

MATS 2050 Freight Plan

Freight Needs Assessment

Existing Conditions and Future Freight Movement
Technical Memorandum

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Prepared by



For



In Partnership With



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Freight Needs Assessment

Existing Conditions and Future Freight Movement

Chapter 1 Introduction



Introduction

This technical memorandum is intended to provide an overview of the existing freight transportation system and network in the Macon Area Transportation Study (MATS) Metropolitan Planning Organization (MPO). It is part of the first set of tasks associated with the MATS MPO 2050 Freight Plan. The purpose of this plan is to complete a regional study for the MATS MPO planning area and to provide a comprehensive assessment of freight needs, strengths, weaknesses, opportunities, and threats through the year 2050. Funded by the Federal Highway Administration (FHWA) in cooperation with the Georgia Department of Transportation (GDOT), the plan will include an assessment of freight needs and opportunities, land use, the economic development market, environmental and community impacts, system vulnerabilities and resilience, and recommendations to sustain a healthy mix of freight activities.

Study Area Overview

MATS is the official Metropolitan Planning Organization for the Macon metropolitan area, which encompasses all of Macon-Bibb County, southwest Jones County, and a small portion of Monroe County. Macon is situated roughly 85 miles south of Atlanta, along I-75. As of the 2020 Census, the MATS planning area had a total population of just over 171,000 people.¹ The area as a whole is growing, and based on data reported in the 2050 Metropolitan Transportation Plan (MTP), population is projected to increase modestly to nearly 179,000 people by the year 2050. The MATS planning area is served by three interstate highways - I-16, I-75, and I-475 - and is also served by two airports, Class I and Class III railroads, and a variety of US highways, state routes, and local roads.

Purpose of Technical Memorandum

The purpose of this document is to summarize the existing and future freight conditions related to the various modes of freight transportation - highway, rail, air cargo - as well as the location of major freight origins and destinations within the study area, warehouses, and distribution centers. It also looks at the overall travel patterns for freight traffic, provides a high level overview of land use in the MATS planning area, with an emphasis on freight-related uses, and summarizes relevant plans and studies. The intent of this initial overview is to establish an overall understanding of existing conditions and anticipated future conditions, to inform the needs assessment and development of recommendations.

