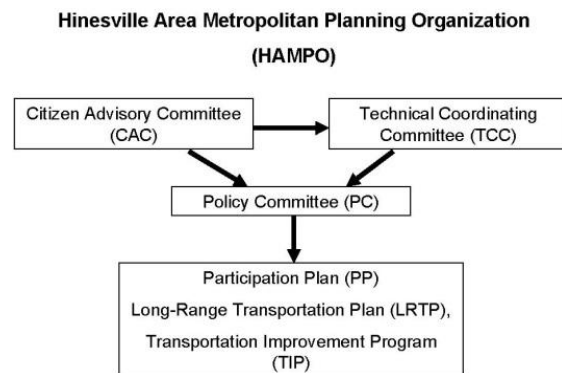
Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is necessary for federal funds to become available and thereby documented in the TIP. Both the Technical Coordinating Committee and Citizens Advisory Committee are responsible for reviewing the TIP and recommending it for approval to the Policy Committee. The public participation process for transportation planning, including the MTP and TIP, is detailed in “Participation Plan” as adopted by the Policy Committee on June 8, 2017. The 2045 MTP and the Participation Plan are available on the MPO website under the HAMPO Plans & Documents webpage at https://thelcpc.org/hampo_plans_and_documents/.

By endorsement by the Policy Committee, this document becomes the official TIP for the HAMPO Metropolitan Planning Area and is subsequently adopted by the State into the Statewide TIP. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted HAMPO Participation Plan by resolution of the Policy Committee if priorities, area goals or funding levels change.

STANDING COMMITTEES

The Fixing America’s Surface Transportation (FAST) Act, Public Law No. 114-94 as signed by President Barack Obama on December 4, 2015, and brought forward by the Infrastructure Investment and Jobs Act (IIJA, also commonly known as the Bipartisan Infrastructure Bill), as signed by President Joe Biden on November 15, 2021, envisions a transportation system that maximizes mobility and accessibility while protecting the built and natural environments.

This is achieved through a continuing, cooperative, and comprehensive transportation planning process. The HAMPO Committee structure ensures that the transportation planning activities occur in an inclusive and coordinated planning environment.



HAMPO is operated under the leadership of a Policy Committee comprised of decision makers from each participating jurisdiction, the Georgia Department of Transportation, and other state and federal agencies. HAMPO’s Technical Coordinating Committee and Citizens Advisory Committee provide valuable input to the Policy Committee on transportation issues.

The three committees meet on a regular schedule six times a year. Agendas are distributed seven days in advance and a call to the public is always included and welcomed.

The **Policy Committee** (PC) is made up of the chief elected and appointed officials from all of the municipalities within the HAMPO region of Liberty County and urbanized portion of Long County, as well as executives from the local, state and federal agencies concerned with transportation planning. It serves as the forum for cooperative transportation decision-making and establishes transportation related policies in support of the area’s overall goals and objectives. The PC reviews and approves all HAMPO programs and studies. The PC is entrusted with ensuring that the HAMPO transportation projects are current and prioritizes transportation projects recommended in the planning process.

The **Technical Coordinating Committee** (TCC) is comprised of key government and agency transportation staff members who are involved in technical aspects of transportation planning. The TCC provides technical guidance, reviews and evaluates transportation studies and provides recommendations to the Policy Committee. The chief elected official of each municipality appoints the TCC representative for their respective jurisdictions.

The **Citizens Advisory Committee** (CAC) is representative of a cross-section of the community and functions as a public information and involvement committee. It reviews HAMPO programs and studies and provides recommendations to the Policy Committee. The CAC is entrusted with informing the PC of the community’s perspective while providing information to the community about transportation policies and issues. CAC members are appointed by the Policy Committee from recommendations from their respective municipality, county, or organization. Members are typically active citizens in their jurisdictions with an interest in both community and transportation issues.

The following tables document the HAMPO PC, TCC, and CAC membership.

| PC VOTING MEMBERS | Representing |
|--|--|
| Karl Riles | Mayor, City of Hinesville |
| Sarah Hayes | Mayor, City of Walthourville |
| Tina Eason | Mayor, Town of Gum Branch |
| Robert Parker | Chairman, Long County BOC |
| Donald Lovette, Chair | Chairman, Liberty County BOC |
| Gary Gilliard | Commissioner, Liberty County BOC |
| Lynn Pace | Proxy for Chairman, LCPC |
| Clemontine Washington, Vice-Chair | Proxy for Mayor, City of Midway |
| Verdell Jones | Chair, Liberty County BOE |
| Melissa Ray | Proxy for Chairman, LCDA |
| Paul Hawkins | Mayor, Flemington |
| James Willis | Mayor, Town of Allenhurst |

| PC VOTING MEMBERS | Representing |
|-------------------|-----------------------------------|
| Megan Weiss | GDOT Representative |
| Vicky Nelson | Councilmember, City of Hinesville |
| Louise Brown | Mayor, City of Riceboro |

| EX-OFFICIO NON-VOTING MEMBERS: | |
|--------------------------------|---------------------------------------|
| Jeff Ricketson | Executive Director, LCPC |
| Joey Brown | Liberty County Administrator |
| Kenneth Howard | Hinesville City Manager |
| Phil Odom | Chairman, Citizens Advisory Committee |
| Wykoda Wang | CORE MPO |
| Kyle Wemett | Fort Stewart |
| Sabrina David | Division Administrator, FHWA |
| Merishia Coleman | GDOT Freight Representative |

| PARTICIPATING | |
|----------------|-----------------|
| Katie Proctor | GDOT District 5 |
| Joseph Longo | FHWA |
| Ann-Marie Day | FHWA |
| Trent Long | |
| Paul Simonton | |
| Marcus Sack | |
| Robert Buckley | |

| TCC Voting Members | Representing |
|--------------------------------|--------------------------------------|
| Joey Brown, TCC Chair | County Administrator, Liberty County |
| Kenneth Howard, TCC Vice-Chair | City Manager, City of Hinesville |
| Kyle Wemett | Fort Stewart |
| Katie Proctor | GDOT District 5 |
| Dr. Clemontine Washington | Mayor Pro-Tem, City of Midway |
| Dr. Franklin D. Perry | Superintendent, Liberty County BOE |
| Robert Parker | Long County BOC Chairman |
| Jeff Ricketson | Executive Director, LCPC |
| Pearlie Axson | City of Riceboro |
| James Willis | Town of Allenhurst |
| Mayor Tina Eason | City of Gum Branch |
| Mayor Sarah Hayes | City of Walthourville |
| Jomar Pastorelle | GDOT Planning |
| Paul Hawkins / David Edwards | City of Flemington |
| Paul Simonton | City of Engineer, City of Hinesville |
| Ben Morrow | ESG (Hinesville PW) |
| Brynn Grant | Executive Director, LCDA |

| TCC Voting Members | Representing |
|------------------------|--|
| Phillip Peevy | GDOT Central Office - Transit |
| Trent Long | County Engineer, Liberty County |
| | quorum = 50% (10) |
| TCC Non-Voting Members | Representing |
| Dionne Lovett | Executive Director, CRC |
| Joseph Longo | Federal Highway Administration (FHWA) |
| Vanessa Richards | General Manger, Liberty Transit |
| Barry James | Transportation Director, Coastal Regional Commission |
| John Lyles | Operation Manager, Liberty County Board of Education |

| CAC Voting Members | Representing |
|-------------------------------|----------------------------|
| Phil Odom, CAC Chair | Gum Branch |
| Marcello Page | Hinesville |
| Cassidy Collins | Hinesville |
| Bob Dodd | Walthourville |
| Bobbie Ruiz | Hinesville |
| Tim Byler | Flemington |
| Curles Butler, CAC Vice-Chair | Hinesville |
| Marcie Hamilton | Liberty County |
| Emmanuel Joyner | Riceboro |
| Leiloni Sikes | Liberty County |
| Vacant | Long County |
| Ron Collins | GSU |
| Terry Fortson | Midway |
| Angela Powell | Liberty County |
| Vacant | Fort Stewart |
| Vacant | Allenhurst |
| Vacant | Savannah Technical College |
| Vacant | Walthourville |

Staff:

Hinesville Area Metropolitan Planning Organization (HAMPO) Staff:

- Jeff Ricketson, HAMPO Executive Director
- Kelly Wiggins, Executive Assistant
- Rachel Hatcher, Senior Planner (Contract Employee)
- Vishanya Forbes, Planner (Contract Employee)
- Justin Dammons, Planner (Contract Employee)
- Brian Powers, Planner (Contract Employee)
- Jamie Zerillo, Planner (Contract Employee)
- Beverly Davis, Senior Planning Group Leader (Contract Employee)
- Steve Cote, Senior Planning Leader (Contract Employee)

Other LCPC staff to support HAMPO: Curles Butler, Lori Parks, Todd Kennedy, and Mardee Sanchez

Consultants: If Consultants are required, specified services will be obtained per the RFP or RFQ process.

PUBLIC PARTICIPATION

The HAMPO public participation process is detailed in the HAMPO Participation Plan. This process includes the methods through which stakeholders and public input and comment are solicited for. During the development of the 2024 – 2027 TIP the draft project listings and funding were discussed at a meeting of staff from GDOT, HAMPO, and FHWA. For the 2024-2027 TIP, a 30-day public comment period was held from June 15 to July 15, 2023. This public comment period was advertised in the Coastal Courier and a public notice was posted on the MPO website. Committee members were encouraged to reach out to their constituents, fellow citizens, and interested parties to participate in providing feedback regarding the draft TIP. A hard copy of the draft TIP was available at the Liberty Consolidated Planning Commission's office. The Citizens Advisory Committee meeting is held bimonthly on the second Thursday at 5:30pm, which allows for individuals to participate in the transportation planning process outside of the traditional workday. There is a public comment standing agenda item during the CAC meeting, as well as during the Technical Coordinating Committee and the Policy Committee. As part of the MTP development process, robust public engagement is conducted, including popups, public meeting, and extensive stakeholder coordination. The feedback gathered during the MTP development process is used to organize the project prioritization list that the TIP builds off.

OVERVIEW

There are numerous elements that help identify projects in the TIP for HAMPO's Metropolitan Planning Area. The Lump Sum projects program gives GDOT and MPO flexibility to address projects with an immediate need while fulfilling the requirements of the State TIP. The individual highway and bridge projects are grouped by funding source. Transit projects are grouped separately.

PERFORMANCE MANAGEMENT

In compliance with the Infrastructure Investment and Jobs Act, (IIJA or Bipartisan Infrastructure Bill), state Departments of Transportation and Metropolitan Planning Organizations (MPOs) must use a Transportation Performance Management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. This became effective April 14, 2016, when the Federal Highway Administration (FHWA) established highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP).



FHWA Performance Based Planning Process

HAMPO has adopted the following Performance Measures (PM):

- **PM1** – Highway Safety
- **PM2** – Bridge and Pavement Condition
- **PM3** – Travel Time Reliability, Freight Reliability, Traffic Congestion, Total Emissions Reduction
- **PM It** - Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP)

Liberty Transit completed their Public Transportation Agency Safety Plan (PTASP) in July 2020. This is a federally mandated document that requires operators of public transportation systems that receive federal funds to develop safety plans.

The appendix includes the adoption resolution(s) and detail of these performance measures essential to programming of efficient and effective highway and transit projects.

Individual Highway Projects

Individual highway projects have a description and are indexed with the HAMPO project numbering scheme is as follows:

- 101-199 are new construction projects,
- 201-299 are widening projects,
- 301-399 are safety/enhancement projects including access management improvements,
- 401-499 are bridge replacement projects, and

- 501-599 are paving projects.

The State Project Identification (PI) Number is assigned to a project by the GDOT Office of Programming and is used by GDOT for tracking projects from preliminary engineering to as-built documentation. Planning studies and planning assistance contracts also receive a PI number. Preliminary engineering (PE) includes field surveys, project concepts and designs. Right-of-way (ROW) involves land and property acquisition. The Construction (CST) phase is the final project phase. When a project goes to construction, it is typically removed from TIP as it is no longer a planning project.

TRANSPORTATION IMPROVEMENT PROGRAM LUMP SUM PROJECTS

A portion of the STIP funding is set aside for projects that do not affect the capacity of the roadway. The Lump Sum projects program gives GDOT and MPO flexibility to address projects with an immediate need while fulfilling the requirements of the State TIP. These are directly administered by GDOT. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the project description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2020 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: **Maintenance**

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings,

landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: **Safety**

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: **Preliminary Engineering**

Criteria: planning, studies, and management systems

This group has two funding/work types: planning/management systems and consultant design services.

Group: **Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

Group: **Rights of Way - Protective Buying and Hardship Acquisitions**

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: **Transportation Enhancement**

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

Group: **Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

Group: **High Risk Rural Roads**

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

- A. Any roadway functionally classified as a rural major or minor collector or a rural local road and: on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

Group: **Regional Traffic Signal Optimization**

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations.
- B. Focus on operating and maintaining the components of traffic control systems.
- C. Local or quasi-governmental agencies may be contracted with at the project level on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

Group: **Low Impact Bridges**

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

TIP FORMULA FUNDS

Multiple federal and state programs provide funding to statewide planning regions (including large urban, small urban, and rural). This formula funding is distributed to metropolitan and rural regions based on defined needs-based formulas and criteria. Funding sources can be either federal or state, highway or public transit programs. Funding can also be obtained from local sources, including Transportation Special Local Option Sales Tax (TSPLOST).

Funding can come from a number of programs on the state and federal level, including the following:

- National Highway Performance Program
- Surface Transportation Block Group Program
- Surface Transportation Block Group Program Set-Aside
- Carbon Reduction Program
- Highway Safety Improvement Program
- Promoting Resilient Operations for Transformative, Effective Cost-saving Transportation (PROTECT)

HAMPO manages the TIP development process for the Hinesville metropolitan planning area, including performance-based project evaluation and selection decisions for these TIP Formula Funds. These project evaluations take place during the MTP development process and are contained in a fiscally constrained list over a 20-year horizon. When projects are brought into the TIP, they remain fiscally constrained against a budget determined by the Department of Transportation through GDOT.

MPO LUMP SUM PROJECTS

MPO Lump Sum Projects - Hinesville

Liberty

| | | | | PE | | ROW | | CST | | UTL | |
|---------|----------|---------|--|----|------------|-----|--------|-----|--------|-----|--------|
| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | PE | | | | | | | |
| 0015393 | | | CS 926/MAIN STREET/RON AVE FROM SR 38 TO CENTRAL AVE | PE | AUTHORIZED | | | | | | |
| 0017697 | | | SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU | PE | AUTHORIZED | ROW | PRECST | CST | PRECST | UTL | PRECST |
| 0019573 | | | SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY | PE | AUTHORIZED | | | CST | PRECST | UTL | PRECST |
| 0019822 | | | CAY CREEK RD @ RSOR #635050J & DOGWOOD ST @ RSOR #635053E | | | | | CST | PRECST | | |
| M006312 | | | I-95 SB & NB @ BULL TOWN SWAMP & @ CAY CRK TRIB-BRIDGE REHAB | | | | | | | | |

LUMP SUM PROJECTS CURRENTLY AUTHORIZED

0015393: Overlay General Stewart Way from East Oglethorpe Highway to General Screven Way

0017697: Constructs median on SR 38/US 84 from Flowers Drive to Patriots Trail
 0019573: Constructs cable barrier installation along SR 196 and SR 25/US 17 in Liberty and Brian counties

TIP AUTHORIZED PROJECTS

The following list includes Federal or State funded projects. This list is not comprehensive and excludes projects from other funding sources.

Primary County: **Liberty**

| PROJ | PROJ NO. | TIP NO. | DESCRIPTION | Phase Status | Phase Code | Program Year | Latest Cost Estimated Total | % in MPO | Amount |
|---------|--------------------|---------|--|--------------|------------|--------------|--------------------------------|----------|----------------|
| 0011730 | | | SR 38/US 84 @ CR 73/OLD SUNBURY ROAD | AUTHORIZED | CST | 2021 | \$5,203,385.26 | 100 | \$5,203,385.26 |
| 0013750 | | N402 | SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE | AUTHORIZED | CST | 2022 | \$5,932,142.97 | 100 | \$5,932,142.97 |
| 0016567 | | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | AUTHORIZED | PE | 2021 | \$675,000.00 | 100 | \$675,000.00 |
| 0017160 | | | PL HINESVILLE - FY 2021 | AUTHORIZED | PLN | 2021 | \$122,041.01 | 100 | \$122,041.01 |
| 0017697 | | | SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU | AUTHORIZED | PE | 2021 | \$1,568,000.00 | 100 | \$1,568,000.00 |
| 0017728 | | | OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY | AUTHORIZED | CST | 2022 | \$796,224.70 | 100 | \$796,224.70 |
| | | | | | PE | 2021 | \$9,802.22 | 100 | \$9,802.22 |
| 0018100 | | | SR 119 CORRIDOR STUDY - FY 2022 HINESVILLE UPWP | AUTHORIZED | PLN | 2022 | \$200,000.00 | 100 | \$200,000.00 |
| 0018422 | | | PL HINESVILLE - FY 2023 | AUTHORIZED | PLN | 2023 | \$138,421.38 | 100 | \$138,421.38 |
| 0019306 | | | PL HINESVILLE - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023 | AUTHORIZED | PLN | 2023 | \$2,601.91 | 100 | \$2,601.91 |
| 0019573 | | | SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY | AUTHORIZED | PE | 2023 | \$7,000.00 | 67 | \$4,690.00 |
| 522570- | NH000-0026-03(056) | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | AUTHORIZED | ROW | 2021 | \$5,010,000.00 | 100 | \$5,010,000.00 |
| M006212 | | | SR 119 FROM N OF 15TH STREET/AIRPORT ROAD TO S OF SR 144 | AUTHORIZED | MCST | 2022 | \$5,386,297.90 | 100 | \$5,386,297.90 |
| S015462 | | | ROADWAY IMPROVEMENTS ON EDGEWATER DRIVE | AUTHORIZED | PR | 2021 | \$198,000.00 | 100 | \$198,000.00 |

TIP EXPECTED HIGHWAY STIP FUNDS

**HINESVILLE
TOTAL EXPECTED HIGHWAY & TRANSIT
STIP FUNDS (MATCHED)
FY 2024 - FY 2027**

| FUND | CODE | LUMP DESCRIPTION | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------|---------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|
| NHPP | Y001 | | \$ 24,665,102 | \$ - | \$ 1,785,000 | \$ - | \$ 26,450,102 |
| STBG | Y236 | | \$ 41,616 | \$ 2,232,782 | \$ - | \$ - | \$ 2,274,398 |
| NHFP | Y460 | | \$ - | \$ - | \$ 2,475,000 | \$ - | \$ 2,475,000 |
| Carbon | Y606 | | \$ 178,419 | \$ 296,198 | \$ 296,198 | \$ 296,198 | \$ 1,067,014 |
| HPP | LY30 | | \$ 194,470 | \$ - | \$ - | \$ - | \$ 194,470 |
| Local | LOC | | \$ 1,653,547 | \$ - | \$ - | \$ - | \$ 1,653,547 |
| Transit | 5303 | | \$ 71,186 | \$ 71,186 | \$ 71,186 | \$ 71,186 | \$ 284,744 |
| Transit | 5307 | | \$ 1,499,946 | \$ 1,499,946 | \$ 1,499,946 | \$ 1,499,946 | \$ 5,999,784 |
| Transit | 5311 | | \$ 1,229,599 | \$ 1,229,599 | \$ 1,229,599 | \$ 1,229,599 | \$ 4,918,396 |
| NHPP | Y001 | LIGHTING | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ 20,000 |
| NHPP/STBG | Various | BRIDGE MAINTENANCE | \$ 239,000 | \$ 239,000 | \$ 239,000 | \$ 239,000 | \$ 956,000 |
| NHPP/STBG | Various | ROAD MAINTENANCE | \$ 1,487,000 | \$ 1,328,000 | \$ 1,328,000 | \$ 1,328,000 | \$ 5,471,000 |
| STBG | Y240 | LOW IMPACT BRIDGES | \$ 112,000 | \$ 112,000 | \$ 112,000 | \$ 112,000 | \$ 448,000 |
| STBG | Y240 | OPERATIONS | \$ 64,000 | \$ 64,000 | \$ 64,000 | \$ 64,000 | \$ 256,000 |
| STBG | Y240 | TRAF CONTROL DEVICES | \$ 159,000 | \$ 159,000 | \$ 159,000 | \$ 159,000 | \$ 636,000 |
| STBG | Y240 | RW PROTECTIVE BUY | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 32,000 |
| HSIP | YS30 | SAFETY | \$ 531,000 | \$ 531,000 | \$ 531,000 | \$ 531,000 | \$ 2,124,000 |
| RRX | YS40 | RAILROAD CROSSINGS | \$ 61,000 | \$ 61,000 | \$ 61,000 | \$ 61,000 | \$ 244,000 |
| TOTAL | | | \$ 32,199,885 | \$ 7,836,711 | \$ 9,863,929 | \$ 5,603,929 | \$ 55,504,455 |

Note: This information is subject to change.

**HINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS (MATCHED)
FY 2025**

| FUND | CODE | LUMP DESCRIPTION | 2025 | TOTAL |
|--------------|---------|----------------------|----------------------|----------------------|
| NHPP | Y001 | | \$ 1,957,987 | \$ 1,957,987 |
| STBG | Y236 | | \$ 2,285,616 | \$ 2,285,616 |
| Carbon | Y606 | | \$ 173,264 | \$ 173,264 |
| NEVI | Y134 | | \$ 678,400 | \$ 678,400 |
| Eamark | LY30 | | \$ 194,470 | \$ 194,470 |
| Earmark | Y603 | | \$ 3,390,000 | \$ 3,390,000 |
| State | SGF-C | | \$ 27,683,290 | \$ 27,683,290 |
| NHPP | Y001 | LIGHTING | \$ 5,000 | \$ 5,000 |
| NHPP/STBG | Various | BRIDGE MAINTENANCE | \$ 223,000 | \$ 223,000 |
| NHPP/STBG | Various | ROAD MAINTENANCE | \$ 1,239,000 | \$ 1,239,000 |
| STBG | Y240 | LOW IMPACT BRIDGES | \$ 104,000 | \$ 104,000 |
| STBG | Y240 | OPERATIONS | \$ 82,000 | \$ 82,000 |
| STBG | Y240 | TRAF CONTROL DEVICES | \$ 149,000 | \$ 149,000 |
| STBG | Y240 | RW PROTECTIVE BUY | \$ 7,000 | \$ 7,000 |
| HSIP | YS30 | SAFETY | \$ 496,000 | \$ 496,000 |
| RRX | YS40 | RAILROAD CROSSINGS | \$ 57,000 | \$ 57,000 |
| TOTAL | | | \$ 34,481,424 | \$ 34,481,424 |

Note: This information is subject to change

**HINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS (MATCHED)
FY 2026**

| FUND | CODE | LUMP DESCRIPTION | 2026 | TOTAL |
|--------------|---------|----------------------|---------------------|---------------------|
| NHPP | Y001 | | \$ 3,415,660 | \$ 3,415,660 |
| NHFP | Y460 | | \$ 2,475,000 | \$ 2,475,000 |
| Carbon | Y606 | | \$ 176,729 | \$ 176,729 |
| NHPP | Y001 | LIGHTING | \$ 5,000 | \$ 5,000 |
| NHPP/STBG | Various | BRIDGE MAINTENANCE | \$ 223,000 | \$ 223,000 |
| NHPP/STBG | Various | ROAD MAINTENANCE | \$ 1,239,000 | \$ 1,239,000 |
| STBG | Y240 | LOW IMPACT BRIDGES | \$ 104,000 | \$ 104,000 |
| STBG | Y240 | OPERATIONS | \$ 82,000 | \$ 82,000 |
| STBG | Y240 | TRAF CONTROL DEVICES | \$ 149,000 | \$ 149,000 |
| STBG | Y240 | RW PROTECTIVE BUY | \$ 7,000 | \$ 7,000 |
| HSIP | YS30 | SAFETY | \$ 496,000 | \$ 496,000 |
| RRX | YS40 | RAILROAD CROSSINGS | \$ 43,000 | \$ 43,000 |
| TOTAL | | | \$ 8,415,389 | \$ 8,415,389 |

Note: This information is subject to change

TIP STATE AND FEDERALLY APPROVED FUNDS: PROJECT COST DETAILS

**Hinesville Project Cost Detail
FY 2024 thru FY 2027**

| PI # | MPO TIP ID | Description | Prim Work Type | Year | Phase | Fund Code | Federal | State | Other | Total |
|------------------------|------------|--|-----------------------------|------|-------|-----------|---------------------|--------------------|--------------------|---------------------|
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2024 | ROW | LOC | \$0 | \$0 | \$75,000 | \$75,000 |
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2024 | ROW | Y236 | \$33,293 | \$8,323 | \$0 | \$41,616 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2024 | CST | LY30 | \$155,576 | \$38,894 | \$0 | \$194,470 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2024 | CST | Y001 | \$19,732,081 | \$4,933,020 | \$0 | \$24,665,102 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2024 | UTL | LOC | \$0 | \$0 | \$1,578,547 | \$1,578,547 |
| T007056 | | FY 2024-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS | Urban Transit - Capital/Ops | 2024 | TOPR | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T007068 | | FY 2024-HINESVILLE MPO-SEC.5303-PLANNING | MPO/Region Transit | 2024 | TPLN | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| T007303 | | FY 2024-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS | Rural Transit - Capital/Ops | 2024 | TCAP | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| FY 2024 Totals: | | | | | | | \$21,592,695 | \$5,070,697 | \$2,692,073 | \$29,355,466 |
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2025 | CST | Y236 | \$1,697,933 | \$424,483 | \$0 | \$2,122,416 |
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2025 | UTL | Y236 | \$88,293 | \$22,073 | \$0 | \$110,366 |

| PI # | MPO TIP ID | Description | Prim Work Type | Year | Phase | Fund Code | Federal | State | Other | Total |
|---------------------------|------------|---|-----------------------------|------|-------|-----------|---------------------|--------------------|--------------------|---------------------|
| T008226 | | FY 2025-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS | Rural Transit - Capital/Ops | 2025 | TCAP | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| T008404 | | FY 2025-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS | Urban Transit - Capital/Ops | 2025 | TOPR | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T008505 | | FY 2025-HINESVILLE MPO-SEC.5303-PLANNING | MPO/Region Transit | 2025 | TPLN | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| FY 2025 Totals: | | | | | | | \$3,457,970 | \$537,016 | \$1,038,526 | \$5,033,513 |
| 0017411 | | I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | ITS | 2026 | CST | Y001 | \$1,428,000 | \$357,000 | \$0 | \$1,785,000 |
| 0017411 | | I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | ITS | 2026 | CST | Y460 | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| T008230 | | FY 2026-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS | Rural Transit - Capital/Ops | 2026 | TCAP | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| T008405 | | FY 2026-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS | Urban Transit - Capital/Ops | 2026 | TOPR | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T008506 | | FY 2026-HINESVILLE MPO-SEC.5303-PLANNING | MPO/Region Transit | 2026 | TPLN | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| FY 2026 Totals: | | | | | | | \$5,079,745 | \$942,460 | \$1,038,526 | \$7,060,731 |
| T008245 | | FY 2027-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS | Rural Transit - Capital/Ops | 2027 | TCAP | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| T008407 | | FY 2027-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS | Urban Transit - Capital/Ops | 2027 | TOPR | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| | | | | | | | | | | |
| PI # | MPO TIP ID | Description | Prim Work Type | Year | Phase | Fund Code | Federal | State | Other | Total |
| T008507 | | FY 2027-HINESVILLE MPO-SEC.5303-PLANNING | MPO/Region Transit | 2027 | TPLN | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| FY 2027 Totals: | | | | | | | \$1,671,745 | \$90,460 | \$1,038,526 | \$2,800,731 |
| Hinesville Totals: | | | | | | | \$31,802,155 | \$6,640,633 | \$5,807,651 | \$44,250,440 |

**Hinesville Project Cost Detail
FY 2025 thru FY 2025**

| PI # | MPO TIP ID | Description | Prim Work Type | Year | Phase | Fund Code | Federal | State | Other | Total |
|---------------------------|------------|--|-------------------------|------|-------|-----------|--------------------|---------------------|------------------|---------------------|
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2025 | CST | Y236 | \$1,697,933 | \$424,483 | \$0 | \$2,122,416 |
| 0016567 | | CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK | Bridges | 2025 | UTL | Y236 | \$130,560 | \$32,640 | \$0 | \$163,200 |
| 0020353 | | EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | NEVI - Charging Station | 2025 | PE | Y134 | \$12,720 | \$3,180 | \$0 | \$15,900 |
| 0020353 | | EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | NEVI - Charging Station | 2025 | CST | Y134 | \$530,000 | \$0 | \$132,500 | \$662,500 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2025 | CST | LY30 | \$155,576 | \$38,894 | \$0 | \$194,470 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2025 | CST | SGF-C | \$0 | \$27,683,290 | \$0 | \$27,683,290 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2025 | CST | Y001 | \$1,566,389 | \$391,597 | \$0 | \$1,957,987 |
| 522570- | 115 | SR 38 BYPASS FROM SR 38/US 84 TO SR 119 | Roadway Project | 2025 | CST | Y603 | \$2,712,000 | \$590,592 | \$87,408 | \$3,390,000 |
| FY 2025 Totals: | | | | | | | \$6,805,178 | \$29,164,676 | \$219,908 | \$36,189,763 |
| Hinesville Totals: | | | | | | | \$6,805,178 | \$29,164,676 | \$219,908 | \$36,189,763 |

**Hinesville Project Cost Detail
FY 2026 thru FY 2026**

| PI # | MPO TIP ID | Description | Prim Work Type | Year | Phase | Fund Code | Federal | State | Other | Total |
|---------------------------|------------|--|----------------|------|-------|-----------|--------------------|--------------------|------------|--------------------|
| 0017411 | | I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE- ITS EXP | ITS | 2026 | CST | Y001 | \$2,732,528 | \$683,132 | \$0 | \$3,415,660 |
| 0017411 | | I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE- ITS EXP | ITS | 2026 | CST | Y460 | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| FY 2026 Totals: | | | | | | | \$4,712,528 | \$1,178,132 | \$0 | \$5,890,660 |
| Hinesville Totals: | | | | | | | \$4,712,528 | \$1,178,132 | \$0 | \$5,890,660 |

2/27/2023

Hinesville Project Cost Summary
FY 2024 thru FY 2027

| PI # | Year | Fund Code | Federal | State | Other | Total |
|------------------------|------|---------------------|---------------------|--------------------|--------------------|---------------------|
| 522570- | 2024 | Y001 | \$19,732,081 | \$4,933,020 | \$0 | \$24,665,102 |
| | | Y001 Totals: | \$19,732,081 | \$4,933,020 | \$0 | \$24,665,102 |
| 0016567 | 2024 | Y236 | \$33,293 | \$8,323 | \$0 | \$41,616 |
| | | Y236 Totals: | \$33,293 | \$8,323 | \$0 | \$41,616 |
| 522570- | 2024 | LY30 | \$155,576 | \$38,894 | \$0 | \$194,470 |
| | | LY30 Totals: | \$155,576 | \$38,894 | \$0 | \$194,470 |
| 0016567 | 2024 | LOC | \$0 | \$0 | \$75,000 | \$75,000 |
| 522570- | 2024 | LOC | \$0 | \$0 | \$1,578,547 | \$1,578,547 |
| | | LOC Totals: | \$0 | \$0 | \$1,653,547 | \$1,653,547 |
| T007068 | 2024 | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| | | 5303 Totals: | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| T007056 | 2024 | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| | | 5307 Totals: | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T007303 | 2024 | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| | | 5311 Totals: | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| FY 2024 Totals: | | | \$21,592,695 | \$5,070,697 | \$2,692,073 | \$29,355,466 |
| 0016567 | 2025 | Y236 | \$1,786,225 | \$446,556 | \$0 | \$2,232,782 |
| | | Y236 Totals: | \$1,786,225 | \$446,556 | \$0 | \$2,232,782 |
| T008505 | 2025 | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| | | 5303 Totals: | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| T008404 | 2025 | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| | | 5307 Totals: | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T008226 | 2025 | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| | | 5311 Totals: | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| FY 2025 Totals: | | | \$3,457,970 | \$537,016 | \$1,038,526 | \$5,033,513 |
| 0017411 | 2026 | Y001 | \$1,428,000 | \$357,000 | \$0 | \$1,785,000 |
| | | Y001 Totals: | \$1,428,000 | \$357,000 | \$0 | \$1,785,000 |
| 0017411 | 2026 | Y460 | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| | | Y460 Totals: | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| T008506 | 2026 | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |

Hinesville: FY 2024 - FY 2027

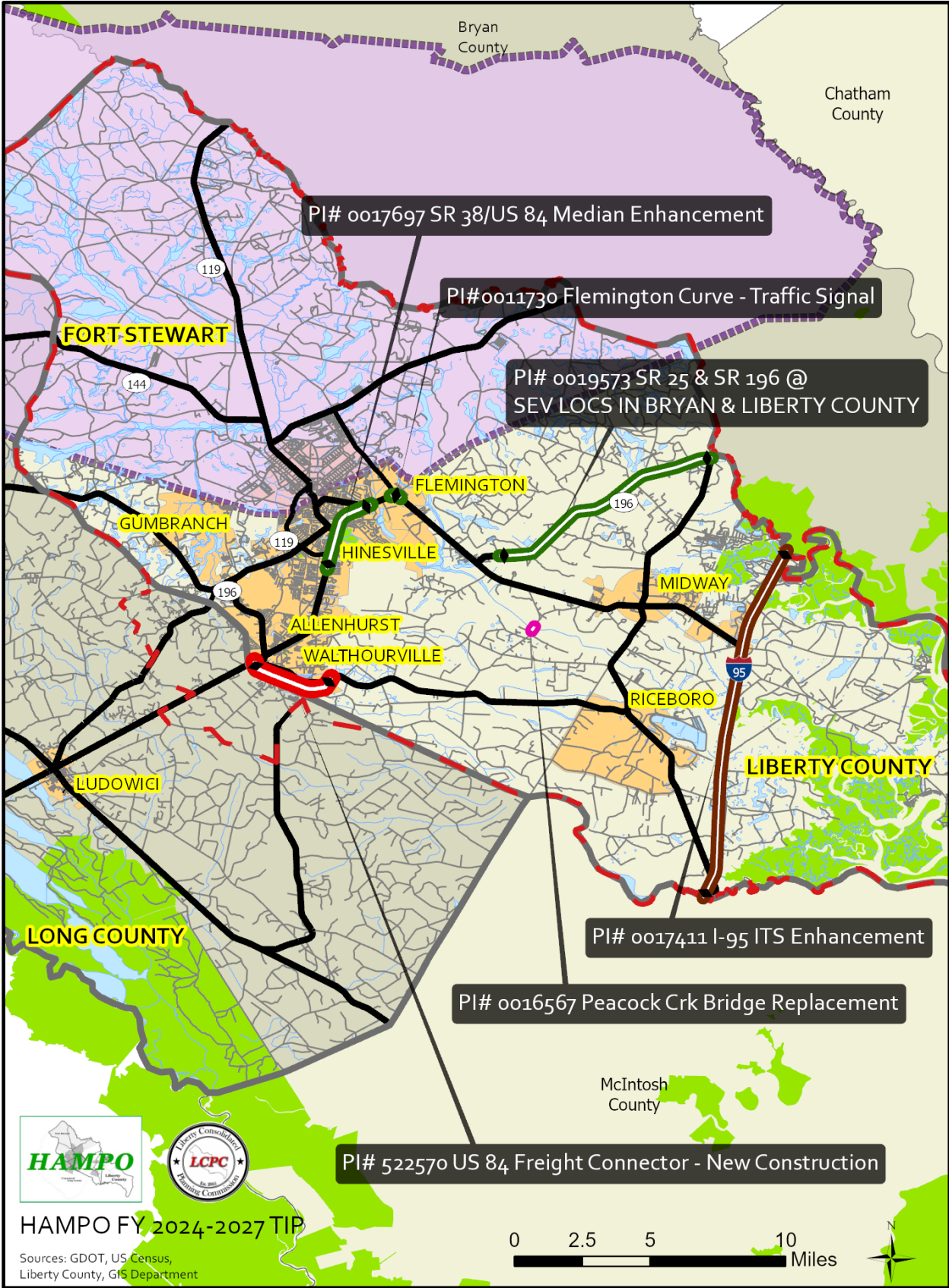
| PI # | Year | Fund Code | Federal | State | Other | Total |
|---------------------------|------|---------------------|---------------------|--------------------|--------------------|---------------------|
| | | 5303 Totals: | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| T008405 | 2026 | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| | | 5307 Totals: | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T008230 | 2026 | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| | | 5311 Totals: | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| FY 2026 Totals: | | | \$5,079,745 | \$942,460 | \$1,038,526 | \$7,060,731 |
| T008507 | 2027 | 5303 | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| | | 5303 Totals: | \$56,949 | \$7,119 | \$7,119 | \$71,186 |
| T008407 | 2027 | 5307 | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| | | 5307 Totals: | \$961,062 | \$70,363 | \$468,521 | \$1,499,946 |
| T008245 | 2027 | 5311 | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| | | 5311 Totals: | \$653,734 | \$12,978 | \$562,886 | \$1,229,599 |
| FY 2027 Totals: | | | \$1,671,745 | \$90,460 | \$1,038,526 | \$2,800,731 |
| Hinesville Totals: | | | \$31,802,155 | \$6,640,633 | \$5,807,651 | \$44,250,440 |

Hinesville Project Cost Summary

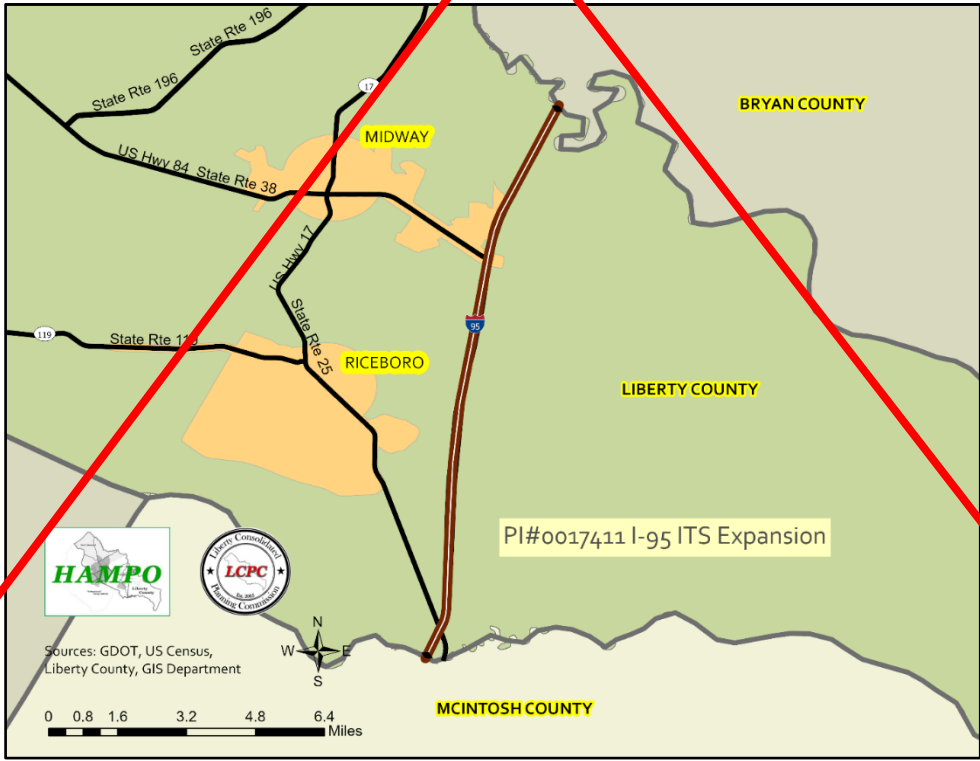
FY 2026 thru FY 2026

| PI # | Year | Fund Code | Federal | State | Other | Total |
|---------------------------|------|---------------------|--------------------|--------------------|------------|--------------------|
| 0017411 | 2026 | Y001 | \$2,732,528 | \$683,132 | \$0 | \$3,415,660 |
| | | Y001 Totals: | \$2,732,528 | \$683,132 | \$0 | \$3,415,660 |
| 0017411 | 2026 | Y460 | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| | | Y460 Totals: | \$1,980,000 | \$495,000 | \$0 | \$2,475,000 |
| FY 2026 Totals: | | | \$4,712,528 | \$1,178,132 | \$0 | \$5,890,660 |
| Hinesville Totals: | | | \$4,712,528 | \$1,178,132 | \$0 | \$5,890,660 |