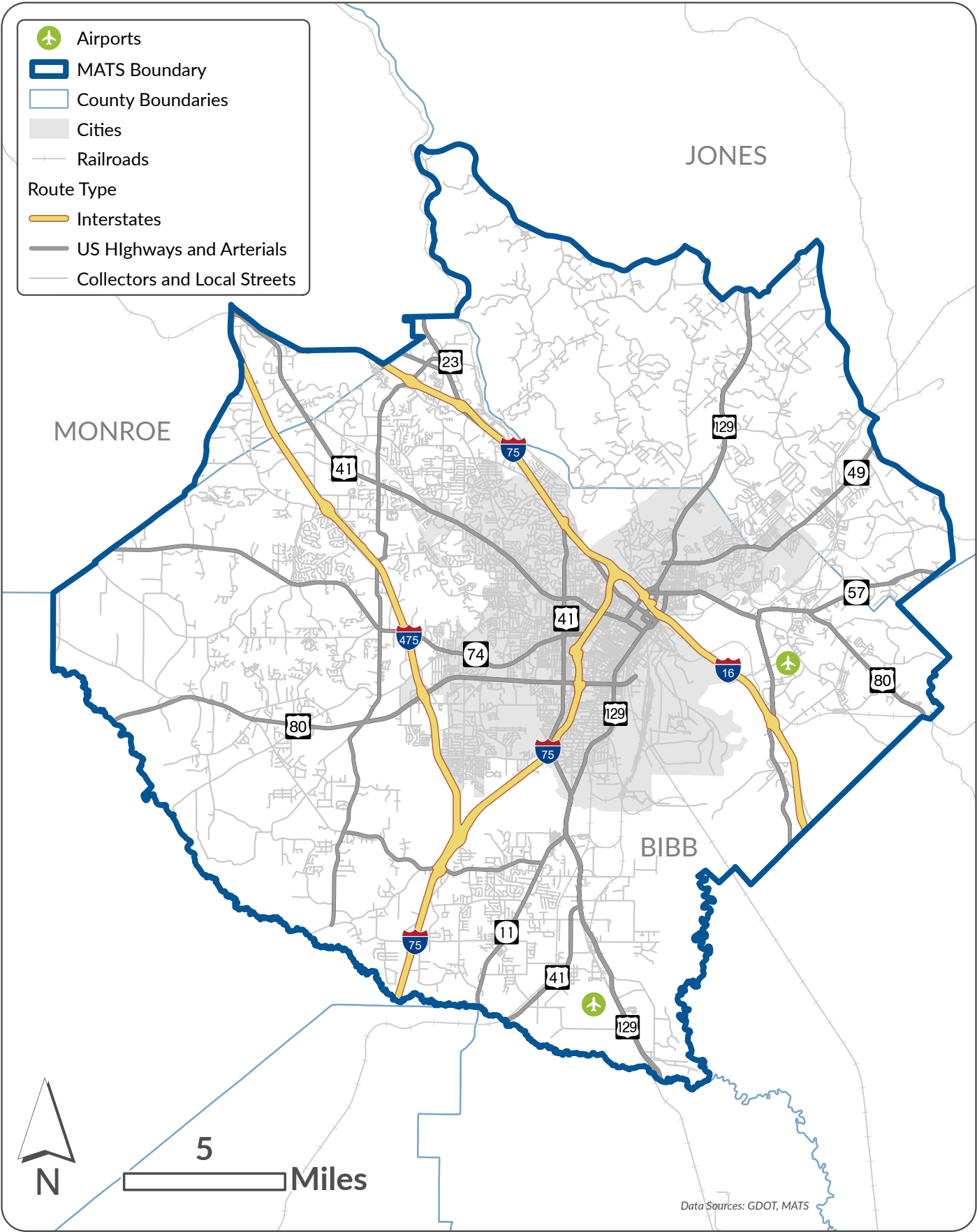


Figure 01. MATS MPO Planning Area

Relevant Plans and Studies

Statewide Plans

Georgia Freight Plan (2023)

The Georgia Freight Plan, developed by the Georgia Department of Transportation (GDOT), documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges, and incorporates both technical analysis and stakeholder engagement and guide freight-related transportation decisions and investments. Additionally, it integrates policy positions and strategies from previous planning documents, including the Statewide Strategic Transportation Plan (SSTP) and the 2050 Statewide Transportation Plan (SWTP), to help identify and prioritize freight investments critical to the state's economic growth.

The Freight Plan discusses the importance of the rail and highway systems, including the interconnectedness between modes. Georgia's freight volumes are projected to double in the next 30 years as the state's supply chains continue to take advantage of its modal diversity. In fact, freight volumes will rise twice as fast as the state's population. The state is, and will continue to be, heavily reliant on both rail and highway flow. The interstate highways are at the core of the network, but regional and rural roads are also critical, due to their role in the transportation of items within the agricultural and forestry industries. As with the interstate system, rail is essential in transporting goods within the state, serving more than 500 communities on 5,000 miles of rail.

The plan identifies truck bottlenecks throughout the state and identifies recent and upcoming freight-oriented developments. In the MATS area, this includes an Amazon distribution facility on Skipper Road off of I-75 and Sardis Church Road near Macon. One urban truck bottleneck location mentioned in the plan is located at I-16 and US 129. Lastly, the plan discusses the commercial vehicle lane (CVL) project along I-75 between the I-475 interchange in Monroe County, just outside the MATS area, and SR 155 in Henry County near McDonough (PI #0014203).

That project is ongoing - a concept report was approved in May 2021. Other projects noted within the MATS planning area are listed in the following section.

Statewide Truck Parking Analysis (2021)

Georgia is among the top five states in the nation for total truck parking spaces. Of the 27,000 truck parking spaces across Georgia, only 6% are public. In the MATS study area, at the time of the study, there was only one public truck parking location (Rest Area 19, Bibb County) and approximately 20 private locations, primarily along interstates. Existing truck parking demand in the Macon area is high, behind only Savannah and the Atlanta area. The visitor center in the MATS area, as well as one bordering the area, are being considered by GDOT as potential places to add capacity.

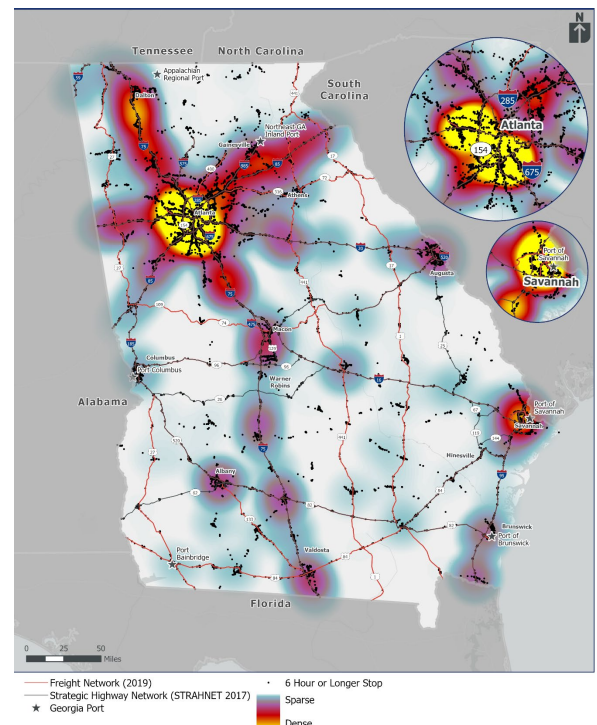


Figure 02. Truck Parking Clusters Across Georgia
Source: ATRI data (2021) from GDOT, Georgia Freight Plan (2023)

Georgia State Rail Plan (2021)

The Georgia State Rail Plan articulates the state's vision for freight and passenger rail services, and includes an examination of a number of components, including short line development, port rail connections, passenger and freight rail needs and opportunities, crossing safety, freight demand and growth, and intermodal connections. The Rail Plan is consistent with federal planning and initiatives, and is consistent with the vision and strategic goals for safety, infrastructure, and innovation in the National Freight Strategic Plan.

Multiple freight rail issues, opportunities, improvements, and proposed investments are discussed within the Rail Plan. A major component of the Rail Plan is multimodal planning and initiatives, the content of which is consistent with the statewide multimodal goals. Georgia's extensive rail network is an integral component of the state's economy and transportation, especially in conjunction with the Port of Savannah. The goals for improved multimodal transportation include, but are not limited to, safety improvements, reliability improvements, congestion relief, and freight and economic development improvements.

In addition to multimodal freight improvements, several issues and opportunities are highlighted, including general railroad state of repair, revitalization of unused rail lines and rights-of-way, identification of additional port opportunities, and grade crossing safety. The Rail Plan focuses particularly heavily on grade crossings, which can pose a significant risk to safety.

The Rail Plan also summarizes several initiatives related to the study of high speed rail between Atlanta and other regional destinations throughout the Southeast. These include a segment between Atlanta and Jacksonville that may include stops in Macon and Jessup, and which merges with another section of the Southeast High Speed Rail (SEHSR) Corridor that passed through Columbia, South Carolina and Savannah. The Atlanta-Macon-Savannah-Jacksonville corridor was last studied in 2012, and at the time, the study found that high-speed rail in the corridor was feasible. Then, in 2022, Congressional Directed Spending was announced to prepare and conduct a \$10 million Service Development Plan that will identify, analyze, and refine potential alternative routes. The seven-phase project will unfold between 2023 and 2028 or beyond, and will include identification of potential strategies for operating and maintaining the service as well as developing an implementation plan and preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA).

The Rail Plan also summarizes a feasibility study conducted by Amtrak in 2012 at the behest of GDOT to examine a potential 94-mile route between Macon and Atlanta that uses a Norfolk Southern right-of-way with ten potential alternative scenarios for service. The study developed estimates for ridership, revenue, operation and maintenance costs and operating subsidies for each of the ten alternatives. No specific next steps were identified other than coordinating with the freight railroads in evaluating potential schedules to determine required capacity improvements and the impact of this and other capital improvements on the potential service.

Georgia Statewide Air Cargo Study (2022)

GDOT completed the Georgia Statewide Air Cargo Study in 2022 to understand the current status of air cargo movement within the state and position itself to meet future demand. The two airports in the MATS region both offer ad hoc air cargo services, rather than scheduled air cargo services. Most of the ad hoc cargo service at the Middle Georgia Regional Airport (MCN) is driven by nearby manufacturing industries. Macon is more than a one-hour drive of any of the state's seven airports with scheduled air cargo service and is identified as a "gap" - being an area that generates air cargo demand but does not fully service that demand. The plan notes that several of the top Road Feeder Service (RFS) and Less-Than-Truckload (LTL) trucking firms in the US have locations in Macon; these include XPO Logistics, ArcBest, Averitt Express, and FedEx, Old Dominion Freight Line, UPS Freight, ABF Freight, and Southeastern Freight Lines, among others.

Regional Plans

2022-2027 Middle Georgia Comprehensive Economic Development Strategy

Throughout Middle Georgia, manufacturing jobs have decreased within the last 20 years, while the healthcare and social assistance fields have grown significantly. Healthcare jobs are expected to continuously increase due to the number of hospitals in the area. Transportation and warehousing are also forecasted to become major industries in Middle Georgia, which is a prime region for access to major freight destinations. Several proposed transportation improvements will assist growth, including the I-75/I-16 interchange improvements, the proposed future creation of I-14 and/or widening of SR 98, and I-75 commercial vehicle lanes. Additionally, other improvements like the Savannah Harbor Expansion Project Network, the Georgia Inland Port Initiative and expansion projects at regional airports will increase the viability of Middle Georgia as a transportation hub.

Middle Georgia – Robins Air Force Base Sustainability Plan (2022)

Robins Air Force Base (AFB) is a major economic boon to Houston County. Robins AFB is Georgia's largest single-site industrial complex and has an approximately \$3.54 billion impact each year. Several roadways near the AFB are part of the Strategic Highway Network (STRAHNET), which is a nationwide system of roadways designated by the Department of Defense used for military freight movement. In the MATS planning area, these include the Interstate highways (I-16, I-75, and I-475) as well as the STRAHNET Connector, US 41, from I-75 to Robins AFB. The STRAHNET is described in more detail in Chapter 2 of this report. Robins AFB is part of the Warner Robins Area Transportation Study (WRATS), as well as MATS. Several airports and two railroads serve the WRATS study area, though none serve the AFB directly. Truck traffic will increase in the WRATS area as the AFB's operations grow, so local transportation projects, such as the new I-14 "Forts to Ports" corridor that connects Macon to ports, military installations and four other states, will help reduce congestion near the base.

Middle Georgia Freight and Logistics Study (2015)

At the time of the Middle Georgia Freight and Logistics Study, the Georgia Ports Authority (GPA) was in the early stages of planning an inland port. The new port would create rail service between Middle Georgia and the Port of Savannah and establish the region as a freight destination. Currently, Middle Georgia is overlooked for shipping opportunities due to its proximity to Atlanta and Savannah; however, its location within the state could prove to be an advantage. Thanks to projects such as the inland port and the Fall Line Freeway, Middle Georgia could serve as a significant transportation hub for the Hartsfield-Jackson Atlanta International Airport and the Port of Savannah.