TIP PROJECT LOCATION MAP AND PROJECT SHEETS

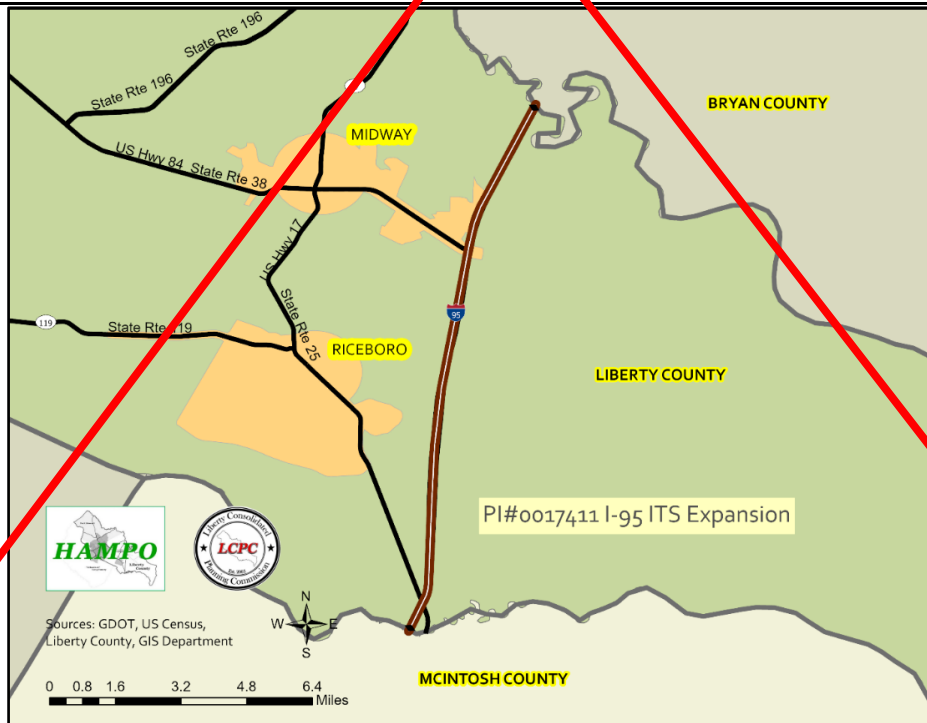


| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: n/a | | |
| Existing No. Lanes: n/a | Planned No. Lanes: n/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | \$0 |
| Utility Relocate | | | | | | | \$0 |
| Construction | | | \$4,260,000 | | | | \$4,260,000 |
| PROJECT COST | | | \$4,260,000 | | \$4,260,000 | | \$4,260,000 |
| Federal Cost | | | \$3,408,000 | | \$3,408,000 | | \$3,408,000 |
| State Cost | | | \$852,000 | | \$852,000 | | \$852,000 |
| Local Cost | | | | | | | |
| Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. | | | | | | | |



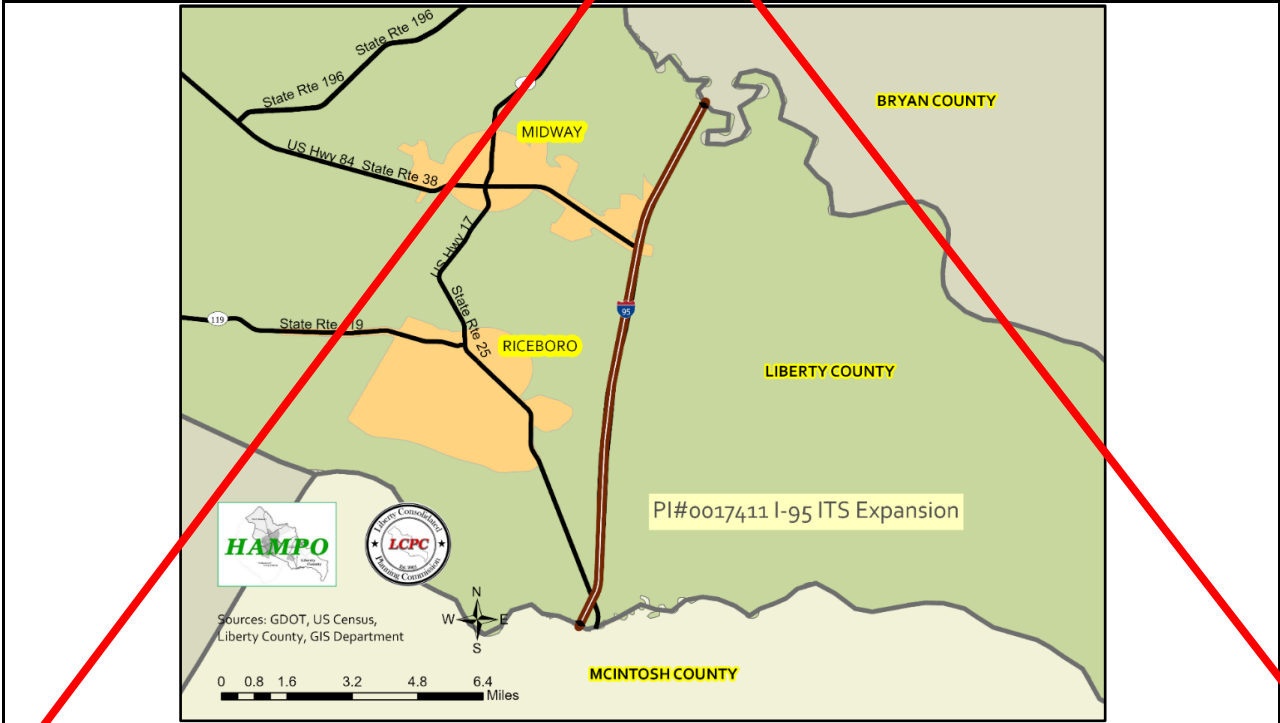
| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: n/a | | |
| Existing No. Lanes: n/a | Planned No. Lanes: 1/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | | \$35,500,000 | | | | \$35,500,000 |
| PROJECT COST | | | \$35,500,000 | | \$35,500,000 | | \$35,500,000 |
| Federal Cost (Y001) | | | \$11,900,000 | | \$11,900,000 | | \$11,900,000 |
| State Cost (Y001) | | | \$2,975,000 | | \$2,975,000 | | \$2,975,000 |
| Federal Cost (Y460) | | | \$16,500,000 | | \$16,500,000 | | \$16,500,000 |
| State Cost (Y460) | | | \$4,125,000 | | \$4,125,000 | | \$4,125,000 |
| Local Cost | | | | | | | |

Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the funds for this project - 12% of listed total project cost is HAMPO's responsibility.



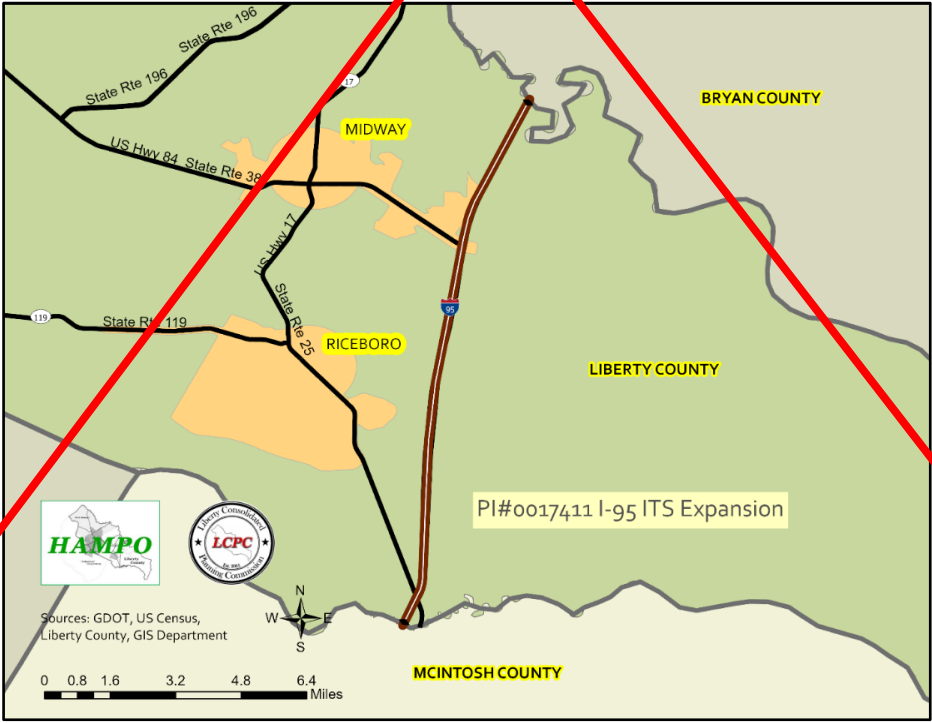
| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: n/a | | |
| Existing No. Lanes: n/a | Planned No. Lanes: n/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | | \$49,088,830 | | | | \$49,088,830 |
| PROJECT COST | | | \$49,088,830 | | \$49,088,830 | | \$49,088,830 |
| Federal Cost (Y001) | | | \$22,771,064 | | \$22,771,064 | | \$22,771,064 |
| State Cost (Y001) | | | \$5,692,765.88 | | \$5,692,765.88 | | \$5,692,765.88 |
| Federal Cost (Y460) | | | \$16,500,000 | | \$16,500,000 | | \$16,500,000 |
| State Cost (Y460) | | | \$4,125,000 | | \$4,125,000 | | \$4,125,000 |
| Local Cost | | | | | | | |

Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the funds for this project - 12% of listed total project cost is HAMPO's responsibility.



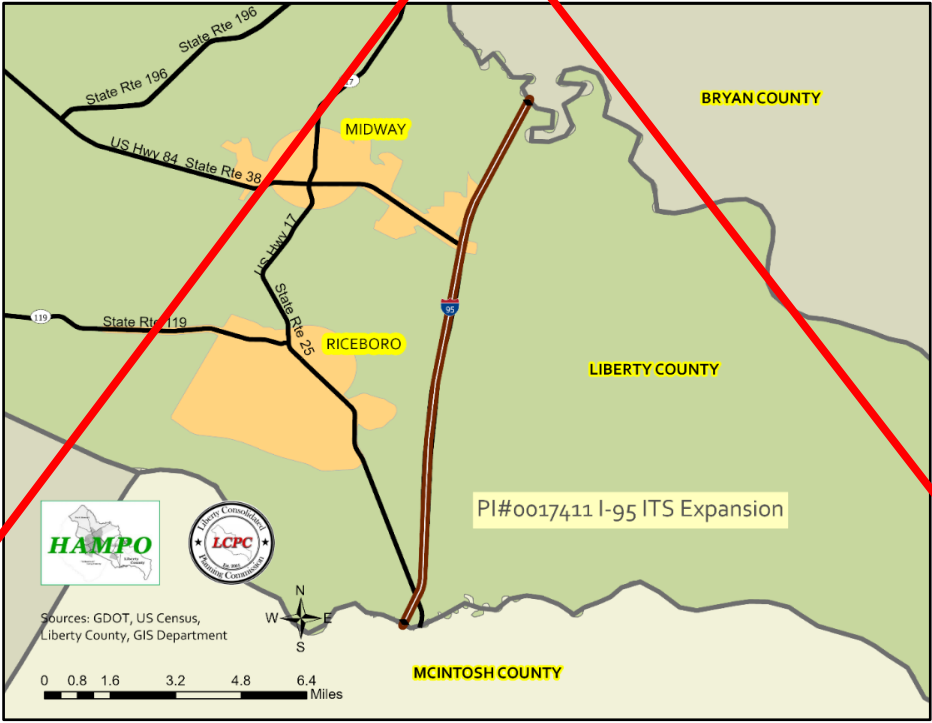
| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: n/a | | |
| Existing No. Lanes: n/a | Planned No. Lanes: n/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | | \$54,846,855.31 | | | | \$54,846,855.31 |
| PROJECT COST | | | \$54,846,855.31 | | \$54,846,855.31 | | \$54,846,855.31 |
| Federal Cost (Y001) | | | \$25,397,484.25 | | \$25,397,484.25 | | \$25,397,484.25 |
| State Cost (Y001) | | | \$6,349,370.94 | | \$6,349,370.94 | | \$6,349,370.94 |
| Federal Cost (Y460) | | | \$18,480,000 | | \$18,480,000 | | \$18,480,000 |
| State Cost (Y460) | | | \$4,620,000 | | \$4,620,000 | | \$4,620,000 |
| Local Cost | | | | | | | |

Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the funds for this project - 12% of listed total project cost is HAMPO's responsibility.



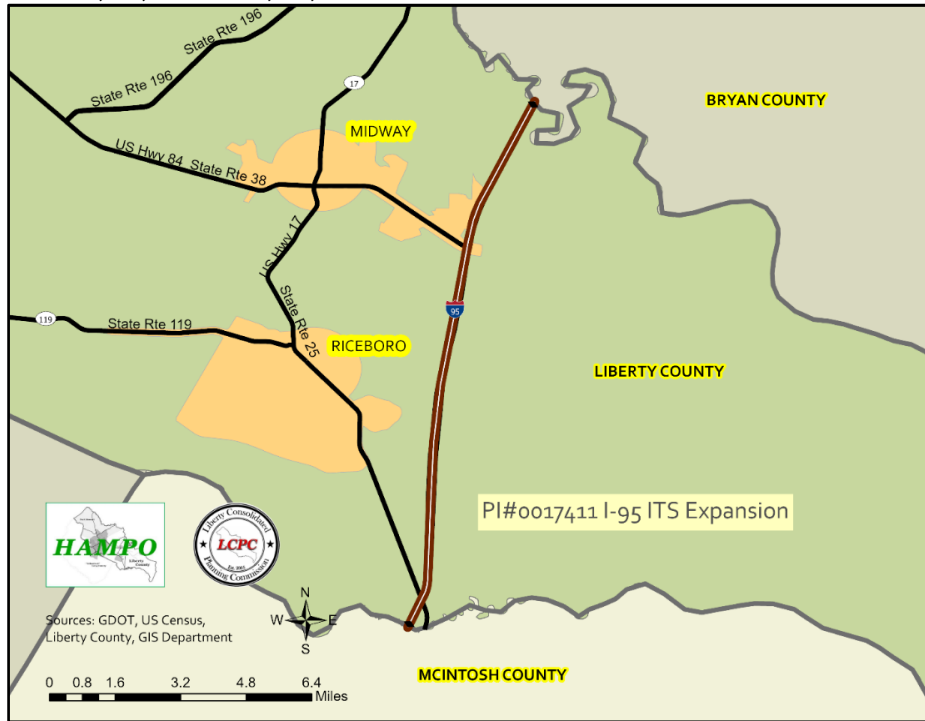
| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: Coastal | | |
| Existing No. Lanes: n/a | Planned No. Lanes: n/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | | \$5,890,659.53 | | | | \$5,890,659.53 |
| PROJECT COST | | | \$5,890,659.53 | | \$5,890,659.53 | | \$5,890,659.53 |
| Federal Cost (Y001) | | | \$2,732,527.62 | | \$2,732,527.62 | | \$2,732,527.62 |
| State Cost (Y001) | | | \$683,131.91 | | \$683,131.91 | | \$683,131.91 |
| Federal Cost (Y460) | | | \$1,980,000.00 | | \$1,980,000.00 | | \$1,980,000.00 |
| State Cost (Y460) | | | \$495,000.00 | | \$495,000.00 | | \$495,000.00 |
| Local Cost | | | | | | | |

Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the total construction funds for this project (\$49,088,829.41). The total project cost for Y460 funds is \$20,625,000 and \$28,463,829.41 for Y001 funds.

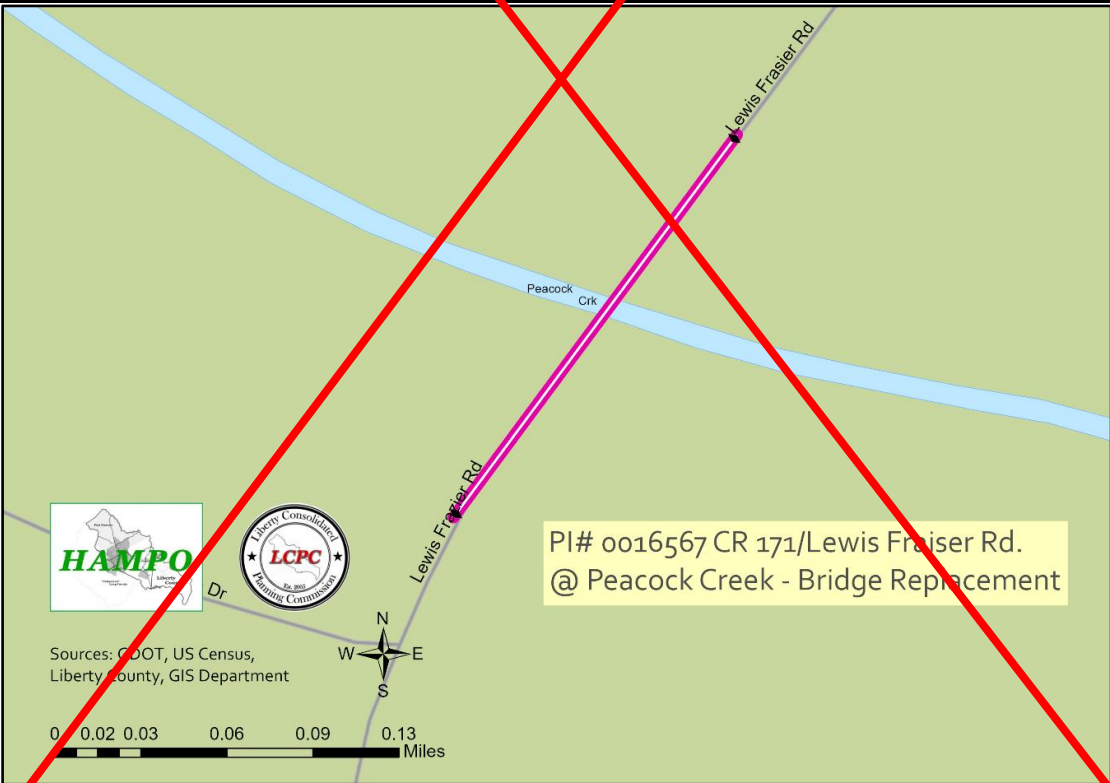


| | | | | | | | |
|---|-------------------------------|------------------------------|----------------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | PI #: 0017411 | Fund: Y001/Y460 | |
| PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP | | | | | HAMPO #0017411 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: ITS | | | SR/US Road #: I-95 | | County: Liberty | | |
| From: Florida State Line | | | To: S Carolina State Line | | RC: Coastal | | |
| Existing No. Lanes: n/a | Planned No. Lanes: n/a | Length (miles): 13.34 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 (AUTHORIZED) | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | \$1,998,858.48 | \$5,890,659.53 | | \$4,473,828.47 | | \$4,473,828.47 |
| PROJECT COST | | \$1,998,858.48 | \$5,890,659.53 | | \$4,473,828.47 | | \$4,473,828.47 |
| Federal Cost (Y001) | | \$1,599,056.78 | | | \$1,599,056.78 | | \$1,599,056.78 |
| State Cost (Y001) | | \$399,771.69 | | | \$399,771.69 | | \$399,771.69 |
| Federal Cost (Y460) | | | \$1,980,000.00 | | \$1,980,000.00 | | \$1,980,000.00 |
| State Cost (Y460) | | | \$495,000.00 | | \$495,000.00 | | \$495,000.00 |
| Local Cost | | | | | | | |