Middle Georgia Intermodal Hub Master Plan (2019)

The Middle Georgia Intermodal Hub Master Plan serves as a site-selection document for the future inland port in the 11-county Middle Georgia region. Middle Georgia does not yet have a one-to-one outbound containers to inbound containers ratio, which is recommended by the GPA for efficiency and justifying an inland port. However, the GPA anticipates that an inland port in the region will soon become a viable option and recommended that Middle Georgia continue marketing itself as a freight location until a one-to-one ratio is reached. The Middle Georgia Intermodal Hub Master Plan determined criteria for port locations and evaluated possible sites throughout the 11-county Middle Georgia area. The final four options included two sites in Macon-Bibb County (one on Joe Tamplin Industrial Boulevard and the other on Jefferson Road), a site in Peach County and one in Wilkinson County.

2050 MATS Metropolitan Transportation Plan

MATS prioritizes economic development within the region in accordance with the performance goals set forth by the Infrastructure Investment & Jobs Act (IIJA) of 2021. This development can be achieved in part through improved freight movement. The 2050 Metropolitan Transportation Plan (MTP) recommends coordinating land use planning with transportation planning. The MATS area is a regional hub for jobs, and its population is expected to grow between now and 2050. Key projects such as the Seventh Street Truck Route (proposed), the I-14 Corridor Project (proposed) and the I-16/I-75 Interchange Improvements (ongoing) will help MATS reach its economic goals. Relevant projects from this and other plans are listed in Table 01.

MATS Unified Planning Work Program

The Unified Planning Work Program (UPWP) is used to coordinate transportation and comprehensive planning, as required by federal law. The UPWP identifies planned work for the next one or two years in high-level detail. The most significant freight-related task is the MATS Freight Plan. The plan is a high priority for the MATS MPO. It spells out how planning activities undertaken by the MPO align with MPO priorities outlined by the Federal Highway Administration and correlate to eight Planning Emphasis Areas. Other important projects of the MPO include the MATS MTP update and the Transportation Improvement Program (TIP) development. Both projects will ensure compliance with the Infrastructure Investment and Jobs Act (IIJA) and keep local transportation improvements on track.

The current iteration of the UPWP includes priorities for program support and administration, public involvement, data collection, system planning, including freight planning and transit planning. The Freight Planning sub-element discusses the purpose and prior work activities related to the development of the 2050 Freight Plan.

MATS Transportation Improvement Program (Fiscal Years 2024 - 2027)

The MATS TIP is a full listing of projects taking place in the MATS area between fiscal years 2024-2027, including cost and funding data and other project details. The projects within the TIP fall into three major categories: road and bridge projects, mass transit and airports, and range from maintenance to safety improvements to bridge replacements. This document is a helpful resource for specific projects happening in the study area and can guide recommendations in the MATS Freight Plan.



Local Plans

2050 Macon-Bibb Comprehensive Plan

Macon-Bibb County is in a transitional phase with regard to freight-oriented land uses. A major focus of the Macon-Bibb Comprehensive Plan is on converting old industrial areas to mixed-use developments, particularly in the central business district and the revitalizing downtown area. Nearly 300 acres of land previously designated for industrial use in the 2040 plan have been converted to mixed-use designation in the 2050 plan. The textile industry which once formed the basis of its economy has relocated overseas, leaving the county with lost jobs, high poverty rates and increasing blight. In spite of these hardships, Macon-Bibb County is rebuilding; population is increasing and various aviation-related industries are bringing in new jobs.

Jones County Joint Comprehensive Plan (2022)

Jones County is poised for growth and planning to capitalize on its opportunities for economic development. A common thread throughout the comprehensive plan is lowering the cost of living and increasing economic opportunities. Most Jones County residents work in the service industry, which tends to pay lower wages than industrial jobs. The Griswoldville Industrial Park is a prime location to bring higher-paying jobs to the area; in particular, Jones County is courting aerospace, automotive and warehousing and distribution industries. The industrial park is located off the Fall Line Freeway and serviced by the Norfolk Southern Railroad, but is largely unoccupied as of 2022. To prepare for new industry in the area, several infrastructure and safety improvements are needed on Jones County's roadways. Numerous roads need resurfacing, and many dirt roads need paving. Additionally, road safety is a concern, particularly at intersections. In 2020, 82% of crashes in Jones County occurred at intersections.

Monroe County Joint Comprehensive Plan Update (2022)

Monroe County is seeking new types of growth in light of a major local industry's plan to scale back operations. Monroe County is located along I-75 between Atlanta and Macon/Warner Robins, making it an attractive location for industry. I-75 allows easy access to both Hartsfield Jackson Atlanta International Airport and the Port of Savannah. Though Monroe County wants more industrial development, the county also wants to maintain a small-town feel. Therefore, future industries will be clustered in specific areas, such as along I-75.

Macon-Bibb County Pre-Disaster Mitigation Plan

The Macon-Bibb Emergency Management Agency Pre-Disaster Mitigation Plan was first prepared in 2004 and was amended in 2010. The plan identifies and summarizes risks and vulnerabilities related to natural hazards and technology (hazardous materials). The plan includes "profiles" for each of the natural hazards, including flooding, tornadoes, drought, thunderstorm winds, lightning, and winter storms. According to the plan, at the time written, research indicated that within Bibb County, the most prevalent, significant, natural hazard events were thunderstorm winds that routinely strike, especially during the spring and summer seasons. Additionally, hazardous materials spills are the most prevalent technological hazard encountered within Macon-Bibb County. For each hazard, the plan identifies specific goals, objectives, and action steps. Relevant action steps related to freight infrastructure include addressing stormwater management issues and National Flood Insurance Program compliance regulations, expanding coverage of tornado warning sirens, identifying critical facilities in wildfire hazard areas in need of more robust protection, and assessing and identifying needed resources for alerting citizens of road conditions and mitigating impacted roadways and bridges. Subsequent to the Pre-Disaster Mitigation Plan, Macon-Bibb County prepared an



Planned and Programmed Projects

Several projects have already been planned and funded within the MATS region through the transportation planning process. As noted in the review of prior plans and studies, an MTP identifies a short- and long-term needs while the TIP identifies priorities and directs funds to projects that will be undertaken over the subsequent four years. The following table represents planned and programmed projects from both documents.

Table 01. Planned and Programmed Freight-Related Projects

Project Name	Project ID / GDOT PI	Type	Source	Project Limits
SR 11/SR 49/US 41 at Norfolk Southern RR #734080Y	MCN-122, 0013712	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	SR 11/SR 49/US 41 at Norfolk Southern Railroad; 1.4 miles south of Macon
I-475 at CR 742/Tucker Rd	MCN-130, 0013921	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	I-475 at CR 742/Tucker Rd; 2 miles west of Macon
SR 18/Ocmulgee River	MC_133, 0016130	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	SR 18/Ocmulgee River; 12 miles east of Forsyth
CR 742/Bass Rd From Providence Blvd to New Forsyth Rd	0017121	Capacity	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	Providence Blvd. to New Forsyth Rd.
SR 247/Hawkinsville Rd at Echeconnee Creek & Overflows at 3 locations	0017221	Bridge	FY 24-27 TIP	3 locations; SR 247/ Hawkinsville Rd at Echeconnee Creek & Overflows
SR 11/SR 22/US 129 SB & NB at Rock Creek	0017230	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	SR 11/SR 22/US 129 SB & NB at Rock Creek
SR 11/SR 22/US 129 at Sand Creek	0017231	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	SR 11/SR 22/US 129 at Sand Creek
SR 22/US 80 From CR 5503/Canterbury Rd To I-75 SB Ramp	0018327	Safety	FY 24-27 TIP	CR 5503/Canterbury Rd To I-75 SB Ramp
SR 247/US 129 SB at Norfolk Southern (#729382R)	0020213	Bridge	FY 24-27 TIP, MTP (v. August2024)	-
Design and Construct Commercial Terminal and ATCT Entrance Road with Utilities		Airport	FY 24-27 TIP	-
Design and Construct West Cargo Area		Airport	FY 24-27 TIP	-
SR 22 at CR 715/Knoxville Rd	0009960	Intersection / Safety	FY 24-27 TIP	SR 22 at CR 715/Knoxville Rd
I-16 WB from I-75 to Walnut Creek - Phase V	MCN-136, 0012701	Capacity	FY 24-27 TIP	I-75 to Walnut Creek
CR 742/Bass Rd at NS # 718357C 2	MCN-126, 0014896	Bridge	FY 24-27 TIP, FY 21-24 TIP, MTP (v.June2022)	CR 742/Bass Rd at NS # 718357C