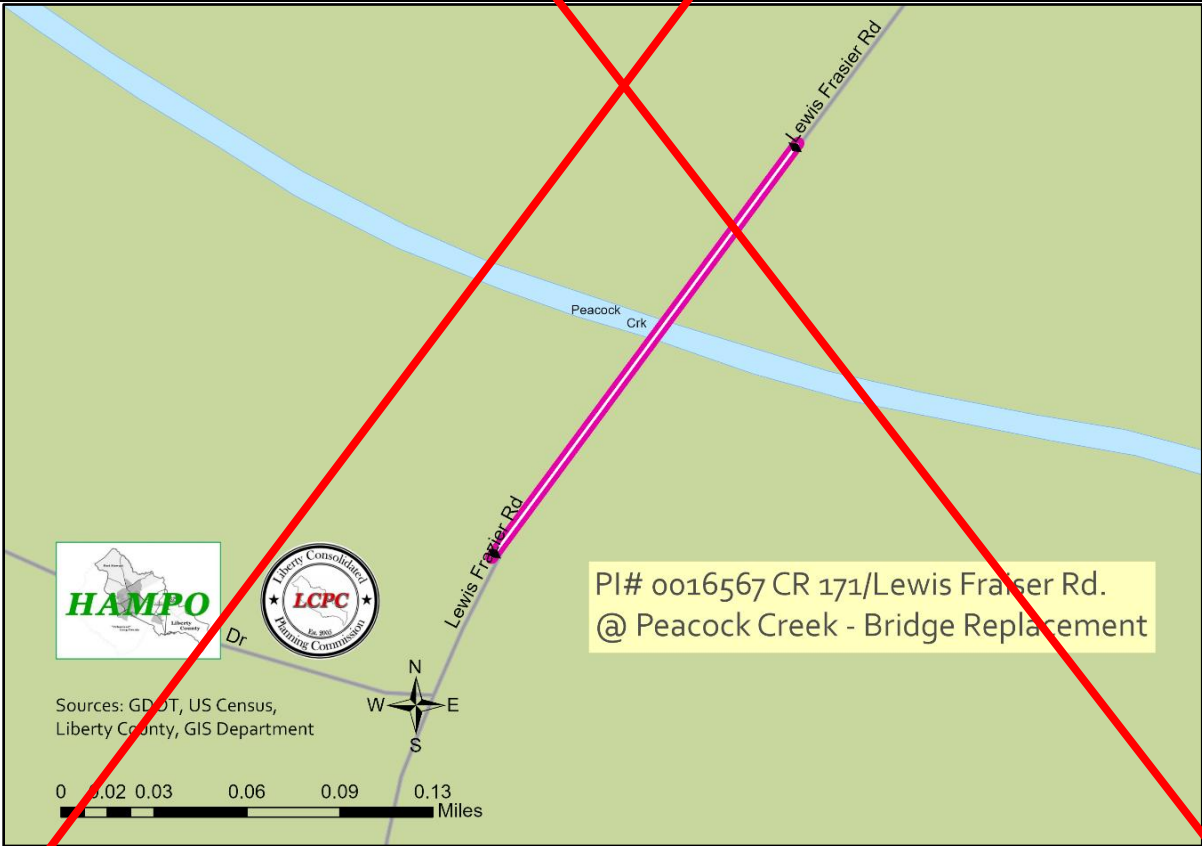
Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the total construction funds for this project (\$49,088,829.41). The total project cost for Y460 funds is \$20,625,000 and \$28,463,829.41 for Y001 funds.



| | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------|--------------------|-------------------------|----------------------|
| PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement) | | | | | PI #: 0016567 | Fund: Y236/LOC | |
| PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.) | | | | | HAMPO #: 0016567 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Bridge Replacement | | | SR/US Road #: CR 171 | | County: Liberty | | |
| From: n/a | | | To: n/a | | RC: CRC | | |
| Existing No. Lanes: 2 | Planned No. Lanes: 2 | Length (miles): 0.40 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | Authorized |
| Right-of-Way | \$116,616 | | | | \$116,616 | | \$116,616 |
| Utility Relocate | | \$110,366 | | | \$110,366 | | \$110,366 |
| Construction | | \$2,122,416 | | | \$2,122,416 | | \$2,122,416 |
| PROJECT COST | \$116,616 | \$2,232,782 | | | \$2,349,398 | | \$2,349,398 |
| Federal Cost | \$33,293 | \$1,786,226 | | | \$1,819,519 | | \$1,819,519 |
| State Cost | \$8,323 | \$446,556 | | | \$454,879 | | \$454,879 |
| Local Cost | \$75,000 | | | | \$75,000 | | \$75,000 |
| Comments/Remarks: | | | | | | | |

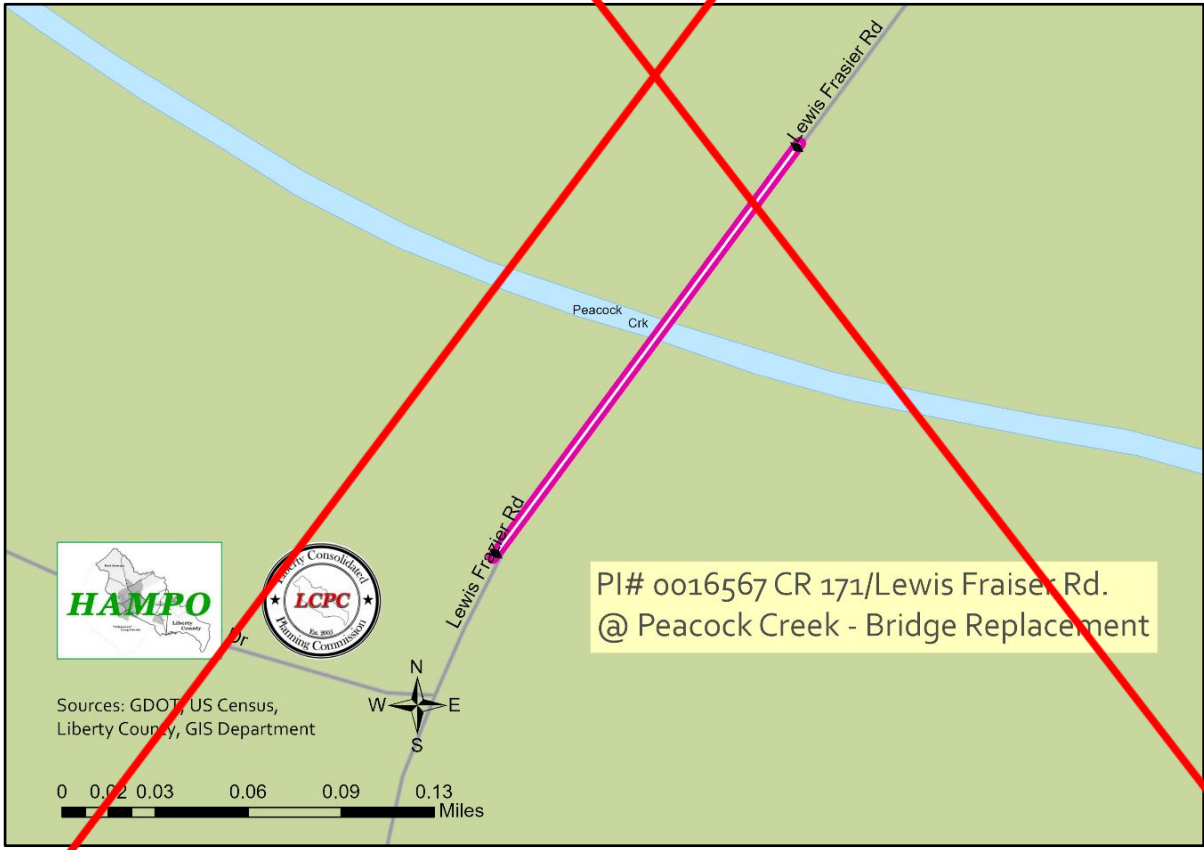


| | | | | | | | |
|---|-----------------------------|-----------------------------|-----------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement) | | | | | PI #: 0016567 | Fund: Y236/LOC | |
| PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.) | | | | | HAMPO #: 0016567 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Bridge Replacement | | | SR/US Road #: CR 171 | | County: Liberty | | |
| From: n/a | | | To: n/a | | RC: CRC | | |
| Existing No. Lanes: 2 | Planned No. Lanes: 2 | Length (miles): 0.40 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | Authorized |
| Right-of-Way | \$116,616 | | | | \$116,616 | | \$116,616 |
| Utility Relocate | | \$163,200 | | | \$163,200 | | \$163,200 |
| Construction | | \$2,122,416 | | | \$2,122,416 | | \$2,122,416 |
| PROJECT COST | \$116,616 | \$2,285,616 | | | \$2,402,232 | | \$2,402,232 |
| Federal Cost | \$33,293 | \$1,828,493 | | | \$1,861,786 | | \$1,861,786 |
| State Cost | \$8,323 | \$457,123 | | | \$465,446 | | \$465,446 |
| Local Cost | \$75,000 | | | | \$75,000 | | \$75,000 |
| Comments/Remarks: | | | | | | | |



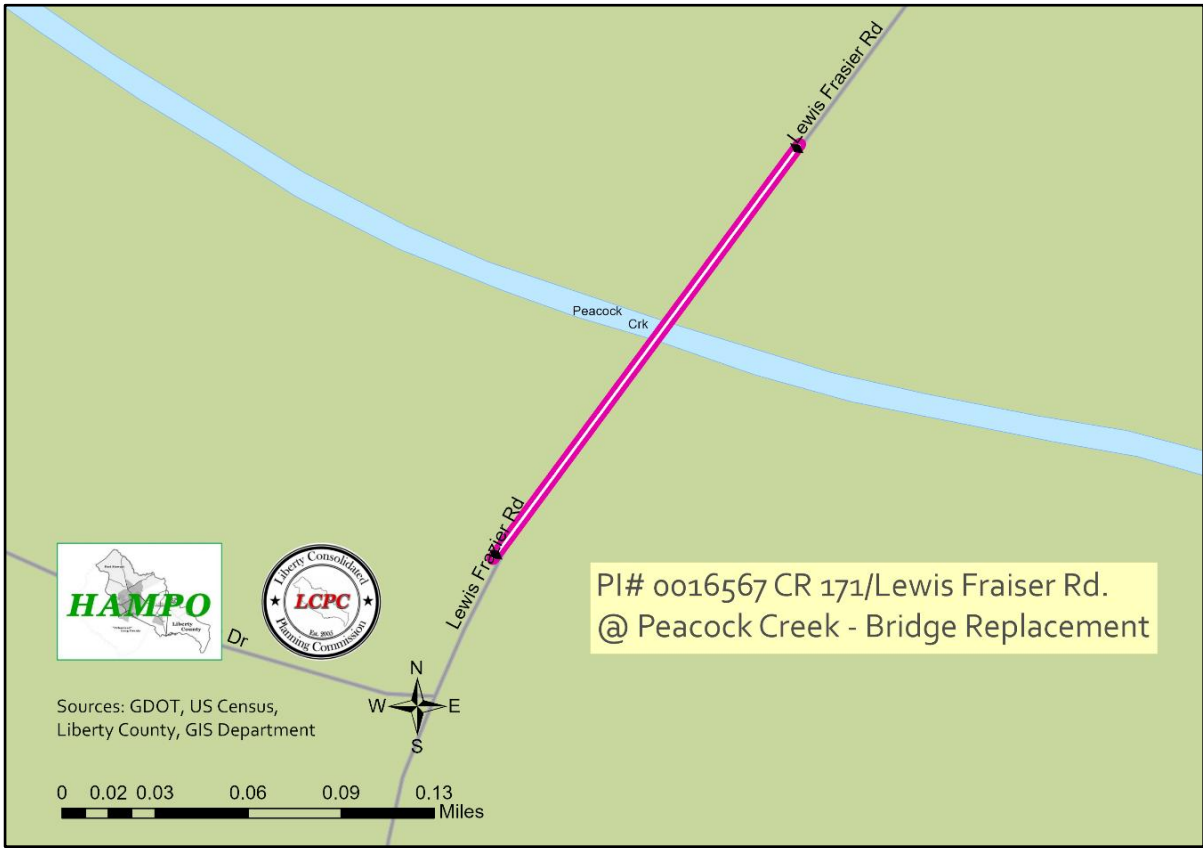
| | | | | | | | |
|---|-----------------------------|-----------------------------|----------------------|----------------|--------------------|-------------------------|----------------------------|
| PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement) | | | | | PI #: 0016567 | Fund: Y236/LOC | |
| PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.) | | | | | HAMPO #: 0016567 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Bridge Replacement | | | SR/US Road #: CR 171 | | County: Liberty | | |
| From: n/a | | | To: n/a | | RC: CRC | | |
| Existing No. Lanes: 2 | Planned No. Lanes: 2 | Length (miles): 0.40 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | Authorized |
| Right-of-Way | \$116,616 | | | | \$116,616 | | \$116,616 |
| Utility Relocate | | \$176,000 | | | \$176,000 | | \$176,000 |
| Construction | | \$2,471,202 | | | \$2,471,202 | | \$2,471,202 |
| PROJECT COST | \$116,616 | \$2,647,202 | | | \$2,763,818 | | \$2,763,818 |
| Federal Cost | \$33,293 | \$2,117,761 | | | \$2,151,054 | | \$2,151,054 |
| State Cost | \$8,323 | \$529,440 | | | \$537,763 | | \$537,763 |
| Local Cost | \$75,000 | | | | \$75,000 | | \$75,000 |

Comments/Remarks:

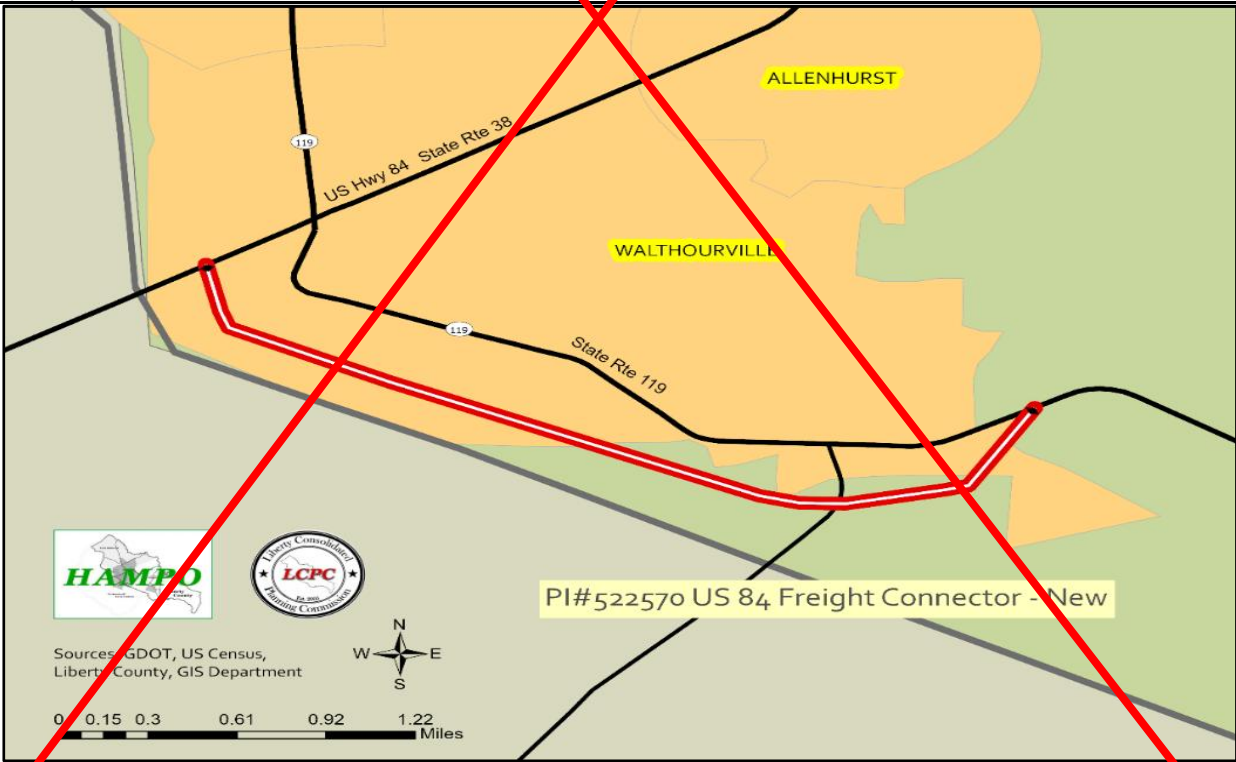


| | | | | | | | |
|---|-----------------------------|-----------------------------|-----------------------------|----------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement) | | | | | PI #: 0016567 | Fund: Y236/LOC | |
| PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.) | | | | | HAMPO #: 0016567 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Bridge Replacement | | | SR/US Road #: CR 171 | | County: Liberty | | |
| From: n/a | | | To: n/a | | RC: CRC | | |
| Existing No. Lanes: 2 | Planned No. Lanes: 2 | Length (miles): 0.40 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | Authorized |
| Right-of-Way | \$45,000 | | | | \$116,616 | | \$116,616 |
| Utility Relocate | | \$176,000 | | | \$176,000 | | \$176,000 |
| Construction | | \$2,471,202 | | | \$2,471,202 | | \$2,471,202 |
| PROJECT COST | \$45,000 | \$2,647,202 | | | \$2,763,818 | | \$2,763,818 |
| Federal Cost | \$36,000 | \$2,117,761 | | | \$2,151,054 | | \$2,151,054 |
| State Cost | \$9,000 | \$529,440 | | | \$537,763 | | \$537,763 |
| Local Cost | \$75,000 | | | | \$75,000 | | \$75,000 |

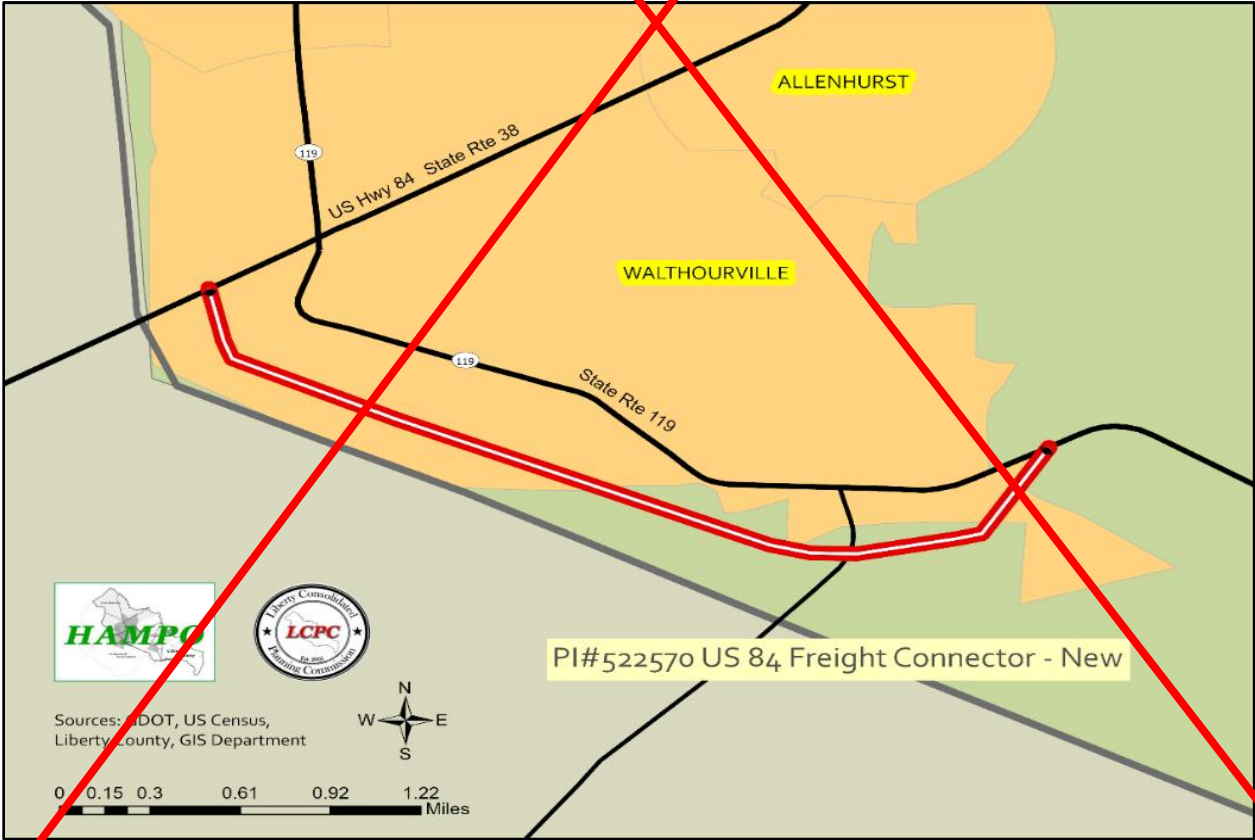
Comments/Remarks:



| | | | | | | | |
|---|-----------------------------|----------------------------|-----------------------------------|----------------|--------------------------|----------------------------|----------------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570 | Fund: LY30/Y001/LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 83/US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | \$1,578,547 | | | | | | \$1,578,547 |
| Construction | \$24,859,571 | | | | | | \$24,859,571 |
| PROJECT COST | \$26,438,118 | | | | \$26,438,118 | | \$26,438,118 |
| Federal Cost (LY30) | \$155,576 | | | | \$155,576 | | \$155,576 |
| State Cost (LY30) | \$38,894 | | | | \$38,894 | | \$38,894 |
| Federal Cost (Y001) | \$19,732,081 | | | | \$19,732,081 | | \$19,732,081 |
| State Cost (Y001) | \$4,933,020 | | | | \$4,933,020 | | \$4,933,020 |
| Local Cost (LOC) | \$1,578,547 | | | | \$1,578,547 | | \$1,578,547 |
| Comments/Remarks: | | | | | | | |

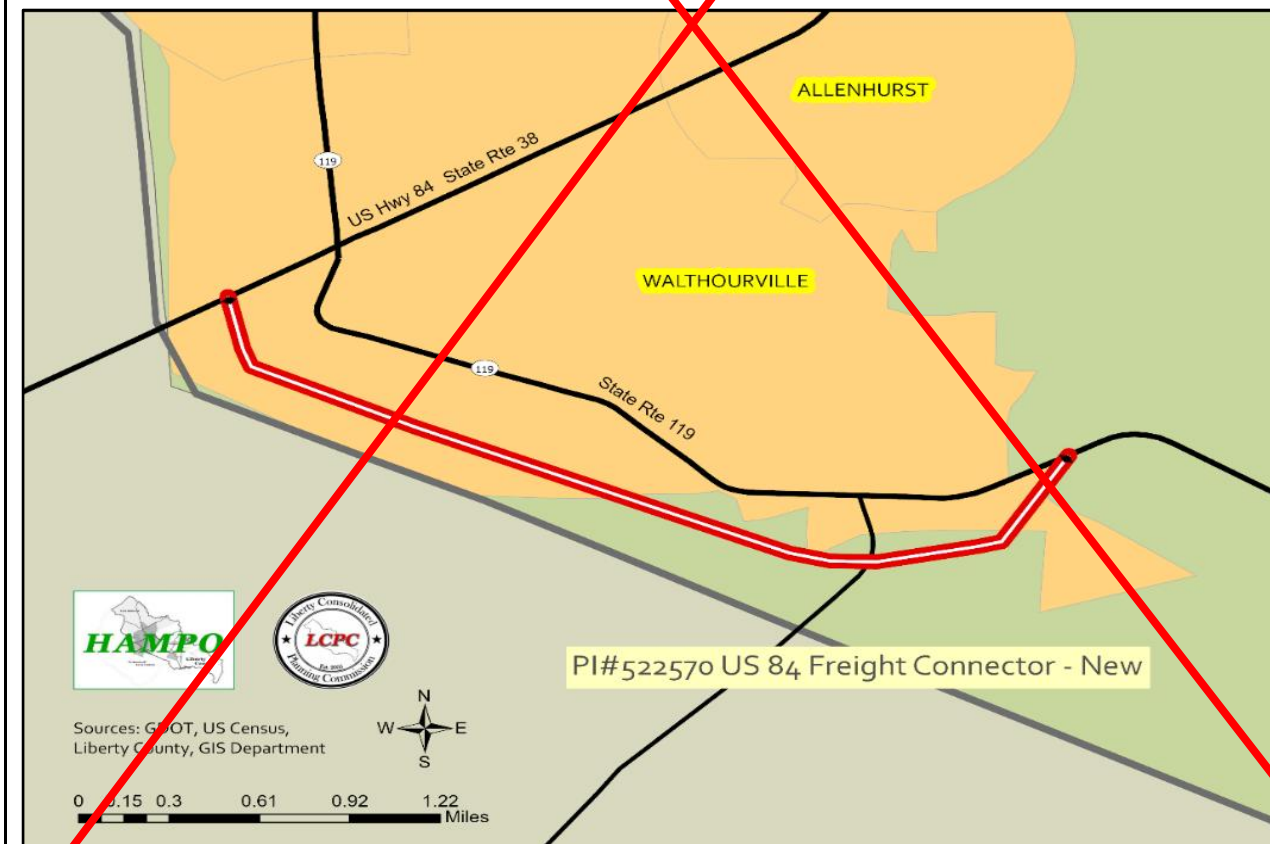


| | | | | | | | |
|---|----------------------|---------------------|----------------------------|----------------|---------------------|-------------------------|----------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570 | Fund: LY30/Y001/LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 87 /US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | \$1,950,074 | | | | | | \$1,950,074 |
| Construction | \$29,451,426 | | | | | | \$29,451,426 |
| PROJECT COST | \$31,401,500 | | | | \$31,401,500 | | \$31,401,500 |
| Federal Cost (LY30) | \$155,576 | | | | \$155,576 | | \$155,576 |
| State Cost (LY30) | \$38,894 | | | | \$38,894 | | \$38,894 |
| Federal Cost (Y001) | \$23,405,564.82 | | | | \$23,405,564.82 | | \$23,405,564.82 |
| State Cost (Y001) | \$5,851,391.21 | | | | \$5,851,391.21 | | \$5,851,391.21 |
| Local Cost (LOC) | \$1,950,074 | | | | \$1,950,074 | | \$1,950,074 |
| Comments/Remarks: | | | | | | | |



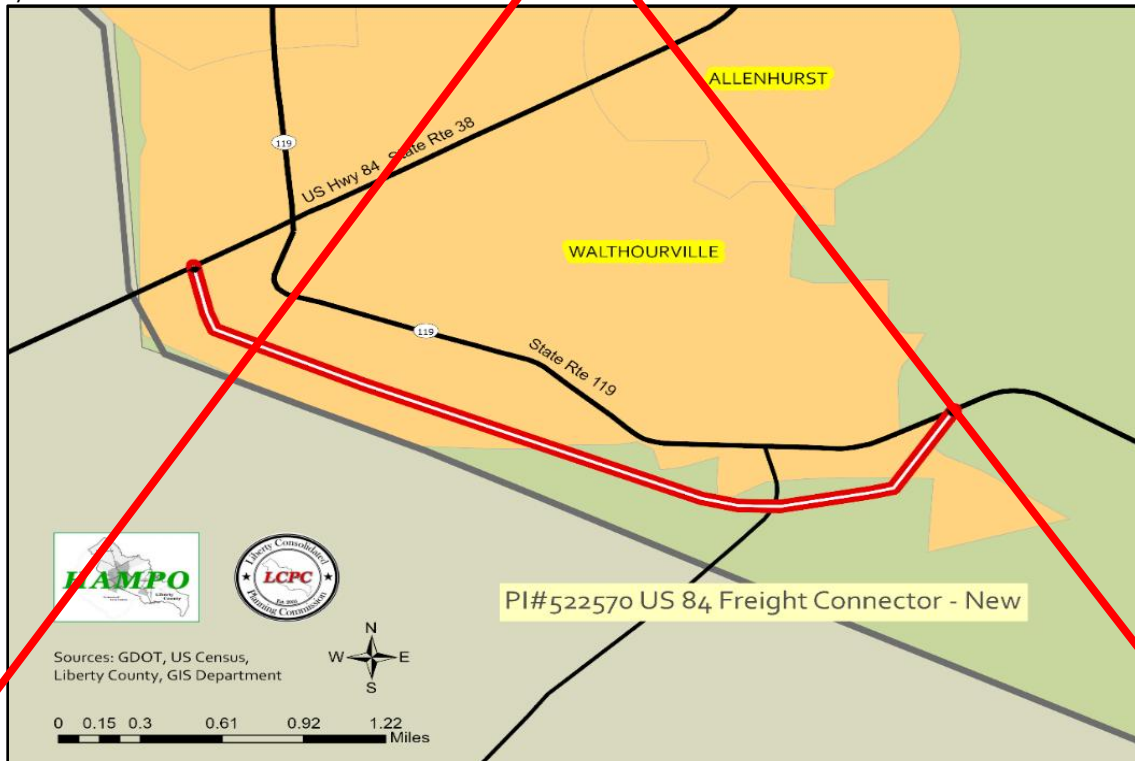
| | | | | | | | |
|---|------------------------|---------------------|----------------------------|----------------|------------------------|-------------------------|------------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570- | Fund: LY30/Y001/LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 84 /US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | \$1,950,074 | | | | | | \$1,950,074 |
| Construction | \$33,225,746.55 | | | | | | \$33,225,746.55 |
| PROJECT COST | \$35,175,820.55 | | | | \$35,175,820.55 | | \$35,175,820.55 |
| Federal Cost (LY30) | \$155,576.00 | | | | \$155,576 | | \$155,576 |
| State Cost (LY30) | \$38,894.00 | | | | \$38,894 | | \$38,894 |
| Federal Cost (Y001) | \$26,425,021.24 | | | | \$26,425,021.24 | | \$26,425,021.24 |
| State Cost (Y001) | \$6,606,255.31 | | | | \$6,606,255.31 | | \$6,606,255.31 |
| Local Cost (LOC) | \$1,950,074 | | | | \$1,950,074 | | \$1,950,074 |

Comments/Remarks:



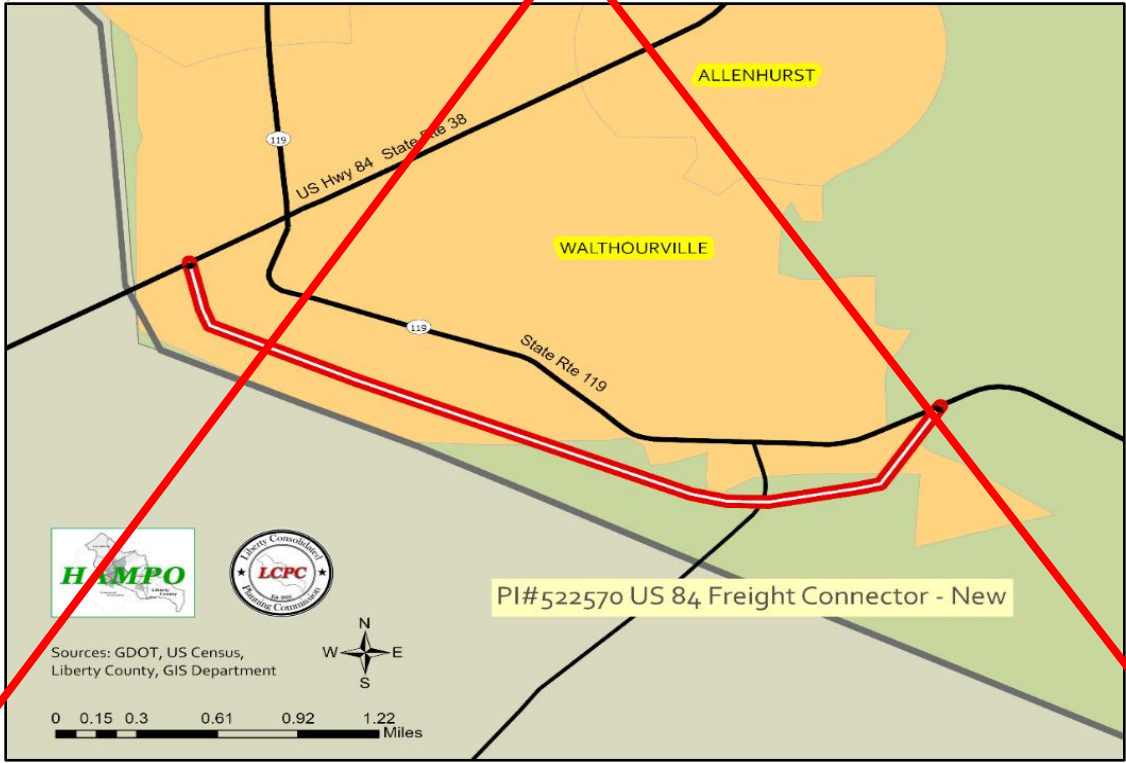
| | | | | | | | |
|---|-----------------------------|-------------------------------|-----------------------------------|----------------|--------------------------|--|----------------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570- | Fund: Earmark/Y603/SGF/Y001/LY30S /LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 84 /US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | \$1,911,836.80 | | | \$1,911,836.80 | | \$1,911,836.80 |
| Construction | | \$30,909,589.23 | | | \$30,909,589.23 | | \$30,909,589.23 |
| PROJECT COST | | \$32,821,426.03 | | | \$32,821,426.03 | | \$32,821,426.03 |
| Federal Cost (Earmark/Y603) | | \$2,712,000 | | | \$2,712,000 | | \$2,712,000 |
| State Cost (Earmark/Y603) | | \$295,632.64 | | | \$295,632.64 | | \$295,632.64 |
| Local Cost (Earmark/Y603) | | \$382,367.36 | | | \$382,367.36 | | \$382,367.36 |
| State Cost (SGF) | | \$28,236,956.03 | | | \$28,236,956.03 | | \$28,236,956.03 |
| Federal Cost (LY30S) | | \$155,576 | | | \$155,576 | | \$155,576 |
| State Cost (LY30S) | | \$38,894 | | | \$38,894 | | \$38,894 |
| Federal Cost (Y001) | | \$800,000 | | | \$800,000 | | \$800,000 |
| State Cost (Y001) | | \$200,000 | | | \$200,000 | | \$200,000 |

Comments/Remarks:

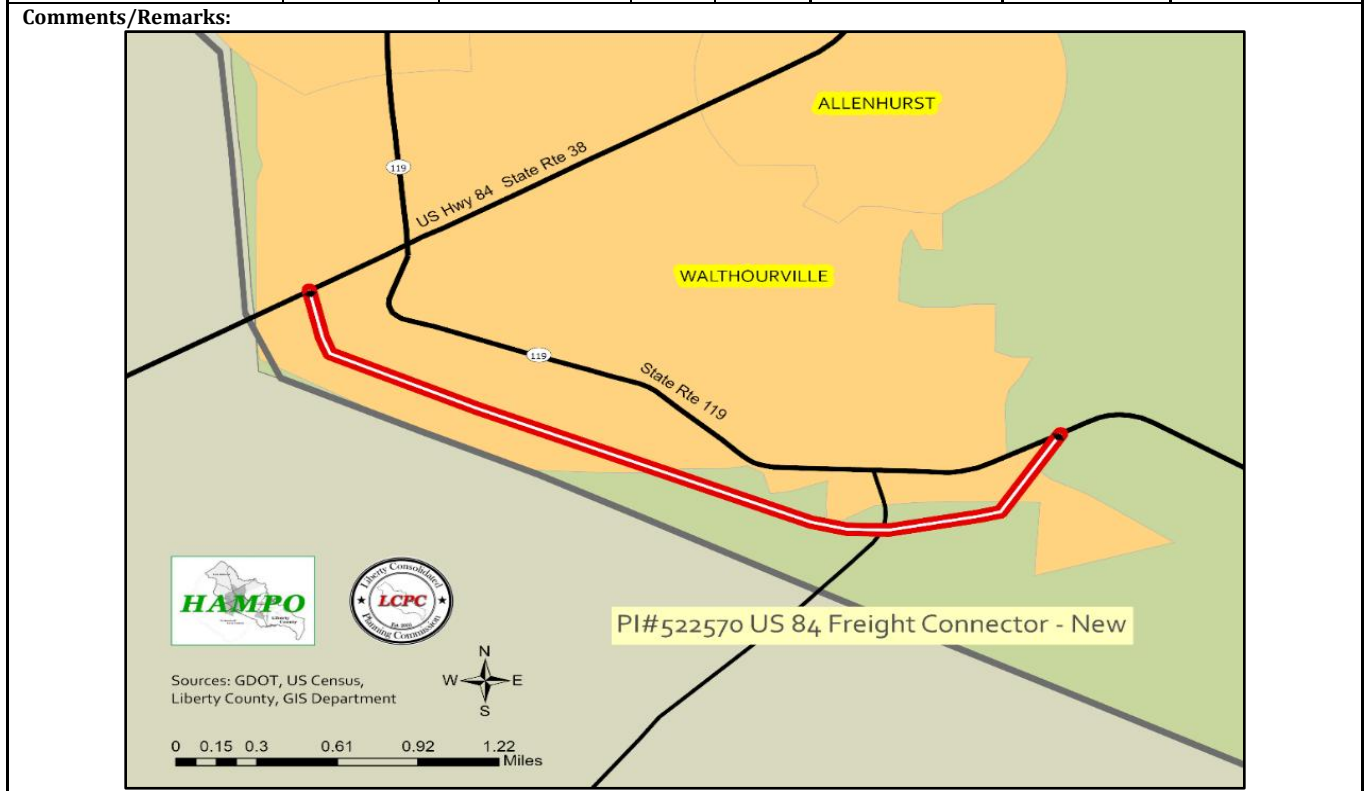


| | | | | | | | |
|---|----------------------|------------------------|----------------------------|----------------|------------------------|--|------------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570- | Fund: Earmark/Y603/SGF/Y001/LY30S /LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 83 / US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | \$1,911,836.80 | | | \$1,911,836.80 | | \$1,911,836.80 |
| Construction | | \$33,031,276 | | | \$33,031,276 | | \$33,031,276 |
| PROJECT COST | | \$34,943,112.80 | | | \$34,943,112.80 | | \$34,943,112.80 |
| Federal Cost (Earmark/Y603) | | \$349,633 | | | \$349,633 | | \$349,633 |
| Local Cost (Earmark/Y603) | | \$87,408 | | | \$87,408 | | \$87,408 |
| Federal Cost (Earmark/Y603S) | | \$2,362,367 | | | \$2,362,367 | | \$2,362,367 |
| State Cost (Earmark/Y603S) | | \$590,592 | | | \$590,592 | | \$590,592 |
| State Cost (SGF) | | \$27,683,290 | | | \$27,683,290 | | \$27,683,290 |
| Federal Cost (Y001) | | \$1,566,389 | | | \$1,566,389 | | \$1,566,389 |
| State Cost (Y001) | | \$391,597 | | | \$391,597 | | \$391,597 |

Comments/Remarks:

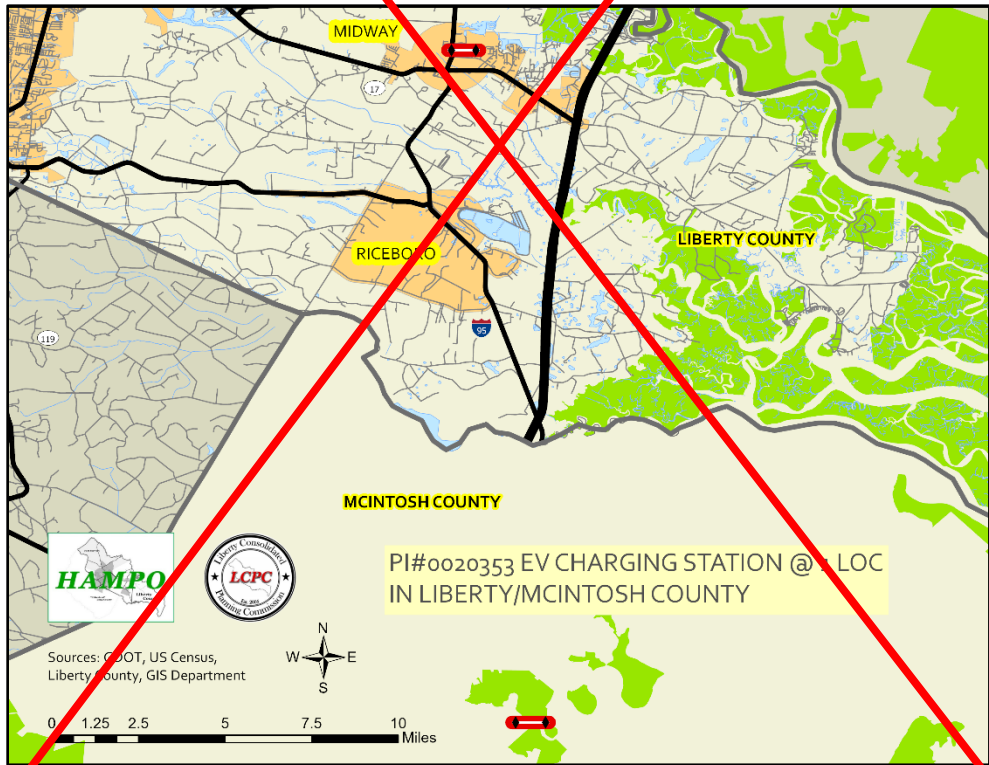


| | | | | | | | |
|---|----------------------|-----------------------------|----------------------------|----------------|------------------------|--|------------------------|
| PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector) | | | | | PI #: 522570- | Fund: Earmark/Y603/SGF/Y001/Y603S /LOC | |
| PROJECT DESCRIPTION: New 2 lane roadway | | | | | HAMPO #: 115 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 83/US 84 SW of SR 119 | | | To: SR 119 SE of Tibet Rd. | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: 2 | Length (miles): 2.6 | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 (AUTHORIZED) | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | \$33,380,909.55 | | | \$33,380,909.55 | | \$33,380,909.55 |
| PROJECT COST | | \$33,380,909.55 | | | \$33,380,909.55 | | \$33,380,909.55 |
| Federal Cost (Earmark/Y603) | | \$349,633 | | | \$349,633 | | \$349,633 |
| Local Cost (Earmark/Y603) | | \$87,408.28 | | | \$87,408.28 | | \$87,408.28 |
| Federal Cost (Earmark/Y603S) | | \$2,712,000.00 | | | \$2,712,000.00 | | \$2,712,000.00 |
| State Cost (Earmark/Y603S) | | \$590,591.72 | | | \$590,591.72 | | \$590,591.72 |
| State Cost (SGF) | | \$27,683,290 | | | \$27,683,290 | | \$27,683,290 |
| Federal Cost (Y001) | | \$1,566,389.24 | | | \$1,566,389.24 | | \$1,566,389.24 |
| State Cost (Y001) | | \$391,597.31 | | | \$391,597.31 | | \$391,597.31 |