	Status	Description
	Construction work program. CST anticipated for 2024.	The proposed project would be constructed partially on new roadway alignment to the west of the existing US 41 bridge over Norfolk Southern railroad.
	Under construction.	This project will replace two bridges located on Tucker Rd. The proposed project will replace the existing functionally obsolete Tucker Rd bridge over I-475 with a new bridge to the east of the existing while Tucker Rd remains open to traffic.
	Construction work program. CST anticipated for 2026.	Bridge replacement at SR 18/Ocmulgee River; partially (14%) located in the Jones County portion of the MATS planning area.
	Construction work program. CST anticipated for 2028.	This project proposes to widen Bass Rd from two to four lanes with a 20' raised median, 5' shoulders on the south side, and 10' shoulders on the north side, and to replace Bass Rd bridges over I-75 and Beaver Dam Creek.
	Construction work program. CST anticipated for 2028.	Replace structurally deficient bridges in the northbound lanes over the Echeconnee Creek (two bridges) and in the southbound lanes over the Echeconnee Creek Overflow.
	Construction work program - ROW scheduled for Nov 2024	Construct replacement bridges in the NB lanes and SB lanes for these existing structurally deficient bridges. The project typical consists of two 12' lanes with a 10' outside shoulder and a 6' inside shoulder with a design speed of 65 mph.
	Construction work program. CST anticipated for 2028.	The project, located approximately 4.5 mile N of the Jones/Bibb County line replaces the existing southbound bridge with a new 140'x43' bridge. In addition to the original scope, GDOT has requested the northbound bridge be replaced as part of this project.
	Construction work program. CST anticipated for 2028.	Re-stripe and add a road diet, rumble strips and sidewalk installation on the north side of SR 22/Eisenhower Pkwy with the addition of the signalized RCUT at Anthony Ter and unsignalized RCUT at Pine St/Laveta Dr. In addition to the safety improvements proposed, it is recommended that long-term improvements include lighting and installing sidewalks on the south side of SR 22/Eisenhower Pkwy connecting the east and west of the existing sidewalks at the intersection of SR 22/Eisenhower Pkwy at SR 247/Pio Nono Ave.
	Construction work program. PE anticipated for 2025.	Bridge Replacement at SR 247/US 129 SB & NB at NS #729382R
	Planned for FY 2024	Middle Georgia Regional Airport capital improvement program - sponsor priority 1 for FY24
	Planned for FY 2025	Middle Georgia Regional Airport capital improvement program - sponsor priority 3 for FY25
	Under construction	Install a roundabout at the intersection of US 80/SR 22/Eisenhower Pkwy and CR 715/Knoxville Rd to improve level of service and to reduce crash frequency and severity.
	Under construction	Capacity and operational improvements to I-16 westbound from I-75 to Walnut Creek. The Spring St. loop ramp will be reopened and the northbound Spring St left-turn lane to I-16 westbound will be eliminated. A new entrance ramp from Second St to I-16 westbound will be added and Phase 5 will complete the ultimate build-out of the west-to-north ramp from Phase 3 through the I-16 / I-75 interchange, connecting the north-to-east ramp with the work from Phase 2.
	Under construction. Anticipate completion in Spring 2025.	The project will replace the existing bridge over Norfolk Southern Railroad and Colonial Pipeline with a higher bridge to meet minimum clearance over the railroad. The roadway section will include two 12' lanes and 8' rural shoulders (4' paved).

MATS 2050 Freight Plan

Project Name	Project ID / GDOT PI	Type	Source	Project Limits
SR 11/SR 49 at SR 247	0015686	Safety	FY 24-27 TIP	SR 11/SR 49 at SR 247
SR 87 at CR 742/Bass Rd/CR	0015692	Safety	FY 24-27 TIP	SR 87 at CR 742/Bass Rd
SR 74 Mercer University Drive: Safety and Operational Improvements	0017394	Safety	FY 24-27 TIP	SR 74 from CR 5462/Oglesby Place to Columbus Rd
SR 247/US 41 at CR 5104/CR 5481/Anthony Rd	0017395	Safety	FY 24-27 TIP	SR 247/US 41 at CR 5104/CR 5481/Anthony Rd
Ocmulgee Heritage Trail from I-16/I-75 TO Amerson River Park	0017879	Multimodal	FY 24-27 TIP	I-16/I-75 to Amerson River Park
SR 22/US 80 at I-75 SB Ramp	0018328	Safety	FY 24-27 TIP	SR 22/US 80 at I-75 SB Ramp
I-16 EB from I-75 TO Walnut Creek - Phase IV; Project # NHIM0-0016-01(131)	MCN-66, 311005-	Capacity	FY 24-27 TIP	I-75 to Walnut Creek
Off-system Safety Improvements at 16 Locs in Jones County	0018036	Safety	FY 24-27 TIP	16 locations in Jones County
Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound at Walnut Creek 1 Mile East of Macon	0014072	Bridge	FY 21-24 TIP, MTP (v.June2022)	I-16 Eastbound & Westbound at Walnut Creek
I-16 EB & WB at Ocmulgee River Overflow	0014897	Bridge	FY 21-24 TIP, MTP (v.June2022)	I-16 EB & WB at Ocmulgee River Overflow
I-16 from SR 22/Bibb County to SR 96/Twiggs County	0020345	EV Charging Station	n/a	I-16 between Bibb and Twiggs Counties
Forest Hill Rd - Widen from 2 to 3 lanes from Vineville Ave/Forsyth Rd to Wimbish Rd	0013676	Capacity, Safety, Bike/Ped	MTP (v.June2022)	Vineville Ave/Forsyth Rd to Wimbish Rd
I-75 from I-16 to CR 478/Pierce Ave - Phase VI	311400-	Capacity	MTP (v.June2022)	I-16 to CR 478/Pierce Ave
7th St. Truck Route - 7th St. at Walnut & 7th St. at Eisenhower - Roundabout and Improvements		Intersection / Safety	MTP (v.June2022)	7th St at Walnut & 7th St at Eisenhower
Columbus Rd (SR 22) - Replace Bridge at Echeconnee Creek	0007029	Bridge	MTP (v.June2022)	SR 22 bridge at Echeconnee Creek
Peake Rd bridge replacement - Replace Bridge at Rocky Creek	0006659	Bridge	MTP (v.June2022)	Peake Rd bridge at Rocky Creek
Safety Improvements Emery Hwy from Spring St to Irwinton Hwy		Safety	MTP (v.June2022)	Spring Street to Irwinton Highway
Emery Hwy - Reconstruct Bridge at Walnut Creek	333150	Bridge	MTP (v.June2022)	Emery Hwy bridge at Walnut Creek