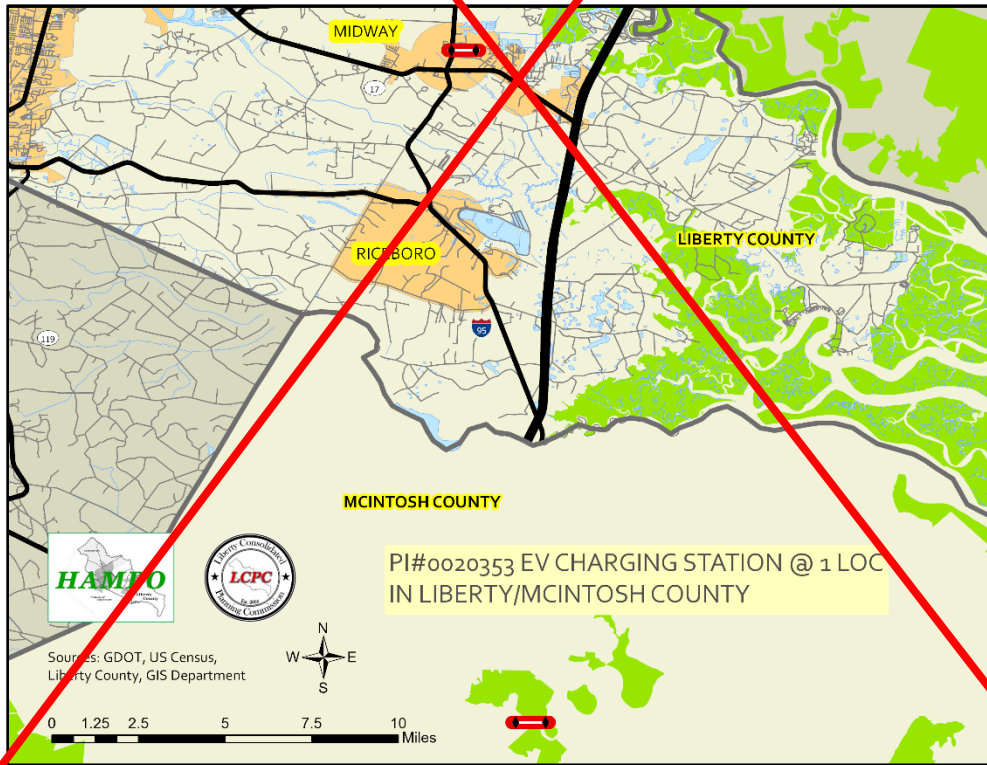
| | | | | | | | |
|--|-----------------------------|--------------------------|------------------------|----------------|---------------------------------|-------------------------|----------------------------|
| PROJECT NAME: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | | | | | PI #: 0020353 | Fund: Y134/LOC | |
| PROJECT DESCRIPTION: NEVI charging station in Liberty/McIntosh County, part of the Georgia's National Electric Vehicle Infrastructure Formula Program (NEVI). | | | | | HAMPO #: | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: NEVI - Charging Station | | | SR/US Road #: - | | County: Liberty/McIntosh | | |
| From: - | | | To: - | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | \$1,250,000 | | | \$1,250,000 | | \$1,250,000 |
| PROJECT COST | | \$1,250,000 | | | \$1,250,000 | | \$1,250,000 |
| Federal Cost (Y134) | | \$1,000,000 | | | \$1,000,000 | | \$1,000,000 |
| State Cost | | | | | | | |
| Other Cost | | \$250,000 | | | \$250,000 | | \$250,000 |

Comments/Remarks:
 53% of the project funding is allocated for Liberty County, while the remaining 47% is for McIntosh County.



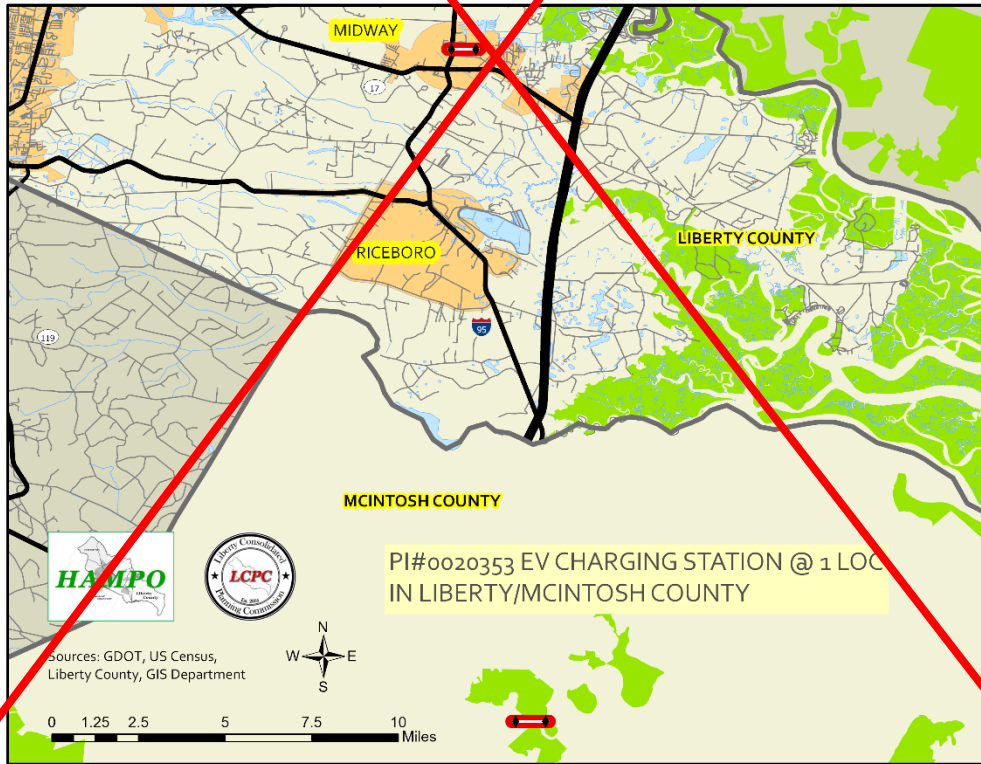
| | | | | | | |
|--|-----------------------------|--------------------------|------------------------|----------------|---------------------------------|----------------------------|
| PROJECT NAME: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | | | | | PI #: 0020353 | Fund: Y134/LOC |
| PROJECT DESCRIPTION: NEVI charging station in Liberty/McIntosh County, part of the Georgia's National Electric Vehicle Infrastructure Formula Program (NEVI). | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: NEVI - Charging Station | | | SR/US Road #: - | | County: Liberty/McIntosh | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | \$15,900 | | | \$15,900 | \$15,900 |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | \$1,250,000 | | | \$1,250,000 | \$1,250,000 |
| PROJECT COST | | \$1,265,900 | | | \$1,265,900 | \$1,265,900 |
| Federal Cost (Y134) | | \$1,012,720 | | | \$1,012,720 | \$1,012,720 |
| State Cost | | \$3,180 | | | \$3,180 | \$3,180 |
| Other Cost | | \$250,000 | | | \$250,000 | \$250,000 |

Comments/Remarks:
 53% of the project funding is allocated for Liberty County, while the remaining 47% is for McIntosh County.



| | | | | | | |
|--|-----------------------------|--------------------------|------------------------|----------------|---------------------------------|----------------------------|
| PROJECT NAME: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | | | | | PI #: 0020353 | Fund: Y134/LOC |
| PROJECT DESCRIPTION: NEVI charging station in Liberty/McIntosh County, part of the Georgia's National Electric Vehicle Infrastructure Formula Program (NEVI). | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: NEVI - Charging Station | | | SR/US Road #: - | | County: Liberty/McIntosh | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | \$30,000 | | | \$30,000 | \$30,000 |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | \$1,250,000 | | | \$1,250,000 | \$1,250,000 |
| PROJECT COST | | \$1,280,000 | | | \$1,280,000 | \$1,280,000 |
| Federal Cost (Y134) | | \$1,024,000 | | | \$1,024,000 | \$1,024,000 |
| State Cost | | | | | | |
| Local Cost | | \$6,000 | | | \$6,000 | \$6,000 |
| Other Cost | | \$250,000 | | | \$250,000 | \$250,000 |

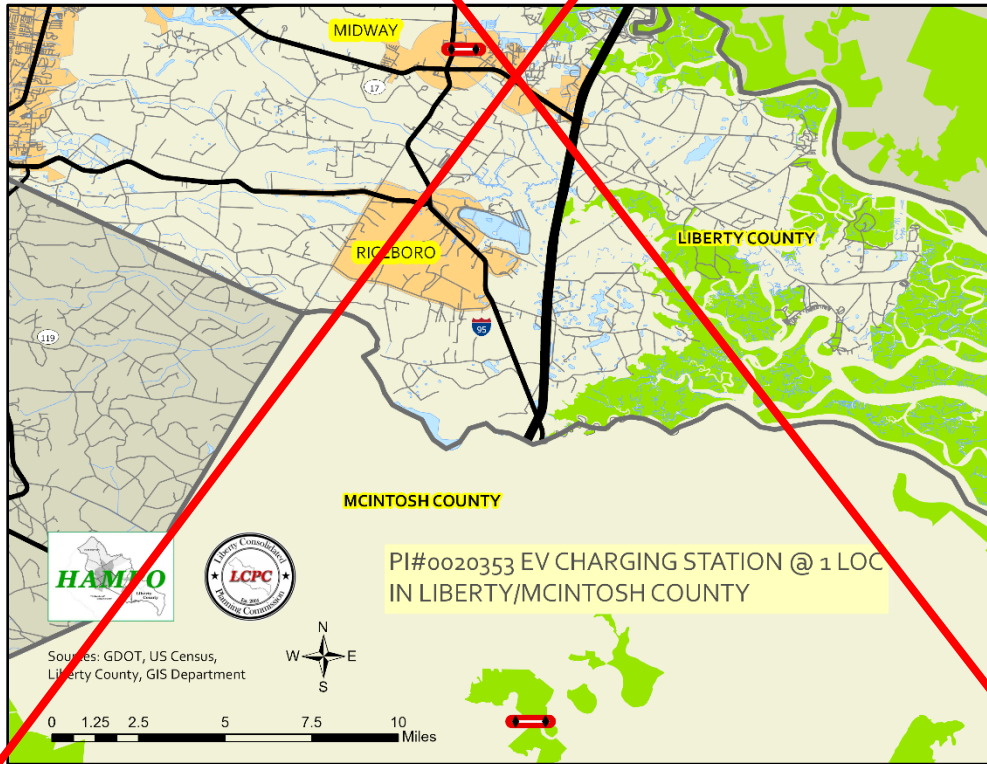
Comments/Remarks:
 53% of the project funding is allocated for Liberty County, while the remaining 47% is for McIntosh County.



| | | | | | | |
|--|-----------------------------|--------------------------|------------------------|----------------|---------------------------------|----------------------------|
| PROJECT NAME: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | | | | | PI #: 0020353 | Fund: Y134/LOC |
| PROJECT DESCRIPTION: NEVI charging station in Liberty/McIntosh County, part of the Georgia's National Electric Vehicle Infrastructure Formula Program (NEVI). | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: NEVI - Charging Station | | | SR/US Road #: - | | County: Liberty/McIntosh | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | | \$30,000 | | \$30,000 | \$30,000 |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | | \$1,250,000 | | \$1,250,000 | \$1,250,000 |
| PROJECT COST | | | \$1,280,000 | | \$1,280,000 | \$1,280,000 |
| Federal Cost (Y134) | | | \$1,024,000 | | \$1,024,000 | \$1,024,000 |
| State Cost | | | | | | |
| Local Cost | | | \$6,000 | | \$6,000 | \$6,000 |
| Other Cost | | | \$250,000 | | \$250,000 | \$250,000 |

Comments/Remarks:

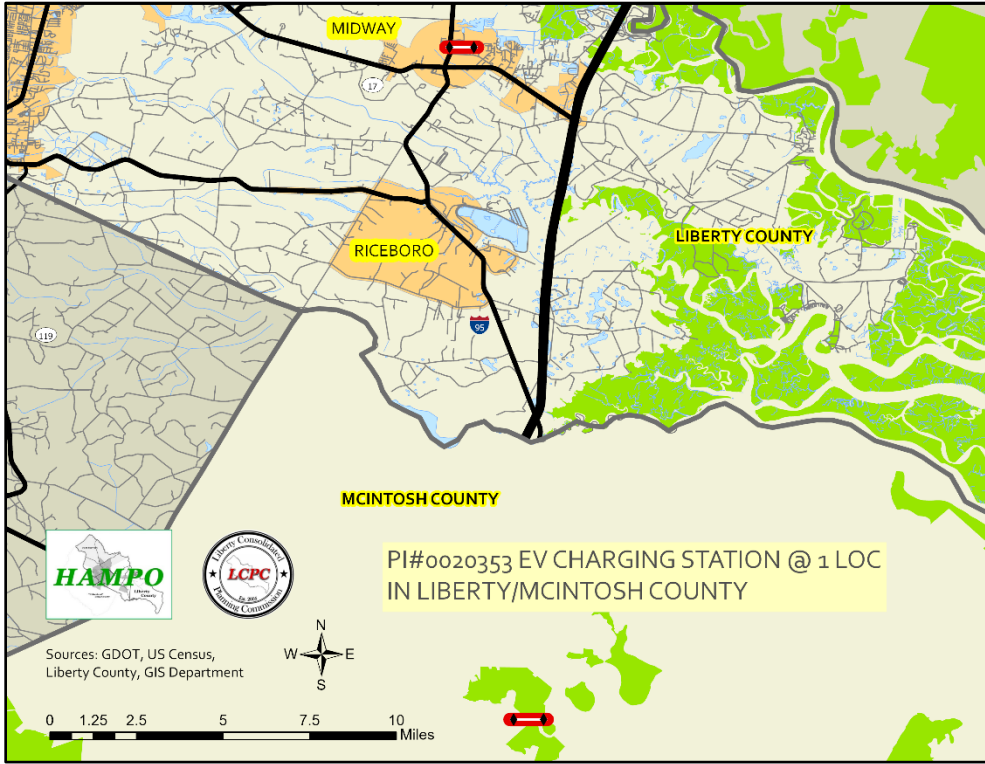
53% of the project funding is allocated for Liberty County, while the remaining 47% is for McIntosh County.



| | | | | | | |
|---|-----------------------------|--------------------------|-----------------------------|----------------|---------------------------------|----------------------------|
| PROJECT NAME: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY | | | | | PI #: 0020353 | Fund: Y134/LOC |
| PROJECT DESCRIPTION: NEVI charging station in Liberty/McIntosh County, part of the Georgia 's National Electric Vehicle Infrastructure Formula Program (NEVI). | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: NEVI - Charging Station | | | SR/US Road #: - | | County: Liberty/McIntosh | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 (AUTHORIZED) | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | | \$30,000 | | \$30,000 | \$30,000 |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | | \$1,568,992.32 | | \$1,568,992.32 | \$1,568,992.32 |
| PROJECT COST | | | \$1,598,992 | | \$1,598,992 | \$1,598,992 |
| Federal Cost (Y134) | | | \$1,255,193.86 | | \$1,255,193.86 | \$1,255,193.86 |
| State Cost | | | | | | |
| Local Cost | | | \$6,000 | | \$6,000 | \$6,000 |
| Other Cost | | | \$313,798.46 | | \$313,798.46 | \$313,798.46 |

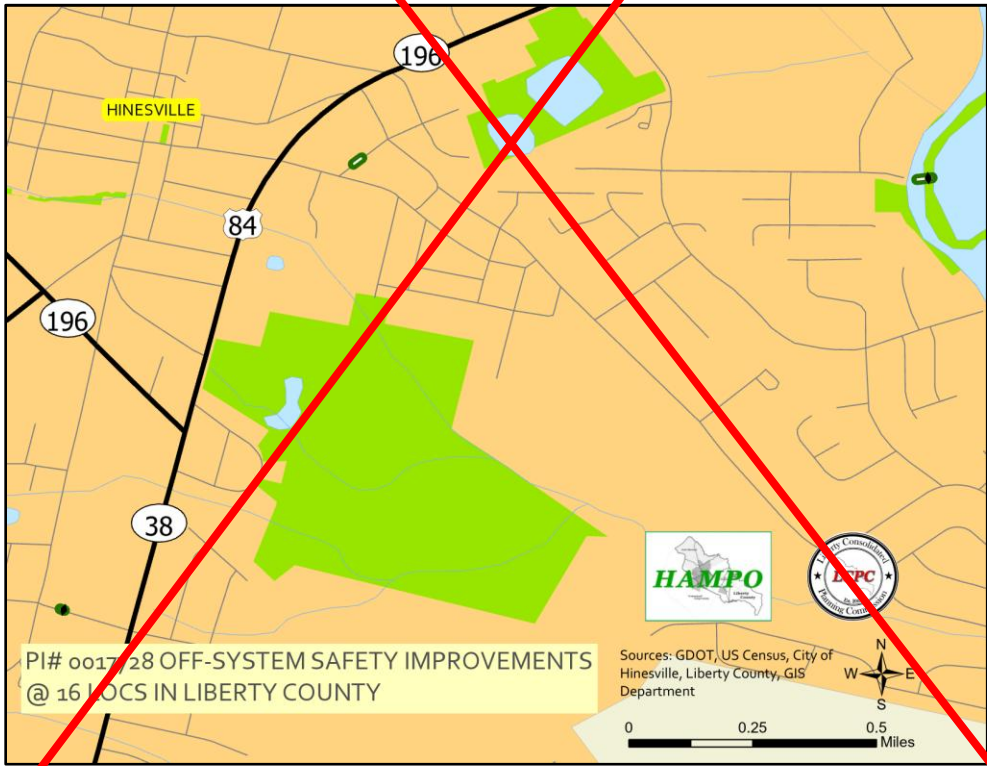
Comments/Remarks:

53% of the project funding is allocated for Liberty County, while the remaining 47% is for McIntosh County.