	Status	Description
	Under construction. Anticipate completion by end of 2024.	Install a roundabout at the intersection of SR 11/SR 49/Houston Rd at SR 41/Pio Nono Ave, Houston Ave, and SR 49/Broadway in Macon-Bibb County to improve the level of service and anticipated to reduce crash frequency and severity.
	Under construction. Anticipate completion by Summer 2025.	Improve operations and reduce crash frequency and severity at the intersection of Bass Rd, Arkwright Rd and SR 87 by replacing the existing unsignalized intersection with a single lane roundabout.
	Construction work program - ROW scheduled for July 2024	Corridor-wide improvements along SR 74/Mercer University Dr from Oglesby Pl to Columbus Rd, including unsignalized RCUTs, hybrid roundabout at SR 74/Mercer University Dr and Anthony Rd/Burton Ave, and a hybrid roundabout at SR 74/Mercer University Dr and Columbus Rd, with 12-ft raised median with pedestrian upgrades.
	Construction work program - ROW scheduled for July 2024	Convert the existing signalized intersection at SR 247/US 41/Pio Nono Ave and CR 5104/CR 5481/Anthony Rd into a single-lane roundabout.
	Construction work program (PE year listed as 2021)	The project intends to build a 2-mile 10'-wide shared use path along the Ocmulgee River. The path will have portions at grade and other portions elevated and will provide various pedestrian amenities.
	Construction work program - ROW scheduled for 2026	The proposed four-legged roundabout at the signalized intersection of SR 22/Eisenhower Pkwy at I-75 SB Ramps has a potential for a crash reduction of 26% of PDO crashes and 71% for injury/fatal crashes and a safety B/C of 9.9.
	Under construction. Anticipate completion by Winter 2025.	Phase 4 consists of 2.92 miles of capacity and operational improvements to I-16 EB from I-75 to Walnut Creek. Second Street will be widened from 4 to 6 lanes, and the Second Street overpass bridge will be reconstructed. A 10' sidewalk will be added to the east side of the Second Street bridge. Eastbound entrance and exit ramps will be added to Second Street with this phase.
	Under construction. Anticipate completion by January 2024.	Off-system safety project including 51.63 miles of shoulder widening, updating highway signs, striping and pavement markings at 16 locations in Jones County.
	Construction work program - construction scheduled for 2025	The proposed project would replace the existing bridges over Walnut Creek at the location of the existing EB and WB bridges. A temporary bridge would be used in the median to maintain traffic throughout construction.
	Under construction. Anticipate completion by beginning of 2026.	The proposed project would replace the existing bridges at the Ocmulgee River Overflow extending 1500 feet both east and west from the center of the existing bridge.
	Construction work program. CST anticipated for 2025.	Electric vehicle charging station to be installed on I-16 between Bibb and Twiggs Counties.
	Construction work program - ROW scheduled for 2028	The proposed project would widen Forest Hill Rd to a 3-lane section including curb and gutter, a multi-use path, and ADA compliant sidewalks and ramps.
	Construction work program - utilities and construction scheduled for 2026	Phase 6 will complete the construction of the I-75 corridor north of the I-16/I-75 interchange and will connect with construction completed under PI 312090. Phase 6 consists of 1.47 miles of capacity improvements to I-75 NB and SB from the I-16 Interchange to Pierce Ave, which includes a 1575' bridge to be constructed over Norfolk Southern Railroad. Phase 6 also includes 1.54 miles of milling and overlay for new striping and signage for construction that was completed as part of PI 312090.
	Long range	Design and construct roundabout at two locations: 7th St at Walnut St and 7th St at Eisenhower Pkwy
	Long range	Design and construct replacement bridge at Columbus Rd (SR 22) over Echeconnee Creek
	Long range	Design and construct replacement bridge at Peake Rd over Rocky Creek
	Long range	Safety improvements along Emery Hwy
	Long range	Design and construct replacement bridge at Emery Hwy over Walnut Creek

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Project Name	Project ID / GDOT PI	Type	Source	Project Limits
Safety Improvements Eisenhower Parkway from Bloomfield Dr to C Street		Safety	MTP (v.June2022)	Bloomfield Dr to C Street
Safety Improvements Gray Hwy from I-75 to Jones County Line		Safety	MTP (v.June2022)	I-75 to Jones County Line
Widen Jeffersonville Road from 2 to 4 thru lanes with a continuous left turn lane from Recreation Rd. to Emery Rd (US 80).	351080-	Capacity	MTP (v.June2022)	Recreation Rd to Emery Rd (US 80)
I-75/Riverside Drive Interchange - Signalize interchange		Intersection/ Signal/Safety	MTP (v.June2022)	I-75/Riverside Drive Interchange
I-75 Corridor: Mercer University Drive- NB and SB Ramp Intersections		Operations	MTP (v.June2022)	Mercer University Drive- NB and SB Ramp Intersections
I-75 Corridor: Eisenhower Parkway- Northbound Ramp Intersection		Operations	MTP (v.June2022)	Eisenhower Parkway- NB Ramp Intersection
I-75 Corridor: Pio Nono Avenue NB Ramp Intersection		Operations	MTP (v.June2022)	Pio Nono Avenue NB Ramp Intersection
I-75 Corridor: Between Bass Road to Riverside Drive		Operations	MTP (v.June2022)	Bass Road to Riverside Drive
I-75 Corridor: Riverside Drive to Arkwright Road- both directions		Operations	MTP (v.June2022)	Riverside Drive to Arkwright Road
I-75 Corridor: Pierce Avenue at intersection with Riverside Drive		Operations	MTP (v.June2022)	Pierce Avenue and Riverside Drive intersection
I-75 Corridor: Forsyth Street- NB off ramp		Operations	MTP (v.June2022)	Forsyth Street- NB off-ramp
I-75 Corridor: Forsyth Street to Mercer University Drive- Both Directions		Operations	MTP (v.June2022)	Forsyth Street to Mercer University Drive
I-75 Corridor: Mercer University Drive to Eisenhower Parkway- both directions		Operations	MTP (v.June2022)	Mercer University Dr to Eisenhower Pkwy
I-75 Corridor: Eisenhower Parkway to Pio Nono Avenue in Both Directions		Operations	MTP (v.June2022)	Eisenhower Pkwy to Pio Nono Ave
Bass Rd widening, Phase II - Providence Blvd to Zebulon Rd widened from 2 to 4 lanes		Capacity	MTP (v.June2022)	Providence Blvd to Zebulon Rd
Henderson Rd - Widen to 4 lanes from SR 57 to Griswoldville Rd		Capacity	MTP (v.June2022)	SR 57 to Griswoldville Rd
Griswoldville Rd - Widen to 4 lanes from Henderson Rd to SR 49		Capacity	MTP (v.June2022)	Henderson Rd to SR 49
Joycliff Rd. - Widen to 4 lanes from SR 49 to US 129		Capacity	MTP (v.June2022)	SR 49 to US 129
Sardis Church Rd Extension from SR 247 to Sgoda Rd - New Road on new location project		New Roadway	MTP (v.June2022)	SR 247 to Sgoda Rd
Widen State Route 49 from Griswoldville Rd to State Route 18 (Jones Co.)	332450-	Capacity	MTP (v.June2022)	Griswoldville Rd to State Route 18
New Forsyth Rd Widening		Capacity	MTP (v.June2022)	Bass Rd to Riverside Dr
Widen Bass Rd from 2 to 4 lanes		Capacity	MTP (v.June2022)	New Forsyth Rd to Riverside Dr
Widen Zebulon Rd from 2 to 4 lanes		Capacity	MTP (v.June2022)	Lake Wildwood entrance to Lamar Rd
Truck Parking Expansion - Region 2 - Scoping Only	0019107	Scoping Study	MTP (v.June2022)	n/a - study

	Status	Description
	Long range	Safety improvements
	Long range	
	Long range program - construction listed as 2051	The proposed project will widen Jeffersonville Rd/CR 727 from Recreation Rd to south of its intersection with the Fall Line Freeway (US 80/SR 19), from an existing 2-lane rural roadway to a 5-lane urban roadway (12' through lanes with a 14' center turn lane) with curb and gutter and 5' sidewalks along both sides of the road.
	Long range	Modify ramps to add turn lanes & storage. Run fiber optic.
	Long range	Improve ramp as a result of failing 2012 and 2040 LOS
	Long range	Improve ramp as a result of failing 2040 LOS
	Long range	
	Long range	Improve corridor as a result of failing 2040 LOS
	Long range	Improve corridor as a result of failing 2040 LOS
	Long range	Improve corridor as a result of failing 2012 and 2040 LOS
	Long range	Improve corridor as a result of failing 2012 and 2040 LOS
	Long range	Improve corridor as a result of failing 2012 and 2040 LOS
	Long range	Improve corridor as a result of failing 2040 LOS
	Long range	
	Long range	Widen from 2 lanes to 4 lanes
	Long range	Widen to 4 lanes
	Long range	Widen to 4 lanes
	Long range	Widen to 4 lanes
	Long range	New location roadway with study
	Long range program - construction is listed as 2056	Widen
	Long range	Widen New Forsyth Rd from 2 to 4 lanes with turn lanes as needed from Bass Rd to Riverside Dr, with major intersection reconfiguration with Bass Rd, Wesleyan Dr and Riverside Dr.
	Long range	Widen Bass Rd from 2 to 4 lanes from New Forsyth Rd to Riverside Dr, and Interchange Improvements
	Long range	Widen Zebulon Rd from Lake Wildwood entrance to Lamar Rd from 2 to 4 lanes. Add turn lanes at Lamar Rd and Zebulon Rd.
	Long range	A study to provide a comprehensive view of demand for and supply of truck parking in GA, that can advise public policy and investment decisions for advancing safety and supporting economic development

Chapter 1 Endnotes

- 1 Macon Area Transportation Study. (2023). 2050 Metropolitan Transportation Plan Amended.
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