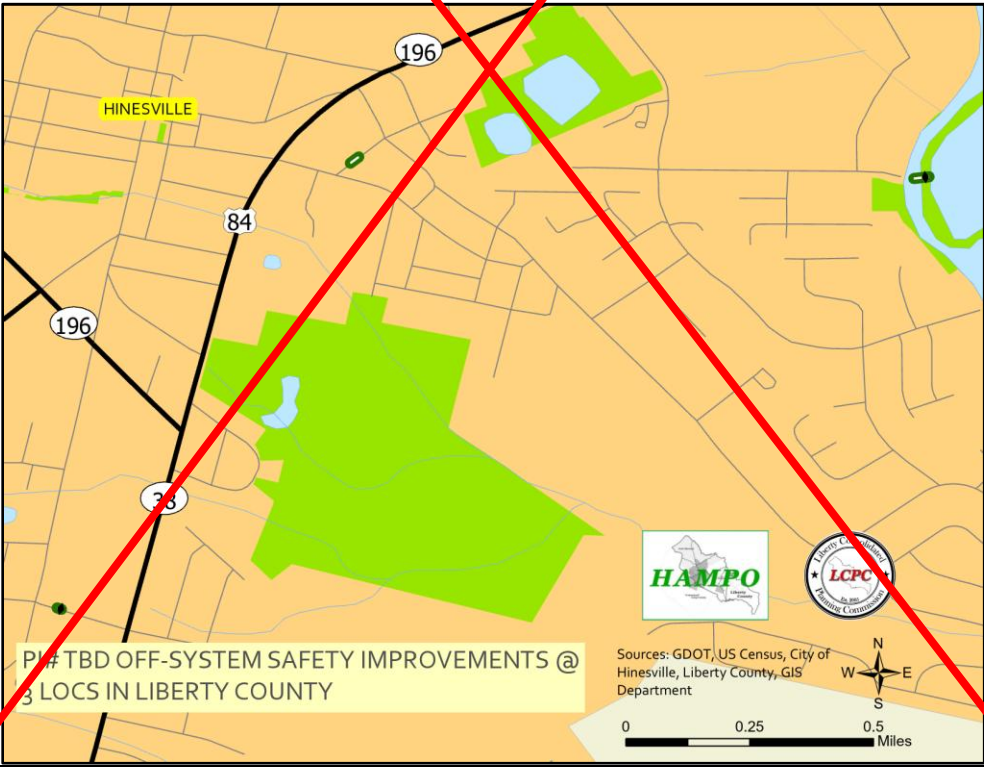
| | | | | | | | |
|---|----------------------|-------------------|-----------------|----------------|-------------------|-------------------------|----------------------|
| PROJECT NAME: OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY | | | | | PI #: 0017728 | Fund: Y606 | |
| PROJECT DESCRIPTION: The proposed off-system safety project would provide safety upgrades to 16 county roads in Liberty County with a total length of 42.05 miles. Upgrades include signs, striping, pavement markings, and/or 2-foot shoulder widening. Includes transit infrastructure improvements. | | | | | HAMPO #: | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Safety Access Control | | | SR/US Road #: - | | County: Liberty | | |
| From: - | | | To: - | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | \$523,205 | | | \$523,205 | | \$523,205 |
| PROJECT COST | | | | | | | |
| Federal Cost (Y606) | | \$418,564 | | | \$418,564 | | \$418,564 |
| State Cost | | | | | | | |
| Other Cost | | \$104,641 | | | \$104,641 | | \$104,641 |

Comments/Remarks:



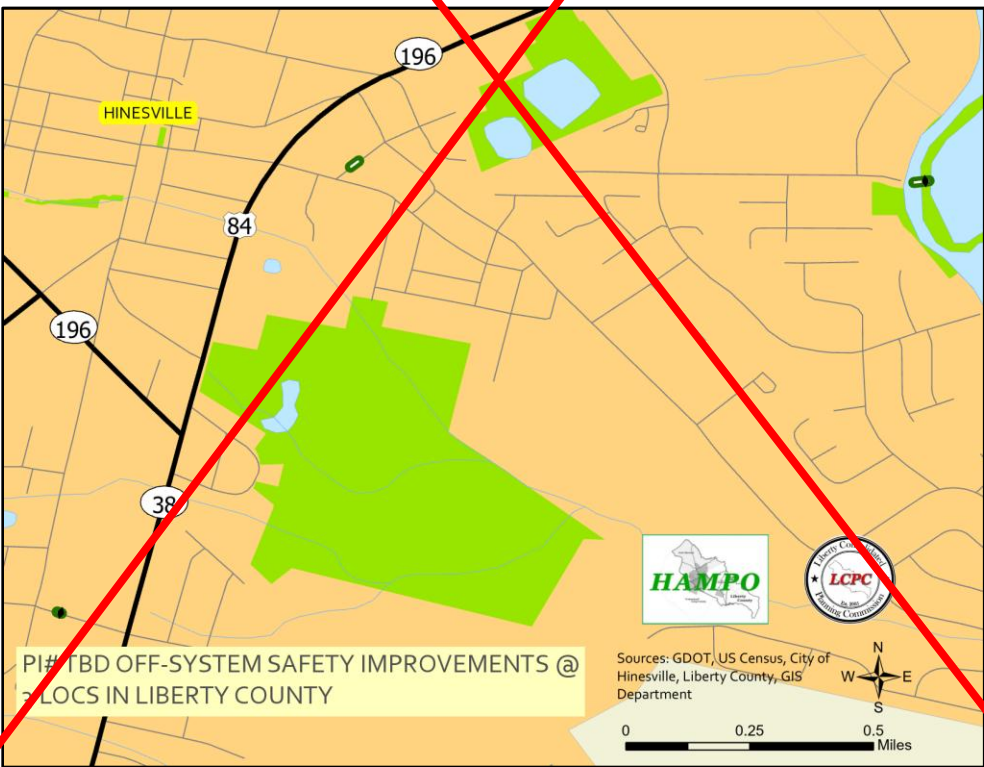
| | | | | | | | |
|--|----------------------|-------------------|-----------------|----------------|-------------------|-------------------------|----------------------|
| PROJECT NAME: OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN LIBERTY COUNTY | | | | | PI #: TBD | Fund: Y606 | |
| PROJECT DESCRIPTION: Construct three sidewalks along Norman Street between Fraser Street and Fraser Drive, south side of Link Street from SR 38/West Oglethorpe Highway to South Main Street including the installation of a bus stop at Grove Apartments. This project is tied to existing P.I. 0017728, Off-System Safety Improvement at 16 locations in Liberty County. | | | | | HAMPO #: | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: Safety Access Control | | | SR/US Road #: - | | County: Liberty | | |
| From: - | | | To: - | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | | Base Volume: - | |
| | | | | | | | |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Preliminary Engineering | | | | | | | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | \$523,205 | | | \$523,205 | | \$523,205 |
| PROJECT COST | | | | | | | |
| Federal Cost (Y606) | | \$418,564 | | | \$418,564 | | \$418,564 |
| State Cost | | | | | | | |
| Other Cost | | \$104,641 | | | \$104,641 | | \$104,641 |

Comments/Remarks:



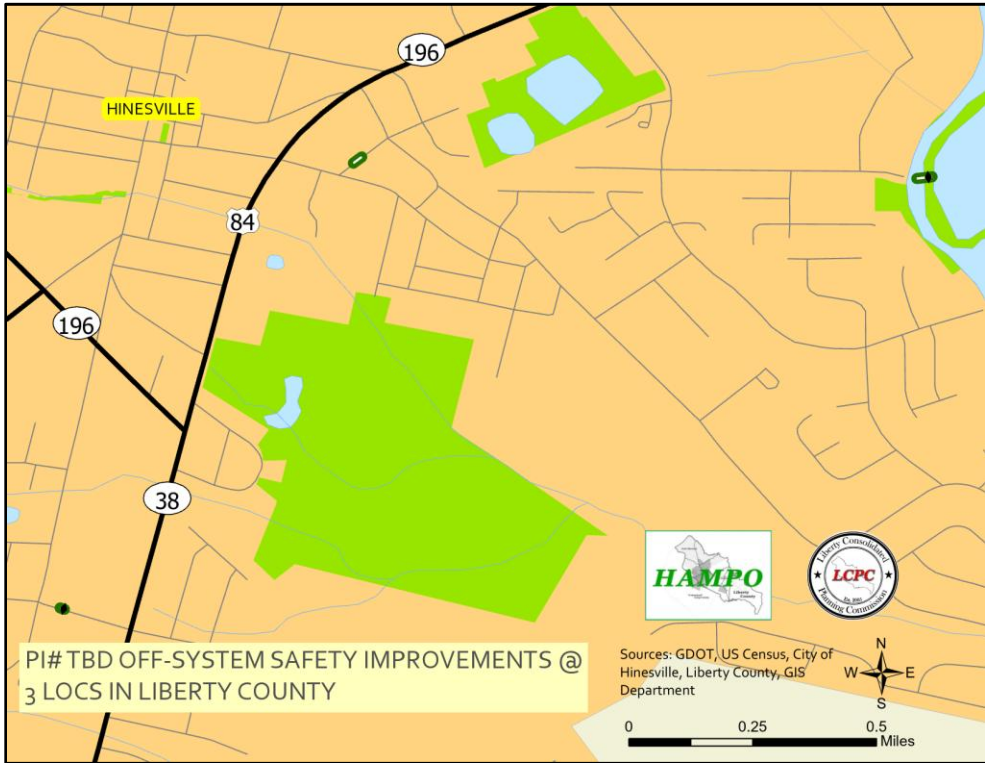
| | | | | | | |
|--|----------------------|-------------------|-----------------|----------------|-------------------|-------------------------|
| PROJECT NAME: OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN LIBERTY COUNTY | | | | | PI #: 0021247 | Fund: Y606 |
| PROJECT DESCRIPTION: Construct three sidewalks along Norman Street between Fraser Street and Fraser Drive, south side of Link Street from SR 38/West Oglethorpe Highway to South Main Street including the installation of a bus stop at Grove Apartments. This project is tied to existing P.I. 0017728, Off-System Safety Improvement at 16 locations in Liberty County. | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: Safety Access Control | | | SR/US Road #: - | | County: Liberty | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | | | | | |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | \$523,205 | | | \$523,205 | \$523,205 |
| PROJECT COST | | | | | | |
| Federal Cost (Y606) | | \$418,564 | | | \$418,564 | \$418,564 |
| State Cost | | | | | | |
| Other Cost | | \$104,641 | | | \$104,641 | \$104,641 |

Comments/Remarks:



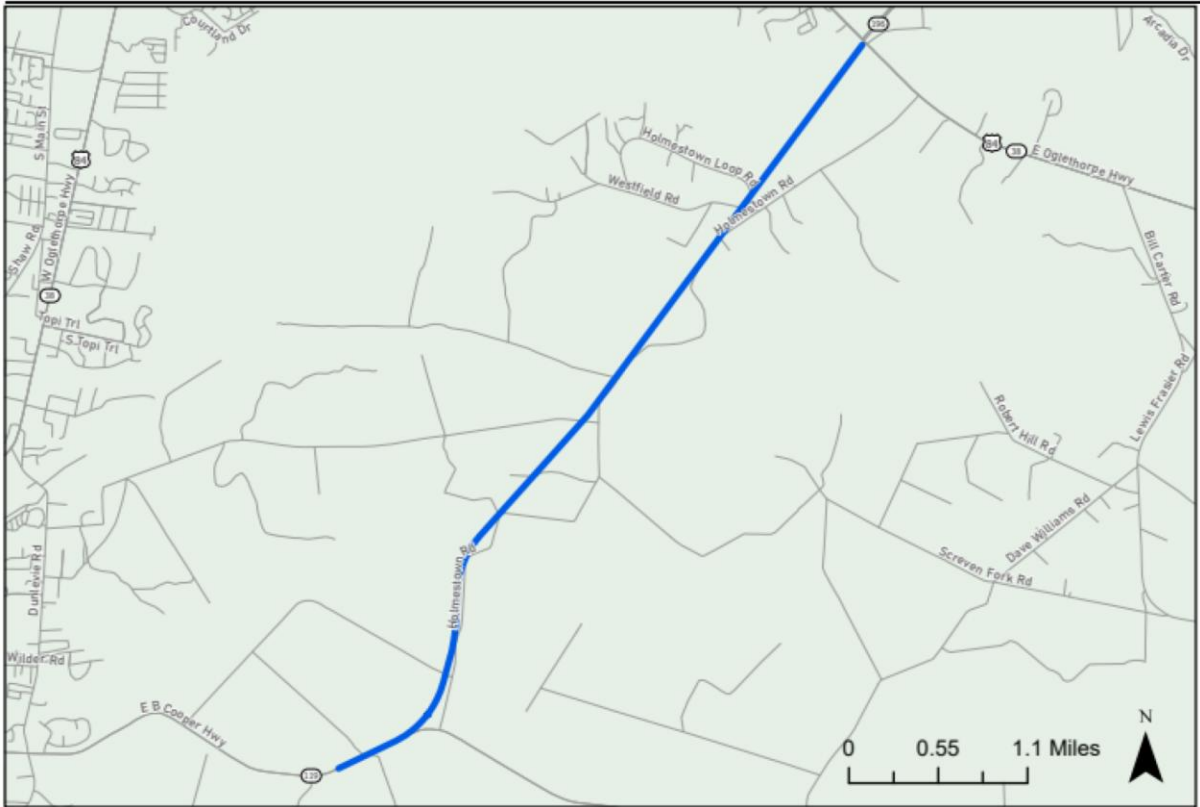
| | | | | | | |
|---|-----------------------------|--------------------------|------------------------|----------------|--------------------------|----------------------------|
| PROJECT NAME: OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN LIBERTY COUNTY | | | | | PI #: 0021247 | Fund: Y606 |
| PROJECT DESCRIPTION: Construct three sidewalks along Norman Street between Fraser Street and Fraser Drive, south side of Link Street from SR 38/West Oglethorpe Highway to South Main Street including the installation of a bus stop at Grove Apartments. This project is tied to existing P.I. 0017728, Off-System Safety Improvement at 16 locations in Liberty County. | | | | | HAMPO #: | |
| | | | | | GDOT District: 5 | |
| | | | | | Cong. District: 1 | |
| Improvement Type: Safety Access Control | | | SR/US Road #: - | | County: Liberty | |
| From: - | | | To: - | | RC: CRC | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL |
| Preliminary Engineering | | | \$523,205 | | \$523,205 | \$523,205 |
| Right-of-Way | | | | | | |
| Utility Relocate | | | | | | |
| Construction | | | | | | |
| PROJECT COST | | | \$523,205 | | \$523,205 | \$523,205 |
| Federal Cost (Y606) | | | \$418,564 | | \$418,564 | \$418,564 |
| State Cost | | | | | | |
| Other Cost | | | \$104,641 | | \$104,641 | \$104,641 |

Comments/Remarks:



| | | | | | | | |
|--|-----------------------------|--------------------------|---|--------------------|--------------------------|-------------------------|----------------------------|
| PROJECT NAME: Hinesville Bypass (eastern segment) | | | | | PI #: | Fund: TSPLOST | |
| PROJECT DESCRIPTION: New 4 lane roadway | | | | | HAMPO #: 114 | | |
| | | | | | GDOT District: 5 | | |
| | | | | | Cong. District: 1 | | |
| Improvement Type: New Construction | | | SR/US Road #: 38, 119/84 | | County: Liberty | | |
| From: SR 119 W of Holmestown Rd | | | To: Intersection of US 84/SR 196 | | RC: CRC | | |
| Existing No. Lanes: 0 | Planned No. Lanes: - | Length (miles): - | | | | Base Volume: - | Projected Volume: - |
| PROJECT PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TIP TOTAL | LONG RANGE TOTAL | PROJECT TOTAL |
| Scoping | | | | \$1,500,000 | \$1,500,000 | | \$1,500,000 |
| Preliminary Engineering | | | | | | \$2,262,816 | |
| Right-of-Way | | | | | | | |
| Utility Relocate | | | | | | | |
| Construction | | | | | | | |
| PROJECT COST | | | | \$1,500,000 | \$1,500,000 | \$2,262,816 | \$3,762,816 |
| Federal Cost | | | | | | \$1,810,252.80 | \$1,810,252.80 |
| State Cost | | | | | | | |
| Local Cost | | | | \$1,500,000 | \$1,500,000 | \$452,563.20 | \$1,952,563.20 |

Comments/Remarks:



TRANSIT

Liberty Transit

The mission of the Liberty Transit System is to improve the quality of life for residents, visitors, soldiers and families by providing transportation options that are safe, environmentally friendly and cost-effective.

Liberty Transit is a fixed route public transit system that operates within the City of Hinesville, City of Flemington, City of Walthourville, and Fort Stewart Military Installation, home of the 3rd Infantry Division. The service area is approximately 263 square miles with an estimated population of 48,630 persons according to the 2000 Census count. The Liberty Transit System is governed by the Transit Steering Committee, which is comprised of the Mayor of Hinesville, Mayor of Flemington, Liberty County Board of Commissioners Chairman, Mayor of Walthourville, and an ex-officio Fort Stewart representative. The agency operates a fleet of 9 buses each equipped with ADA complaint wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers. In September 2019, Liberty Transit began paratransit services featuring demand-response ADA service.

Liberty Transit is still moving towards becoming a countywide system. While Liberty Transit will begin as a fixed route transit system, the long-term goal is to become a countywide system and ultimately part of a regional solution to transportation needs. In order to accomplish these long-term goals, the staff at Liberty Consolidated Planning Commission is working across the region with transit partners to develop a plan to make these goals a reality.

The tables below include the programming of Title 49 U.S.C. Section 5307 Urbanized Area Formula Program funds, and Title 49 U.S.C. funds, Title 49 U.S.C. Section 5311(f) funds, as well as local funding sources.



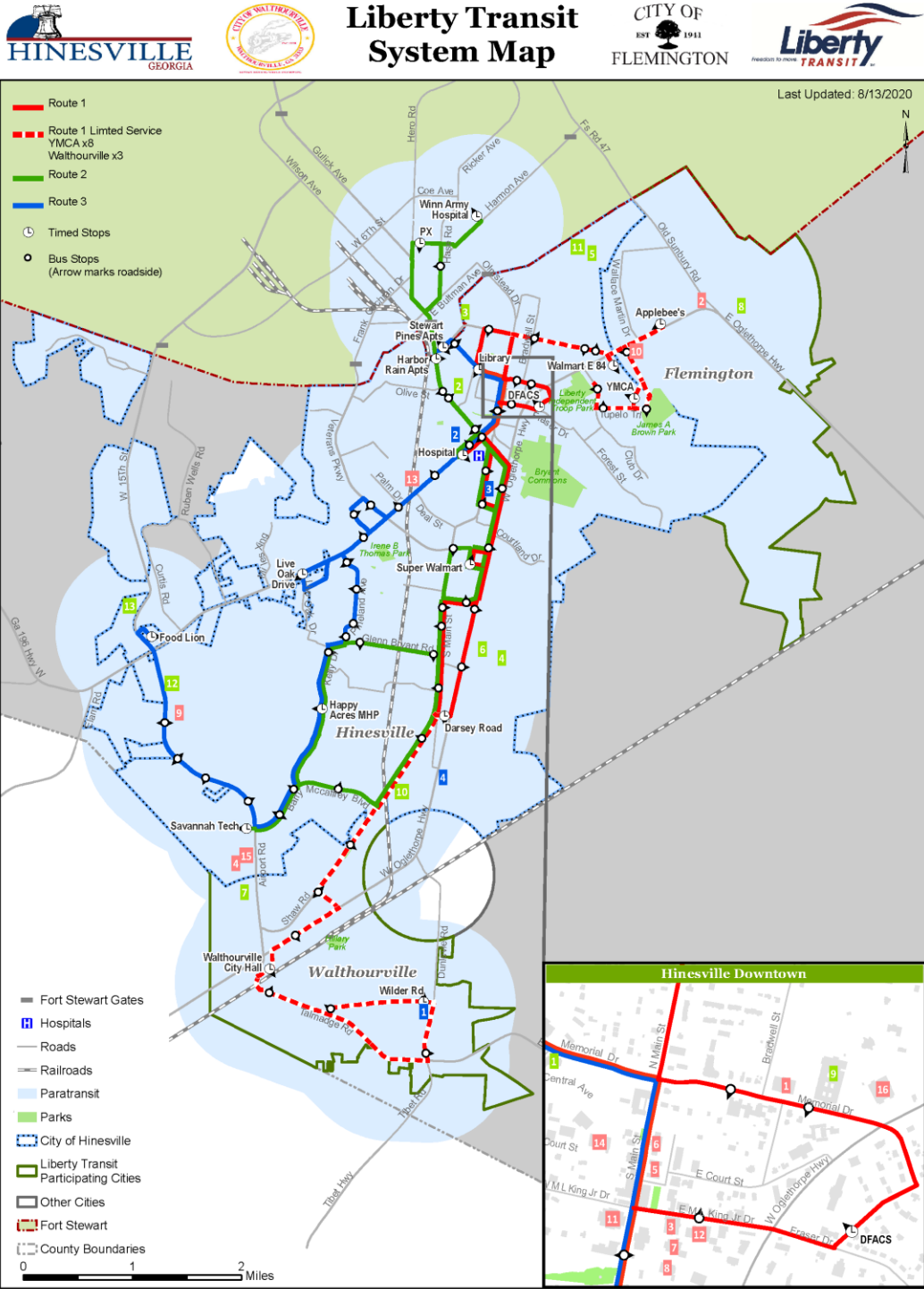
Mayor of Hinesville, Mayor of Flemington, Liberty County Board of Commissioners Chairman, Mayor of Walthourville, and an ex-officio Fort Stewart representative. The agency operates a fleet of 9 buses each equipped with ADA complaint wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers. In September 2019, Liberty Transit began paratransit services featuring demand-response ADA service.

| Capital Schedule for Liberty Transit | | | | |
|---|-----------------|-----------------|-----------------|-----------------|
| Section 5307 Capital and Operations | | | | |
| | FY 2024 | FY 2025 | FY 2026 | FY 2027 |
| Total Project Cost | \$ 1,499,946.00 | \$ 1,499,946.00 | \$ 1,499,946.00 | \$ 1,499,946.00 |
| Federal Cost 80% | \$ 961,062.00 | \$ 961,062.00 | \$ 961,062.00 | \$ 961,062.00 |
| State Cost 10% | \$ 40,363.00 | \$ 40,363.00 | \$ 40,363.00 | \$ 40,363.00 |
| Local Cost 10% | \$ 468,521.00 | \$ 468,521.00 | \$ 468,521.00 | \$ 468,521.00 |

The Georgia Department of Transportation’s Intermodal Department along with the Federal Transit Administration depends on local transit agencies to reevaluate their TDPs every five years as a prerequisite for the receipt of federal and state funding. The TDP update process provides transit agencies with the opportunity to define public transportation needs, solicit input from stakeholders and the public, identify capital and operational deficiencies, and define courses of action to advance the mission and goals of the transit agency.

**** Associated Transit Improvements:** The City of Hinesville identified needed improvements relating to pedestrian access to the fixed route transit system, especially in the older disadvantaged portions of the City. The transit improvement project will identify pedestrian gaps for access transit, develop a strategy, prepare construction drawings, obtain clearances from GDOT, and oversee construction. This is a multi year effort to accrue and construct.

Liberty Transit Route Map



| Civic | | | Schools | | |
|--------------------------|------------------------|-----------------------------|-------------------------------|---|-----------------------------|
| 1 Board of Education | 7 Emergency Management | 12 Police Department | 1 Georgia Southern University | 6 Lewis Frasier Middle | 10 Lyman Hall Elementary |
| 2 City Hall - Flemington | 8 Fire Station | 13 Public Works | 2 Bradwell Institute | 7 Liberty County Career Academy | 11 Snelson-Golden Middle |
| 3 City Hall - Hinesville | 9 Fire Station | 14 Records Retention Center | 3 Bulton Gwinnett Elementary | 8 Liberty County Performing Arts Center | 12 Taylors Creek Elementary |
| 4 Courty Jail | 10 Health Department | 15 State Patrol Office | 4 Frank Long Elementary | 9 Liberty Pre-K | 13 Waldo Pafford Elementary |
| 5 Court House | 11 Justice Center | 16 VA Medical Center | 5 Joseph Martin Elementary | | |
| 6 Court House Annex | 12 Police Department | | | | |
| Shopping | | | | | |
| | | | 1 Clydes Convenience Store | 3 Kroger | |
| | | | 2 Hinesville Square | 4 Walmart Neighborhood Market | |

Coastal Regional Coaches

Coastal Regional Coaches is part of the regional rural public transit program that provides general public transit service in the Georgia counties of Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven. This service is available to anyone, for any purpose, and to any destination in the coastal region. Fares are very affordable and vary with different itineraries.

Coastal Regional Coaches is a demand-response, advance reservation service that operates Monday through Friday from 7:00 A.M. until 5:00 P.M. To Make a Reservation Toll Free: (866) 543-6744.

| 5311 Capital and Operations | | | | |
|------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | FY 2024 | FY 2025 | FY 2026 | FY 2027 |
| Total Project Cost | \$1,229,599.00 | \$1,229,599.00 | \$1,229,599.00 | \$1,229,599.00 |
| Federal Cost | \$653,734.00 | \$653,734.00 | \$653,734.00 | \$653,734.00 |
| State Cost | \$12,978.00 | \$12,978.00 | \$12,978.00 | \$12,978.00 |
| Local Cost | \$562,886.00 | \$562,886.00 | \$562,886.00 | \$562,886.00 |
| Total Cost | \$1,229,599.00 | \$1,229,599.00 | \$1,229,599.00 | \$1,229,599.00 |

| 5304 Planning | | | | |
|---------------------------|-------------------|-------------------|-------------------|-------------------|
| | FY 2024 | FY 2025 | FY 2026 | FY 2027 |
| Total Project Cost | \$3,500.00 | \$3,500.00 | \$3,500.00 | \$3,500.00 |
| Federal Cost | \$2,800.00 | \$2,800.00 | \$2,800.00 | \$2,800.00 |
| State Cost | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Local Cost | \$700.00 | \$700.00 | \$700.00 | \$700.00 |
| Total Cost | \$3,500.00 | \$3,500.00 | \$3,500.00 | \$3,500.00 |

FEDERAL AND STATE FUNDED AVIATION PROJECTS

MidCoast Regional at Wright Army Airfield is situated within Fort Stewart in Hinesville, in southeast Georgia. Hinesville is in Liberty County at the intersection of U.S. Highway 84 and Highway 119, 45 miles south of Savannah. Together, the Hinesville-Fort Stewart metropolitan area had a 2009 population estimate of approximately 74,000. Fort Stewart is the largest military installation east of the Mississippi River, comprising over 285,000 acres, and is the primary home of the U.S. Army’s Third Infantry Division, employing approximately 25,000 military and civilian personnel.

MidCoast Regional is a \$10.3 million joint-use airport that opened in November 2007, governed by a Joint Management Board with members from the City of Hinesville, Liberty County Board of Commissioners, Liberty County Development Authority, and the U.S. Army.

Project Funds for Aviation Projects

MIDCOAST REGIONAL AIRPORT (LHW)
 HINESVILLE, LIBERTY COUNTY, GEORGIA
 DRAFT 2024-2028 CAPITAL IMPROVEMENT PROGRAM
 10/24/2022

| | National Priority Ranking (NPR) | AIP Eligibility - AIP Handbook | Pavement Projects (PCI) | TOTAL COST | Federal Funds | BIL Funds | Entitlement Funds (NPE) | MAP Funds | State Funds | Local Funds |
|---|---------------------------------|--------------------------------------|-------------------------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|------------------|
| Available Funding | | | | | | | | | | |
| FY 21 NPE \$150,000 + FY 21 ARPA \$16,666 = \$166,666 | | | | | | | | | | |
| FY 22 & 23 NPE = \$300,000 | | | | | | | | | | |
| FY 23 BIL = \$159,000 | | | | | | | | | | |
| TOTAL = \$625,666 | | | | | | | | | | |
| 2024 | | | | | | | | | | |
| 1. USACE Cost Associated with Exclusive Use Lease Area Expansion | | Pg 3-54, T 3-44, g | N/A | \$50,000 | \$0 | \$0 | \$45,000 | | \$2,500 | \$2,500 |
| 2. Permitting Associated with Exclusive Use Lease Area Expansion | | Pg 3-54, T 3-44, g | N/A | \$75,000 | \$0 | \$0 | \$67,500 | | \$3,750 | \$3,750 |
| TOTAL - 2024 | | | | \$125,000 | \$0 | \$0 | \$112,500 | \$0 | \$6,250 | \$6,250 |
| 2025 | | | | | | | | | | |
| 1. Design - Exclusive Use Area Expansion (Phases VII, Access Road, T-Hangar) | | Pg D-1, T D-1, a Pg T-2, T T-2, a | N/A | \$700,000 | \$0 | \$0 | \$330,000 | \$300,000 | \$35,000 | \$35,000 |
| 2. Wetlands Mitigation Credits | | Pg S-6, T S-1, j | N/A | \$450,000 | \$90,000 | \$27,134 | \$287,866 | | \$22,500 | \$22,500 |
| 3. Update DBE Goals | | Pg 3-54, T 3-44, b | N/A | \$7,000 | \$0 | \$0 | \$6,300 | | \$350 | \$350 |
| TOTAL - 2025 | | | | \$1,157,000 | \$90,000 | \$27,134 | \$624,166 | \$300,000 | \$57,850 | \$57,850 |
| 2026 | | | | | | | | | | |
| 1. Construct - Exclusive Use Area Expansion (Access Rd)/MAP | | Pg P-2, T P-3, a Pg I-3, T-I4, a | N/A | \$5,700,000 | \$0 | \$0 | \$0 | \$5,130,000 | \$285,000 | \$285,000 |
| 2. Construct - Exclusive Use Area Expansion (Phase I & T-Hangars) | | Pg O-6, T O-3, f | N/A | \$2,000,000 | \$1,011,134 | \$608,866 | \$180,000 | \$0 | \$100,000 | \$100,000 |
| 3. Environmental Assessment - Redetermination | | Pg S-1, T S-1, a | N/A | \$40,000 | \$36,000 | \$0 | \$0 | \$0 | \$2,000 | \$2,000 |
| 4. Design - Runway 6-24 Rehab (AIP Eligible) | | Pg D-1, T D-1, a | 85 | \$300,000 | \$270,000 | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |
| TOTAL - 2026 | | | | \$8,040,000 | \$1,317,134 | \$608,866 | \$180,000 | \$5,130,000 | \$402,000 | \$402,000 |
| 2027 | | | | | | | | | | |
| 1. Construct - RW 6/24 Rehab Construction - Includes Bidding, CA, Construction Inspection (/AIP Eligible) | | Pg G-8, T G-5, e | 85 | \$3,000,000 | \$2,550,000 | \$0 | \$150,000 | \$0 | \$150,000 | \$150,000 |
| TOTAL - 2027 | | | | \$3,000,000 | \$2,550,000 | \$0 | \$150,000 | \$0 | \$150,000 | \$150,000 |
| 2028 | | | | | | | | | | |
| 1. Construct-Exclusive Use Area Expansion - Phase II (AIP Eligible) | | Pg I-3, T-I4, a | N/A | \$ 2,000,000 | \$1,650,000 | \$0 | \$150,000 | \$0 | \$100,000 | \$100,000 |
| TOTAL - 2028 | | | | \$2,000,000 | \$1,650,000 | \$0 | \$150,000 | \$0 | \$100,000 | \$100,000 |
| TOTAL CIP 2024-2028 | | | | \$14,322,000 | \$5,607,134 | \$636,000 | \$1,216,666 | \$5,430,000 | \$716,100 | \$716,100 |

AMENDMENT PROCESS

Georgia Statewide and Metropolitan Administrative Modification and Amendment Process

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given S/TIP cycle. Cooperating parties include GDOT, MPOs, FHWA, FTA, and transit agencies and the procedures must be agreed upon and documented in the STIP/TIP.

The following procedures have been developed for processing administrative modifications and amendments to the STIP and MPO TIPs and Metropolitan Transportation Plans (MTPs). The processes described below detail procedures that are to be used to update an existing approved STIP, TIPs, and associated plans, when applicable, and adhere to the guidelines stated above and below for administrative modifications and amendments.

Administrative Modifications for Federal Authorizations

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Statewide Improvement Program (STIP), or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An Administrative Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

The following actions satisfy the Georgia Division and FTA Region 4 requirements for an Administrative Modification to the STIP/TIP/MTP:

- A. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- B. **Cost Increase Threshold** - A STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share with a cap at \$40 million of the amounts to be authorized. When:
 - 1. the Federal Share of the project phase amount in the STIP/TIP/MTP is \$10 million or less, the cost may be increased by an amount up to \$4 million and fiscal constraint is not impacted, as shown in Note (d) or

2. the Federal Share of the project phase amount in the STIP/TIP/MTP is greater than \$10 million the cost may be increased by a maximum of 40% up to a cost increase of \$40 million and fiscal constraint is not impacted, as shown in Note (d).
- C. **Non-Federal Funded Phases** - Adding a project phase that utilizes 100 percent nonfederal funding that does not impact fiscal constraint, federal share match, and air quality.
 - D. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
 - E. **Public Review and Comment** - A STIP/TIP/MTP administrative modification can be processed on a project phase if it does not require public review and comment.
 - F. **August Redistribution** - A STIP/TIP/MTP administrative modification can be processed if an existing project is utilizing August Redistribution funding and is exempt from air quality conformity determination. If a project is non-exempt, it must follow all federal requirements for a S/TIP Amendment.

Amendments for Federal Authorizations

Amendment means a revision to a long-range statewide or metropolitan transportation plan, STIP, or TIP that involves a major change to a project included in a metropolitan transportation plan, STIP, or TIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

The following actions require an Amendment to the STIP/TIP/MTP when:

- A. The addition of a new project or the addition of a phase **with federal funds** to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- B. Project changes that impact air quality conformity determination.
- C. Shifting a project or a project phase that falls outside the existing 4-year STIP/TIP range (i.e., existing STIP/TIP year is 2024 – 2027 but bringing in a project phase from a previous Fiscal Year (FY) or beyond the last year of the STIP period)

- D. A major change in total project termini length greater than 1 mile, if applicable. Changes in project termini lengths for project concepts or scopes such as bridge replacements, intersection improvements, passing lanes, resurfacing, etc. are not considered a major change.

The following actions also require a redemonstration of fiscal constraint:

- A. Financial changes that exceed the above administrative modifications threshold.
- B. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.
- C. Shifting project funding sources such as changing a non-federally funded project to a federally funded project.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by the procedures outlined in the Participation Plan. Georgia DOT will ensure that the amendment process and the public involvement procedures have been followed.

Except for Congressionally Directed Spending, FLAP, and Discretionary Grants, ALL other amendments to the STIP must be approved jointly by FHWA and FTA.

Notes:

- a. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of the U.S. Department of Transportation's positive finding of conformity.
- b. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.
- c. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- d. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.
- e. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
- f. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- g. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- h. Projects that are funded with Congressionally directed spending, FLAP funds, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
- i. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

PUBLIC INVOLVEMENT MATERIALS

FHWA Comments

| Document Title: | | HAMPO FY24-27 TIP | | Project Number: | | Hinesville | |
|-----------------|----------|------------------------------------|---|--|--|-------------------------------|--|
| Document Date: | | May Draft | | Comment Date: | | 6-5-23 | |
| Comment # | PDF Page | Section | ¶ | Comment | Response | New Page | |
| 1 | | General Comment | | To improve the TIP as an informative resource for the public, please add language about the relationship between the TIP and the goals and objectives of the MTP. | MPO has included an introduction section explaining the goals and objectives of the MTP and how the TIP is related to them, and to the national planning factors from federal legislation. | 7 | |
| 2 | | General Comment | | How does this draft TIP demonstrate consistency with the current MTP to MPO partners, the public, and stakeholders? Adding language and/or supporting documentation would improve transparency and further demonstrate compliance. | MPO has included multiple sections throughout the TIP have been updated to explain how the TIP is related to the current MTP document. | Multiple sections in document | |
| 3 | | General Comment | | Please add language around the TIP financial plan. How does this TIP demonstrate fiscal constraint? How are estimates determined? How are operations and maintenance costs captured? Discuss funding sources. | MPO has included a section explaining TIP Formula Funds and how the funds are fiscally constrained through the development of the MTP. | 16 | |
| 4 | | General Comment | | Add a narrative about public involvement and outreach related to the TIP. Public notices are only a part of the process. How does the MPO engage with traditionally underserved communities to ensure their participation? | MPO has included a section referring to the public involvement and outreach related to the TIP. | 12 | |
| 5 | 4 | Resolution | | Please revise the resolution to include language stating the FY24-27 TIP is consistent with the 2045 MTP. | MPO has revised the resolution to include language referring to the FY24-27 TIP as being consistent with the 2045 MTP. | 4 | |
| 6 | 6 | Introduction | | Consider referencing the federal legislation and requirements governing the TIP. | MPO has included an introduction section explaining the goals and objectives of the MTP and how the TIP is related to them, and to the national planning factors from federal legislation. | 7 | |
| 7 | 7 | Transportation Improvement Program | | Add regionally significant to "...detailing programmed federally funded and <u>regionally significant</u> transportation projects for fiscal years 2024 to 2027." | MPO has updated language to include "regionally significant." | 7 | |
| 8 | 7 | Approval Process | | When referencing the MTP and Participation Plan, it is a best practice to state where these products can be found and/or provide a hyperlink. | MPO has included location on MPO website where the MTP and Participation Plan can be found. | 8 | |
| 9 | 23 | PI 0016567 | | PI 0016567 – what does "Long Range (beyond 2024)" mean? | MPO has updated language to just say "Long Range." | 24 | |
| 10 | 24 | PI 522570 | | PI 522570 – Since there are multiple Federal funding sources for this project, please illustrate the breakdown by fund code in the Project Cost section of the table. | MPO has updated project cost sheet with breakdown by fund code for PI 522570- | 25 | |
| 11 | 38-48 | System Performance Report | | Please coordinate with GDOT to update the System Performance Report. Ensure there are references to the current MTP and TIP with updated financials. | MPO is currently coordinating with GDOT for updated forms and system performance sheets. | | |
| 12 | | Self-Certification | | To GDOT: Please coordinate with MPO staff for an executed self-certification. The signed resolution should be included within the TIP. | MPO is currently awaiting GDOT's directive. | | |

THURSDAY, JUNE 15, 2023

NOTICE: PUBLIC COMMENT OPPORTUNITY

The Hinesville Area Metropolitan Planning Organization (HAMPO) is currently conducting a call for public comment for two federally mandated documents:

The Transportation Improvement Program (TIP) is a four-year plan detailing programmed federally funded highway and transit projects for fiscal years 2024 to 2027. The Metropolitan Transportation Plan (MTP) is a five-year plan that outlines how a metropolitan area will manage and operate a multimodal transportation system with a 20-year planning horizon.

A 30-day public comment period will be conducted from June 12 – July 12, 2023 for the draft 2024 - 2027 TIP and the amended 2045 MTP. Access to draft documents for review will be available online, and in person at the Liberty Consolidated Planning Commission Office, located at 100 Main St, Hinesville, GA 31313. Digital copies of the documents are available at https://thelcpc.org/hampo_plans_and_documents/

Please contact Jeff Ricketson at 912-408-2030 or jricketson@thelcpc.org with questions or comments.

SELF-CERTIFICATION

**CERTIFICATION
OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION**

Be it known to all, the below signees do hereby endorse and certify the Hinesville Area Metropolitan Planning Organization, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

- I. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
 - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
 - b) All major modes of transportation are members of the MPO
 - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
 - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
 - g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
- I. **UPWP (23 CFR Part 450.308)**
 - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
 - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
 - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.
2. **LRTP/MTP (23 CFR Part 450.324)**
 - a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
 - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - c) The LRTP/MTP is fiscally constrained.
 - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).

- e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
 - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
 - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
 - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - i) The transit authority's planning process is coordinated with the MPO's planning process.
 - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
3. **TIP 23 CFR Part 450.326)**
- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
 - b) Each project included in the TIP is consistent with the LRTP/MTP.
 - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
 - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
 - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
 - f) The MPO TIP is included in the STIP by reference, without modification.
 - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

4. **Participation Plan (23 CFR Part 450.316)**
 - a) A 45-day comment period was provided before the Participation Plan was adopted/ revised.
 - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
 - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
 - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
 - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
 - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
 - g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
 - h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
 5. **List of Obligated Projects (23 CFR Part 450.334)**
 - a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
 - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- ii. **In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**
- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
 - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
 - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
 - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
 - e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
 - f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**

 - a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
 - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
 - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
 - d) The MPO has a documented policy on how Title VI complaints will be handled.
 - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**

 - a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects**

 - a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal- aid highway construction contracts**

 - a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**

 - a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of

Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21 at 21.7.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance

- a) The MPO has identified strategies and services to meet the needs of older persons’ needs for transportation planning and programming.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender


- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


- a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.



 Donald Lovette, Policy Committee Chairman 9/28/2023
Date
 Hinesville Area Metropolitan Planning Organization

Vivian Canizares  Digitally signed by Vivian Canizares
 Date: 2023.09.28 17:35:48-04'00'

 Vivian Canizares, Assistant State Transportation Planning Administrator Date
 Georgia Department of Transportation, Office of Planning

Matt Markham  Digitally signed by Matt Markham
 Date: 2023.09.29 07:33:31 -04'00'

 Matthew Markham, Deputy Director of Planning Date
 Georgia Department of Transportation, Office of Planning

DISCRETIONARY GRANT MATRIX

EXAMPLE: CORE MPO

| PROJECT | PROGRAM FISCAL YEAR | COUNTY | GRANT RECIPIENT AGENCY | PROJECT DESCRIPTION | TYPE OF WORK | FUND SOURCE | FEDERAL GRANT AMOUNT | LOCAL MATCH | FUNDING TOTAL | FUNDS FROM TITLE | DELIVERED BY |
|---|---------------------|---------|------------------------|--|--------------|-------------|----------------------|-------------|---------------|------------------|--------------|
| Example: Savannah I-16 Ramp Removal Project | 2023 | Chatham | City of Savannah | The City of Savannah will use the awarded grant funds to do the following activities related to the proposed removal of the I-16 flyover exit ramp over MLK Jr. Boulevard to Montgomery Street: Equitable Redevelopment Plan, Concept Design, Environmental Studies, and Community Outreach Program. | Planning | RCP | \$1,800,000 | \$450,000 | \$2,250,000 | Title 23 | Local |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES