



I-85, Gwinnett County. GDOT, 2025

Freight and Logistics Implementation Plan

Annual Report Fiscal Year

2025

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HB 617 (2024) Legislation Enacted

O.C.G.A. 32-2-41.4¹

Georgia DOT's freight planning activities date back to 2008, with the Commission for a New Georgia's Freight Task Force and the subsequent creation of the 2012 award-winning State Freight Plan. Since then, the Federal Highway Administration has required all state DOTs to create a freight plan, renewable every four years. The passage of HB 617, effective July 1, 2024, reflects a further commitment to strengthen the state's freight network by building on the goals and strategies most recently identified in Georgia's State Freight Plan,² published in 2023.

By February 15 of each year, the director shall provide the House and Senate Committees on Transportation with a report on the statewide freight and logistics implementation plan, which shall include information from the previous fiscal year on the:

1. Budgetary proposal of state funds needed by the Department to fully procure federal aid funds;
2. Status of the Department's program to deliver projects which add capacity to roadways through the exclusive use of state funds; and
3. Status of any critical projects and available funding for:
 - (A) Widening of interstates;
 - (B) Widening of non-interstate arterial roads;
 - (C) Interchange, intersection, and other operational improvements;
 - (D) Intermodal or multimodal capacity enhancements;
 - (E) Railroad crossing access and safety improvements;
 - (F) Commercial motor vehicle parking and safety improvements;
 - (G) Projects located in an international ocean trade zone, an inland port zone, or commercial and industrial impact zone as described in subsection (d) of this Code section; and
 - (H) Projects of significant economic impact.

The legislation directs the Department to develop and maintain the statewide Freight and Logistics Implementation Plan (FLIP), a 20-year roadmap for freight and logistics investments and requires alignment with the formulation of the federally required state freight plan. HB 617 also requires an annual report, due each February 15, to update the General Assembly on progress made during the previous fiscal year.

¹ [Bill Text: GA HB 617 | 2023-2024 | Regular Session | Enrolled | LegiScan.](#)

² <https://www.dot.ga.gov/InvestSmart/Freight/GeorgiaFreight/GeorgiaFreightPlan.pdf>.

Freight and Logistics Implementation Plan (FLIP) FY 2025 Annual Report Summary

Georgia's freight network is one of the state's strongest economic assets, and the Georgia Department of Transportation (GDOT, the Department) plays a central role in its reliability, efficiency, and readiness for growth. With the nation's fourth-busiest container port,³ the fastest-growing container port on the East Coast,⁴ the world's busiest passenger airport, an extensive rail system, and a well-connected highway network, Georgia offers businesses the infrastructure to operate in their service to domestic and global markets. These advantages have helped the state earn recognition as the nation's top state for business for the past 12 consecutive years.⁵

Freight and logistics directly support roughly one in 10 jobs in Georgia⁶ and generate the equivalent of \$100 billion sales and output per year.⁷ As freight tonnage is projected to grow by 52 percent and freight value by 97 percent by 2050,⁸ the state's long-term economic health depends on a transportation system to carry that cargo. GDOT's responsibility is to utilize taxpayer funds to effectively maintain safe, reliable, and cost-efficient freight movement for agriculture, manufacturing, distribution, and other key industries.

Governor Brian Kemp and the General Assembly have made historic investments to support this mission in recent years. The Amended Fiscal Year (AFY) 2024 budget included \$593 million to increase the capital construction budget by 58 percent and \$500 million to establish the Georgia Freight Program. The AFY 2025 budget added another \$500 million. GDOT has been able to invest these historic funds to advance projects that improve safety, reduce bottlenecks, and strengthen multimodal connections, demonstrating the Department's commitment to delivering measurable value for Georgia's taxpayers.

Since Governor Kemp's first inauguration, logistics-enabled businesses have expanded by more than 2,100 companies, driving approximately \$74 billion in private capital investment, accounting for roughly 65 percent announced statewide. These firms have already begun creating more than 157,000 jobs affiliated with these private sector investment announcements, underscoring the central role that freight-dependent industries play in sustaining Georgia's economic competitiveness.

³ [Top 5 US ports by TEU in H1 2025 - Port Technology International.](#)

⁴ Georgia Ports Authority Press Release [Savannah fastest growing port on U.S. East Coast](#), February 25, 2025.

⁵ [Area Development Magazine](#), 2025.

⁶ [Freight - Georgia DOT.](#)

⁷ [UGA In Motion Study of Georgia's Logistics Industry in 2021](#); \$83.4B in 2021\$.

⁸ [US DOT Bureau of Transportation Statistics Freight Analysis Framework.](#)

Governor Kemp's Amended Fiscal Year 2026 budget includes an additional \$2.3 billion to modernize transportation systems, expand freight capacity, and improve mobility across urban, suburban, and rural communities.



These projects are essential to supporting manufacturing, logistics, agriculture, and exports and to reducing costs and congestion for all Georgians. The Governor's budget recommends:

- \$1.8 billion for upgrading I-75's express lanes in south metro Atlanta
- \$200 million for improvements and interchange conversions on SR 316
- \$100 million for rehabilitation and replacement of rural bridges
- \$250 million for local maintenance and improvement grants through GDOT's Local Road Assistance Program

The I-75 corridor in the southern part of metro Atlanta is a critical link for moving freight throughout Georgia. Trucks comprise about 20 percent of daily vehicles along this corridor, carrying \$620 million of freight commodity value. This translates to \$226 billion annual value of freight commodities moved in this corridor, representing nearly a quarter of Georgia's total freight. The American Trucking Research Institute (ATRI) has ranked the I-75 South Metro corridor as the worst freight corridor bottleneck in the United States, requiring truck drivers to budget 80 percent additional time to move through this corridor to arrive on schedule. Expanding the express lanes to extend the length and add bi-directional capacity will relieve congestion across the general purpose lanes and reduce the delays that truck drivers face as they move cargo through this corridor.

SR 316, a 40-mile corridor connecting Gwinnett County to the city of Athens, carries between 30,000 and 108,000 vehicles per day, and 12 percent are trucks. This corridor experiences over 1,300 crashes per year, and six of the intersections are ranked among the highest crash locations in the state. The proposed \$200 million investment will continue to upgrade and convert intersections to overpasses and interchanges, enabling significantly safer travel for vehicles on and crossing the corridor.

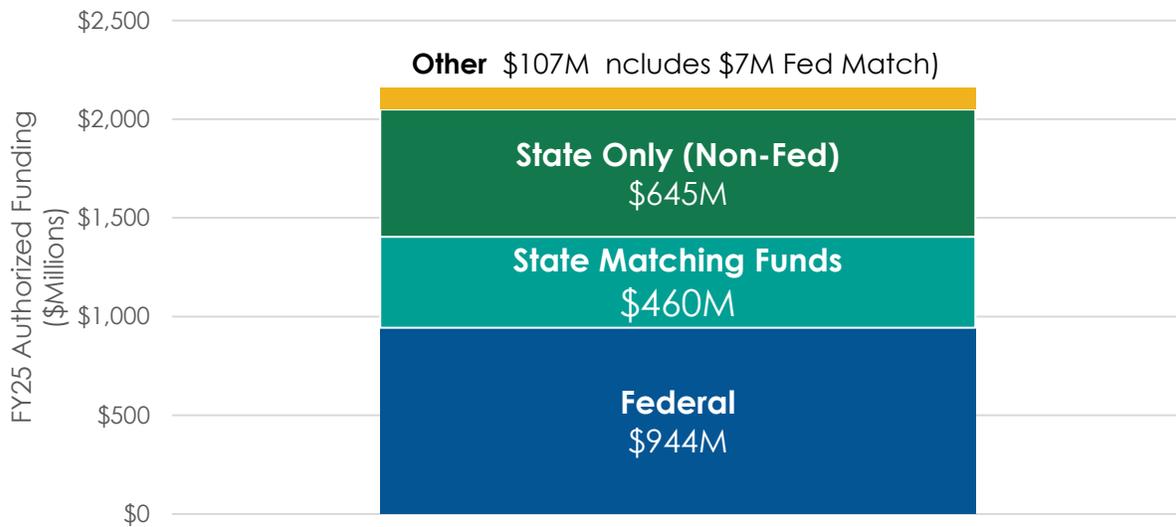
Maintaining bridges in a state of good repair is essential to a well-functioning freight system to reduce costly delays and detours. The Governor's proposed \$100 million for rural bridges will advance rehabilitation and replacement projects that directly support the agriculture and timber industries.

Finally, the local road system in Georgia that is maintained by cities and counties comprises more than 85 percent of the total roadway mileage in the state. The Governor's recommendation of \$250 million for local maintenance improvement grants will help cities and counties complete locally driven roadway improvement projects that lower costs for freight.

This freight and logistics annual report highlights the Department's progress in implementing the FLIP during Fiscal Year 2025 (FY25). It outlines accomplishments across major project categories, summarizes funding and delivery status, and shows how the framework established by HB 617 guides strategic investments that support a safer, more efficient, and more robust freight network.

In FY25, GDOT authorized \$2.2 billion from various fund sources for 311 freight projects. As shown in Figure 1, \$944 million (44 percent) of this investment comes from federal sources, while \$460 million (21 percent) represents state matching funds that allow Georgia to fully leverage available federal aid. Another \$645 million (30 percent) of state-only funding for project delivery and expansion of capacity⁹ in the network. The remaining \$107 million (5 percent) is from other sources.

Figure 1: FY25 Authorized Funding Allocations



Project Life Cycle

Many of the FY25 authorized freight projects have been in development for some time. Moving a freight project from concept to construction is a multiyear process that includes system and project planning, preliminary engineering, environmental review, right-of-way acquisition, and utility coordination as shown in Figure 2.

⁹ For the purposes of this report, roadway capacity projects are defined as roadway widenings or extensions that add through lane capacity to the state's transportation network.

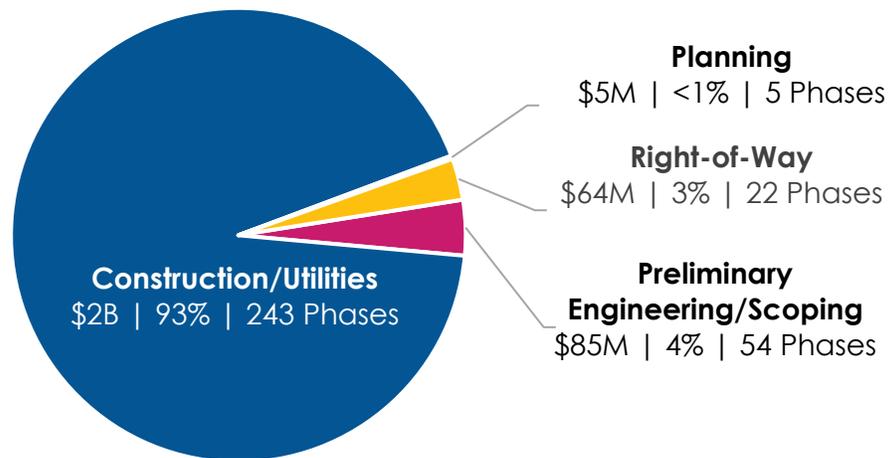
Figure 2: Life Cycle of a Transportation Development Project



The FY25 authorizations reflect a full project life cycle approach, so that GDOT builds new freight infrastructure and prepares for the next generation of projects. Figure 3 shows how the projects identified in the Annual Report are distributed across the phases of project development. Several projects were authorized for more than one phase.

In FY25, approximately \$2 billion (93 percent) of the authorized funding was used to fund construction and utilities phases. A total of \$85 million (4 percent) was used to fund preliminary engineering and scoping phases while \$64 million (3 percent) was used to fund right-of-way acquisition. Additionally, \$5 million (<1 percent) was used to fund planning phases.

Figure 3: FY25 FLIP Authorizations by Project Phase



Project Categories: Foundational, Catalytic, and Innovative

The 311 projects freight projects authorized have been categorized within the required Foundational, Catalytic, and Innovative (FCI) framework, which was originally created

in the strategic planning work of the GDOT 2021 Statewide Strategic Transportation Plan¹⁰ (SSTP) and the 2023 Georgia Freight Plan.¹¹ Table 1 below provides a breakdown of the number of projects authorized in FY25 by each FCI category along with the total authorized funding.

Foundational Projects

GDOT maintains and strengthens Georgia's freight network by preserving critical infrastructure and improving safety across the state. Beyond adding roadway capacity, GDOT recognizes that resurfacing and system maintenance are critical for meeting the five performance measures outlined in the 2023 State Freight Plan: reliability, speed, cost, risk, and safety/security. These investments directly benefit the freight industry by improving infrastructure conditions that enhance safety and overall speeds, reducing vehicle wear and associated costs to freight carriers and shippers, and improve overall travel reliability.

In FY25, GDOT invested \$971 million in 258 asset preservation projects, including resurfacing and maintenance of 816 miles of pavement, rehabilitation of 38 bridge projects, and safety enhancements at 30 rail crossings. These investments help address freight bottlenecks and support reliable goods movement as freight volumes continue to grow across Georgia.

Catalytic Projects

GDOT advances strategic infrastructure investments that expand freight capacity and support economic competitiveness. During FY25, GDOT delivered or advanced 141 lane miles of freight-supporting roadway improvements, enhanced last-mile freight access to key logistics hubs, and partnered with local governments and private sector stakeholders on 12 multimodal freight projects, including rail and airport access improvements. These investments strengthen supply chain reliability and support Georgia's position as a national logistics leader.

Innovative Projects

GDOT deploys emerging technologies and operational strategies to modernize freight movement and improve system performance. In FY25, GDOT advanced five freight technology or connected vehicle pilot programs, expanded freight data-sharing and collaboration tools, and supported broadband and roadside technology infrastructure to enable future transportation systems.

Table 1: FCI Projects and FY25 Authorized Funding

Category	Project Count	FY25 Authorized Funding
Foundational	258	\$971M
Catalytic	48	\$1.2B
Innovative	5	\$5M
Total	311	\$2.2B

¹⁰ [GDOT 2021 Statewide Strategic Transportation Plan](#).

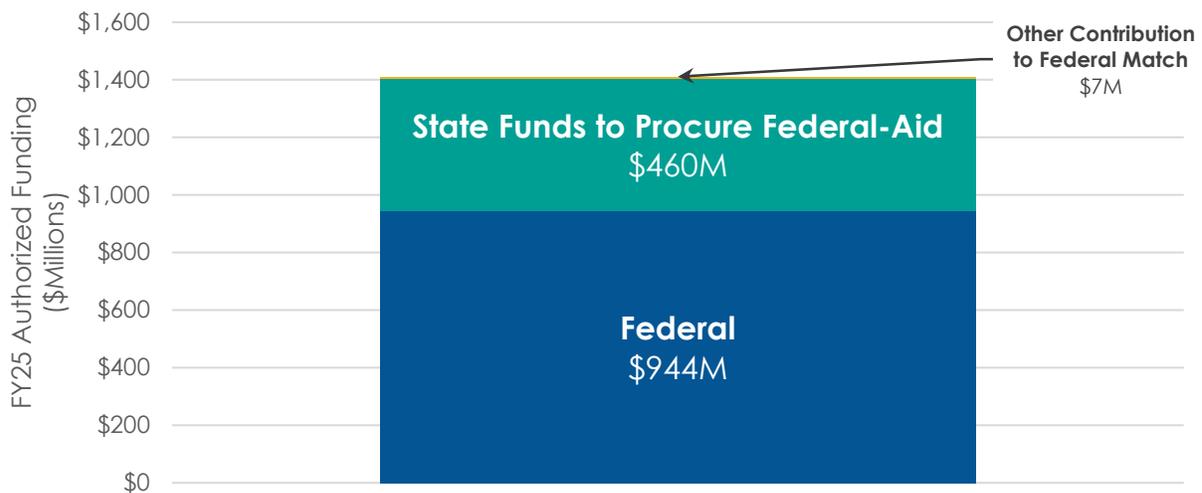
¹¹ [Georgia Freight Plan](#).

State Funds Necessary to Fully Procure Federal Aid Funds O.C.G.A. 32-2-41.4(e)(1)

GDOT's funding strategy reflects responsible stewardship of state dollars and full alignment with relevant parts of state law. For example, according to O.C.G.A. 32-5-21,¹² state funds must first be used to match federal dollars before being applied to other transportation investments. Federal programs, including National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and other programs appropriated by formula, provided \$944 million toward 203 federally funded freight projects in FY25 (Figure 4). Projects using federal funding generally require a minimum 20 percent non-federal "match" which in FY25 is approximately \$189 million. GDOT fully met this requirement. All 203 federally funded projects received the necessary non-federal match.

In FY25, GDOT authorized \$467 million in state and other funding to match federal funding for freight projects as reflected in Figure 4. This investment exceeds the required federal match amount by approximately \$278 million. Included in the federal projects are 13 roadway-widening capacity projects that will add 63 centerline miles statewide, along with 52 resurfacing and maintenance projects that will improve roadway conditions on 438 lane miles.

Figure 4: FY25 Authorized Funding Allocations - Federal Projects



In addition to federal funds appropriated to GDOT by formula, the Department is eligible to apply for additional competitive federal funding through federal discretionary grant programs run by the U.S. Department of Transportation. Programs such as the Infrastructure for Rebuilding America (INFRA) Grant program, the Rural Surface Transportation Grant program, the Better Utilizing Investments to Leverage Development (BUILD) Grant program, and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, provide opportunities to supplement federal aid and/or state funding for critical freight projects. These competitive grant programs

¹² O.C.G.A. 32-5-21: <https://law.justia.com/codes/georgia/title-32/chapter-5/article-2/section-32-5-21/>.

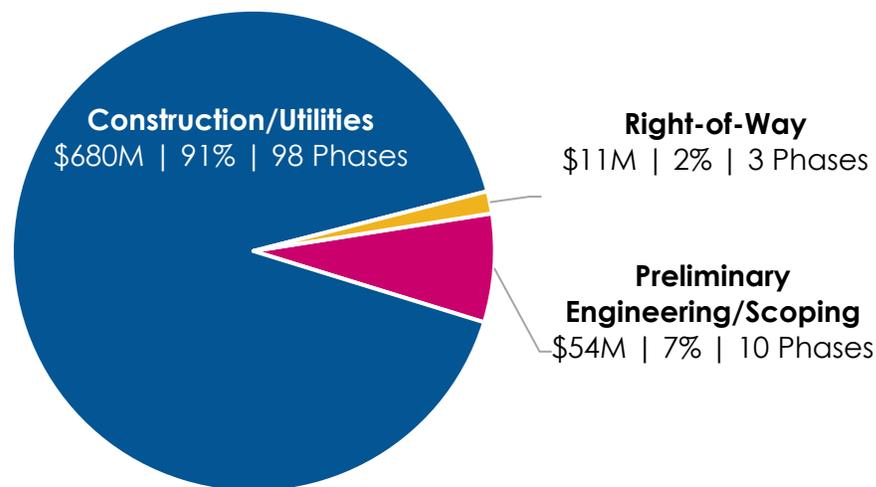
require the state to respond to Notices of Funding Opportunities (NOFOs) with a detailed proposal outlining the project and requires a state match. Completing preliminary engineering and right-of-way acquisition phases prior to applying to these discretionary grant programs increases the chances of successfully receiving an award, positioning GDOT to compete effectively for additional federal resources beyond the annual formula apportionment.

Status of Projects Delivered with Exclusive Use of State Funds O.C.G.A. 32-2-41.4(e)(2)

In addition to the freight projects funded with federal aid and the required non-federal match, GDOT supported 108 projects in FY25 with state and other non-federal funds. Non-federally funded freight project investments totaled \$746 million, including state motor fuel tax revenues (\$492 million), State General Funds (SGF), Transportation Investment Act (TIA) revenues, and local partner contributions.

In FY25, most state-funded freight investment in FY25 supported construction activities, as shown in Figure 5. Construction and utility phases accounted for \$680 million (91 percent). Preliminary engineering phases represented \$54 million (7 percent) and right-of-way acquisition totaled \$11 million (2 percent). No new state-only, funded planning projects were authorized in FY25. In FY25, four projects received authorization for multiple phases.

Figure 5: FY25 State-Only Authorizations by Project Phase



Among the freight projects funded exclusively with state resources, GDOT continued progress on both capacity-enhancing projects and system preservation investments. In FY25, 13 projects delivering roadway capacity improvements moved forward using only state dollars, representing a combined investment of \$257 million. These roadway widening capacity projects will add 77 new lane miles in Georgia. Of these capacity projects, three were authorized for the Preliminary Engineering (PE) phase, and ten were authorized for the Construction (CST) phase.

In FY25, GDOT authorized more than \$207 million for 48 state-funded projects focused on maintaining a state of good repair across the highway system. These investments help lower operating costs for industry partners and preserve Georgia's competitive advantage in freight and logistics. The 48 resurfacing and maintenance projects will improve roadway conditions on 378 centerline miles statewide.

Status of Critical Projects and Available Funding

O.C.G.A. 32-2-41.4(e)(3)

The FY25 Annual Report includes a range of freight projects at various stages of development. All projects included in the Annual Report can be tracked on the GDOT GeoPi project site¹³ by searching for the Project ID provided in Table 6.

Status of Critical Projects and Available Funding by HB 617 Project Type

O.C.G.A. 32-2-41.4(e)(3)(A-F)

O.C.G.A. 32-2-41(e)(3) defines three classifications for freight projects. The first is described in subparagraphs (A)-(F) and is based on specific project types. These include the following:

- Widenings of interstate and non-interstate, arterial roads
- Interchanges, intersections, and other operational improvements
- Intermodal or multimodal capacity enhancements
- Railroad crossing access and safety improvements
- Commercial motor vehicle parking and safety improvements

GDOT grouped projects in the Annual Report into these project classification types based on project program type. For example, interchange, intersection, and operational improvement classifications principally include bridges, resurfacing and maintenance, ITS, rehabilitation, and various other activities. Bridge, resurfacing, and maintenance are examples of operational improvement projects which keep freight networks in a state of good repair. Intermodal capacity is assigned based on project proximity and functional relationship to a Georgia Port Authority facility or Class 1 railroad intermodal facility.

Table 2 classifies the FY25 projects based on the parameters identified in O.C.G.A. 32-2-41.4(e)(3)(A-F). In FY25, most projects in terms of number and authorized funding were classified as interchange, intersection, and other operational improvements, due to the number of resurfacing and maintenance and bridge projects that had funding authorized. Interchange and intersection improvements are particularly beneficial to moving freight as these locations are often significant bottlenecks that result in congestion, unreliability, and increased safety risk.

Railroad crossing access and safety improvements were the next largest number of projects (41), though these totaled approximately \$40M in total authorized funding. Widening of non-interstate arterial roads was the second largest classification type by total authorized funding in FY25, totaling over \$600M.

¹³ <https://www.dot.ga.gov/applications/geopi>.

Table 2 also presents the current estimate of remaining cost to complete the 60 projects that had only a preliminary engineering or right-of-way phase authorized in FY25. These cost estimates:

- Do not include FLIP projects in future years
- Are based on current estimates of scope and delivery and are subject to change based on revisions to projects' ultimate schedules and scope
- Do not account for future inflation
- Are subject to the future availability of funds

GDOT is currently developing the next federally required Statewide Transportation Improvement Program (STIP) for FY27-FY30 and a ten-year, fiscally-constrained program evaluation that will contain more information on the estimated timing and potential availability of funds to complete these projects.

Of the 210 projects that have been let-to-construction as of February 2026, 84 percent of these are on schedule to meet the estimated completion date. The remaining 101 projects do not currently have an estimated completion date because they are pending let, under design, or not construction projects.

Table 2: Project Type and Remaining Cost to Complete

Project Type	Project Count	FY25 Authorized Funding	Percent Authorized Funding	Remaining Cost to Complete*
Interchange, Intersection, Operational Improvement	224	\$1,318M	61%	\$140M
Intermodal Capacity	10	\$137M	6%	\$11M
Interstate Widening	4	\$31M	2%	\$0
Non-interstate Widening	22	\$601M	28%	\$467M
Railroad Improvements	41	\$40M	2%	\$4M
Truck Parking and Safety	10	\$29M	1%	\$4M
Total	311	\$2,156M	100%	\$626M

* Remaining Cost to Complete only includes projects with PE or ROW phases in FY25.

**Status of Critical Projects and Available Funding by HB 617 Economic Zones
O.C.G.A. 32-2-41.4(e)(3)(G)**

The second project classification is based on economic zones defined in 32-2-41.4(d). There are three economic zones, each of which is dependent on project geography.

1. International Ocean Trade Zones - counties within 20 miles of a deep-water port
2. Inland Port Zones - counties which are located within 10 miles of any inland port facility operated by the Georgia Ports Authority
3. Commercial and Industrial Impact Zones - counties which are located within 5 miles of a commercial or industrial warehouse or production facility that is larger than 200,000 square feet

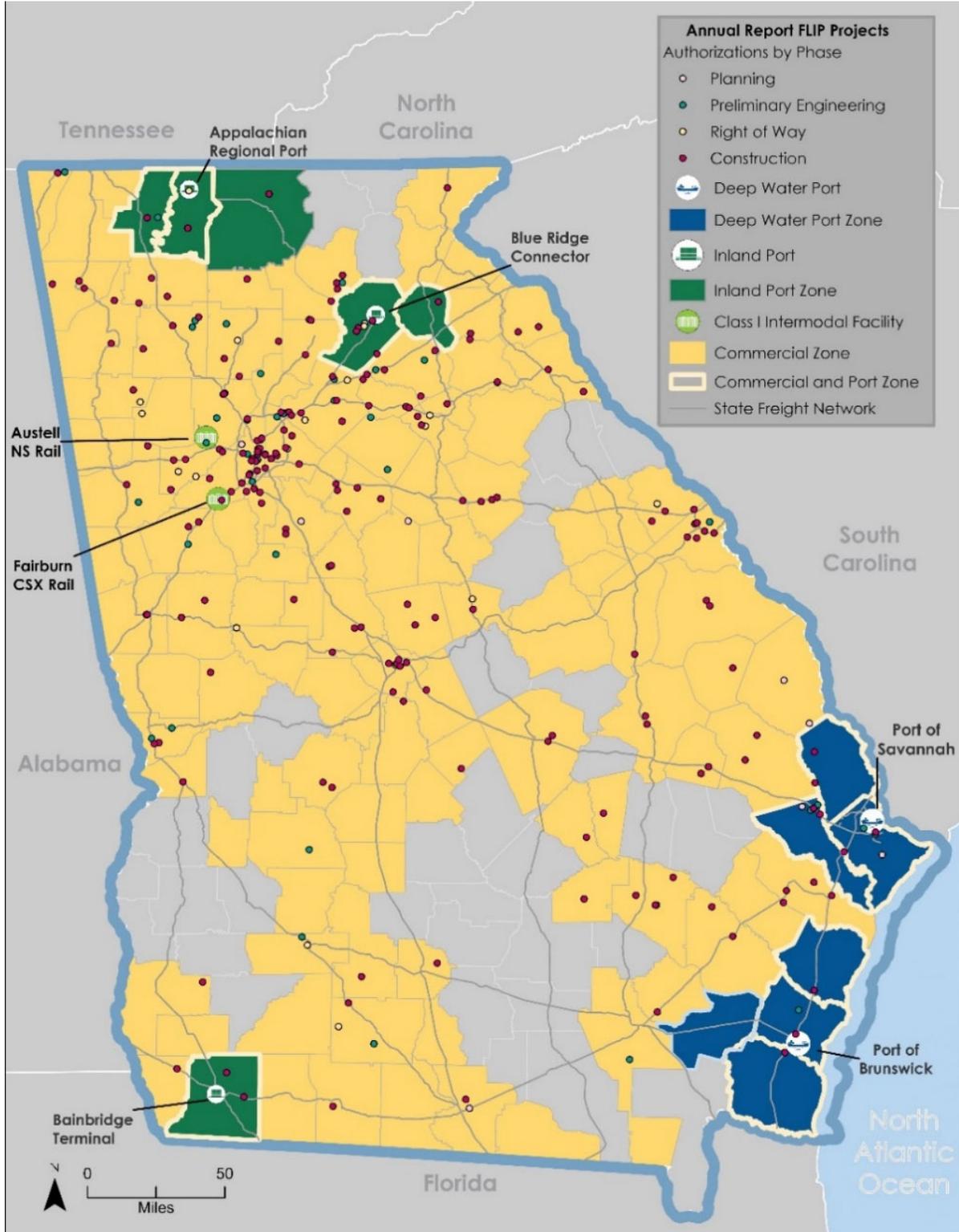
The FY25 Annual Report projects by economic zone are illustrated in Table 3 and on the map in Figure 6. Note that the ocean trade and inland port zones overlap with the commercial zone and projects are reported in both. Of the 311 projects identified in the Annual Report, 277 are identified within one or more of the HB 617-defined economic zones.

Table 3: HB 617 Economic Zone Project Classifications¹⁴

HB 617 Economic Zones	Authorized Funding	Projects	Counties
International Ocean Trade Zones	\$228	20	7
Inland Port Zones	\$101	14	7
Commercial and Industrial Impact Zones	\$1,977	274	121

¹⁴ 6 counties in the Ocean Trade Zone and 5 in the Inland Port Zone overlap with the Commercial Impact Zones. Due to the overlap, funding amounts and project counts cannot be summed.

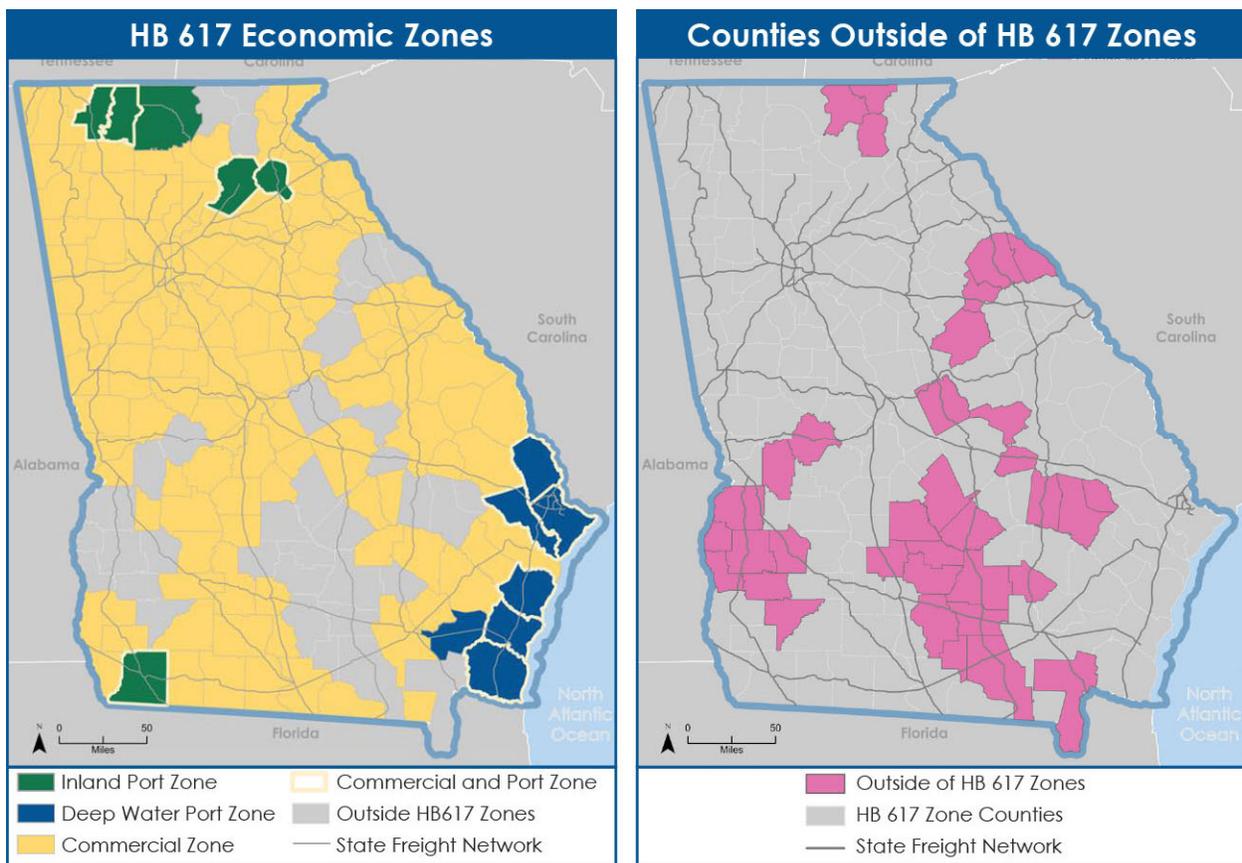
Figure 6: Map of FY25 FLIP Projects by Economic Zone



While HB 617 specifies freight classifications tied to ports, industrial centers, and multimodal hubs, the Department recognizes that agriculture is a logistics-enabled industry that is also vital to Georgia's economic health. These production sites depend on high-performing freight corridors to support jobs, sustain rural economies, and maintain Georgia's position as a national leader in food production yet are outside the port-oriented and commercial economic zones defined in HB 617. These 35 counties, shown in pink in Figure 7, account for \$3.7 billion or 20 percent of the state's \$18 billion agricultural production by value, according to the 2024 Farm Gate Report, published by the University of Georgia. See Table 4 below.¹⁵

GDOT's ongoing investments in rural mobility, system preservation, and GRIP corridors help agricultural producers benefit from the same freight efficiencies that support Georgia's industrial and logistics sectors. GDOT will further evaluate transportation investment options in the State Freight Plan update now underway, to capture agricultural priorities with future statewide freight strategies.

Figure 7: Counties Outside of HB 617 Economic Zones



¹⁵ Agriculture-related economic value as reported by the University of Georgia [2024 Farm Gate Value Report](#) of the 37 counties not included in the HB 617 economic zones.

Table 4: Agriculture Economic Value of Georgia Counties Outside of the Defined HB 617 Economic Zones¹⁶

Georgia Counties	\$M						
Tattnall	\$500	Irwin	\$120	Terrell	\$76	Clay	\$22
Coffee	\$338	Calhoun	\$112	Marion	\$74	Hancock	\$19
Wilcox	\$227	Telfair	\$106	Randolph	\$63	Stewart	\$19
Bacon	\$225	Dodge	\$104	Ben Hill	\$56	Lincoln	\$18
Wilkes	\$210	Turner	\$91	Taliaferro	\$49	Towns	\$17
Baker	\$190	Taylor	\$88	Lanier	\$44	Treutlen	\$16
Berrien	\$185	White	\$82	Union	\$35	Wilkinson	\$13
Atkinson	\$171	Clinch	\$81	Johnson	\$34	Quitman	\$7
Toombs	\$162	Evans	\$78	Charlton	\$25	Total	\$3,659

**Status of Critical Projects and Available Funding: Projects of Significant Economic Impact
O.C.G.A. 32-2-41.4(e)(3)(H)**

Finally, Subparagraph (H) requires GDOT to report on projects of significant economic impact. In determining this classification, GDOT first considers projects located on the State Freight Network to be of significant economic impact. The State Freight Network was designated by the State Transportation Board and includes 4,222 miles that primarily include intercity roadways and connects to intermodal facilities, airports, and various industrial facilities.

In addition to projects on the State Freight Network, projects of economic significance include those that have received State General Funds through the AFY 2024 and 2025 budgets, programmatic projects such as Coordinated Highway Assistance and Maintenance Program (CHAMP) that support safety and reduce congestion, and certain rail projects that increase capacity and state of repair for rail operations. As shown in Table 5, 155 projects comprising over 70 percent of the total authorized funding in FY25 are considered to be projects of significant economic impact. Many of these projects have future phases that will be included in future versions of this report as reflected in the column showing the remaining cost to complete.¹⁷ As previously noted, the timing of these phases and estimated cost to complete are subject to the availability of future funding.

Table 5: Projects of Significant Economic Impact and Remaining Cost to Complete

Project Count	FY25 Authorized Funding	Remaining Cost to Complete
155	\$1.5B	\$510M

¹⁶ University of Georgia, 2024 Farm Gate Value Report.

¹⁷ Note this is a subset of the \$1.2B in remaining cost to complete identified in Table 2 of the report.

Conclusion

Fiscal Year 2025 marked the first full year of implementation under HB 617 and establishes a benchmark for evaluating progress under the FLIP. In FY25, GDOT authorized approximately \$2.2 billion across 311 freight-related projects, with most funding concentrated in construction and utilities phases. This report reflects a delivery-focused year, advancing projects that have been in development for multiple years while maintaining a limited but steady pipeline of future projects through planning, preliminary engineering, and right-of-way authorizations.

GDOT is effectively leveraging federal participation and fully meeting match requirements. State-only investments, totaling \$746 million, continue to play a significant role in advancing capacity and preservation projects. This dual approach strengthens funding flexibility but also underscores the continued reliance on state resources to address freight system priorities that extend beyond available federal formula funds.

Project classifications show a concentration of investment in interchange, intersection, and operational improvements, which account for 61 percent of authorized funding. In total, the remaining cost to complete the 60 projects that are in preliminary engineering or the right-of-way phase in FY25 is \$626 million. As noted above, this estimate does not include future-year FLIP projects and is subject to change based on project scope and the future availability of funds.

Most projects fall within the Foundational category, reinforcing GDOT's emphasis on maintaining a state of good repair. Catalytic projects represent a substantial share of authorized funding, while Innovative investments comprise a suitably smaller share of total authorized funding. This distribution reflects a pragmatic focus on infrastructure preservation and capacity delivery.

Finally, while the majority of projects are located within HB 617-defined economic zones, the report highlights the continued importance of rural and agricultural freight corridors that are located outside the HB 617-defined zones. Future updates of the State Freight Plan will include freight investments that support both global trade gateways and rural production regions.

Overall, FY25 demonstrates measurable progress in implementing the FLIP and complying with statutory reporting requirements. At the same time, the remaining cost to complete critical projects, the concentration of funding in later project phases, and projected freight growth all suggest that maintaining momentum will require continued strategic prioritization, realistic programming, and sustained investment in the years ahead.

**GEORGIA DEPARTMENT OF TRANSPORTATION 2025 Freight and Logistics
Implementation Plan Annual Update
Table 6: Project Authorizations in FY25**

					Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
All Counties	INCIDENT MANAGEMENT & SUPPORT PROGRAM STATEWIDE - FY 2025	Interchange, Intersection, Operational Improvement	0007727	CST	C	\$10,000,000	\$8,000,000	\$2,000,000	\$0	x							N/A	N/A	N/A	Not a CST Project	N/A	N/A	2025
All Counties	STATEWIDE BROADBAND PUBLIC PRIVATE INITIATIVE	Interchange, Intersection, Operational Improvement	0015924	CST	C	\$2,237,000	\$0	\$2,237,000	\$0								\$2,237,000	\$222,396	10%	TBD	Yes	N/A	2025
All Counties	TOWING & RECOVERY INCENTIVE PROGRAM (TRIP) - FY 2025	Interchange, Intersection, Operational Improvement	0017477	CST	C	\$500,000	\$400,000	\$100,000	\$0	x					x	x	N/A	N/A	N/A	Not a CST Project	N/A	N/A	2025
All Counties	FREIGHT CLUSTER PLANNING PROGRAM - FY 2025	Interchange, Intersection, Operational Improvement	0018307	SCP	C	\$1,185,000	\$948,000	\$0	\$237,000	x					x		N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A
All Counties	COORDINATED HWY ASSISTANCE & MAINT PROGRAM (CHAMP)-FY 2025	Interchange, Intersection, Operational Improvement	0019144	CST	C	\$12,500,000	\$10,000,000	\$2,500,000	\$0	x						x	N/A	N/A	N/A	Not a CST Project	N/A	N/A	2025
All Counties	TRUCK PARKING Pilot (Truck Parking Availability System)	Interchange, Intersection, Operational Improvement	0019350	CST	I	\$2,500,000	\$0	\$2,500,000	\$0							x	N/A	N/A	N/A	Not a CST Project	N/A	N/A	2025
All Counties	VEHICLE TO EVERYTHING (V2X) STUDY: ITP-5(555)	Interchange, Intersection, Operational Improvement	0021149	PLN	I	\$50,000	\$50,000	\$0	\$0	x							N/A	N/A	N/A	Not a CST Project	N/A	\$200,000	2026, 2027, 2028, 2029
All Counties	INTEGRATING WEIGH-IN-MOTION (WIM) WITH DATA SOURCES	Interchange, Intersection, Operational Improvement	0021164	PLN	I	\$320,000	\$256,000	\$64,000	\$0	x							N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A
All Counties	STATEWIDE ITS UPGRADES & ENHANCEMENTS - FY 2025	Interchange, Intersection, Operational Improvement	0021291	CST	I	\$1,133,078	\$0	\$1,133,078	\$0							x	N/A	N/A	N/A	Not a CST Project	N/A	N/A	2025
Appling	PRENTISS ROAD @ NS #729035U	Railroad Improvements	0020966	CST	F	\$524,949	\$524,949	\$0	\$0	x					x		\$524,949	\$160,847	31%	2/28/2026	Yes	N/A	2025
Atkinson	SR 31 @ HOG CREEK TRIB 9 MI S OF PEARSON	Interchange, Intersection, Operational Improvement	0016504	CST	F	\$1,632,713	\$1,306,170	\$326,543	\$0	x							\$5,098,153	\$4,718,482	87%	3/31/2026	Yes	N/A	2025
Atkinson	SR 31 @ HOG CREEK 8 MI S OF PEARSON	Interchange, Intersection, Operational Improvement	0016505	CST	F	\$3,253,178	\$2,602,542	\$650,636	\$0	x							\$5,098,153	\$4,718,482	87%	3/31/2026	Yes	N/A	2025
Baldwin	SR 29 FROM N OF SR 29BU TO SR 24	Interchange, Intersection, Operational Improvement	M006543	CST	F	\$5,172,882	\$0	\$5,172,882	\$0						x	x	\$5,172,882	\$0	0%	TBD	N/A	N/A	2025
Baldwin	SR 24 & SR 29 FROM HOLLY DRIVE TO N OF MELODY WAY	Truck Parking and Safety	0017517	ROW	F	\$1,450,000	\$1,305,000	\$145,000	\$0	x							\$3,484,645	\$0	0%	Under Design	N/A	\$3,778,645	2027
Banks	SR 198 FROM SR 15 TO FRANKLIN COUNTY LINE	Interchange, Intersection, Operational Improvement	M006761	CST	F	\$596,820	\$0	\$596,820	\$0					x	x	x	\$596,820	\$0	0%	Under Design	N/A	N/A	2025
Barrow	SR 8/SR 316/US 29 @ SR 211	Interchange, Intersection, Operational Improvement	0010352	CST	C	\$19,330,188	\$15,464,151	\$3,866,038	\$0	x							\$105,982,108	\$43,334,747	41%	1/8/2028	Yes	\$26,075,946	2025, 2026, 2027, 2028
Barrow	SR 8/SR 316 @ CR 329/BARBER CREEK ROAD	Interchange, Intersection, Operational Improvement	0013910	CST	C	\$20,669,812	\$16,535,849	\$4,133,962	\$0	x							\$65,579,845	\$45,889,627	70%	1/8/2028	Yes	\$27,683,491	2025, 2026, 2027, 2028
Barrow	SR 124 @ CR 47/OLD HOG MOUNTAIN ROAD	Interchange, Intersection, Operational Improvement	0015882	CST	F	\$4,204,949	\$4,204,949	\$0	\$0	x							\$2,786,284	\$390,080	14%	3/31/2027	Yes	N/A	2025
Barrow	I-85 NB RAMP @ SR 211 - RIGHT TURN LANE	Interstate Widening	0020986	CST	F	\$500,000	\$0	\$500,000	\$0			x					N/A	\$0	0%	N/A	N/A	N/A	2025
Barrow	I-85 NB RAMP @ SR 211 - LEFT TURN LANE	Interstate Widening	0020987	CST	F	\$500,000	\$0	\$500,000	\$0			x					N/A	\$0	0%	N/A	N/A	N/A	2025
Bartow	I-75 @ CR 179/CEDAR CREEK ROAD 5.2 MI NW OF WHITE	Interchange, Intersection, Operational Improvement	0016506	CST	F	\$23,226,382	\$18,581,106	\$4,645,277	\$0	x							\$23,306,963	\$3,209,674	14%	3/31/2028	Yes	N/A	2025
Bartow	SR 20/US 411 FROM FLOYD COUNTY LINE TO W OF HARDEN BRIDGE RD	Interchange, Intersection, Operational Improvement	M006627	CST	F	\$6,943,034	\$5,554,427	\$1,388,607	\$0	x							\$5,494,559	\$4,510,570	82%	5/31/2026	Yes	N/A	2025
Bartow	SR 140 FROM SR 61 TO W OF LANDERS ROAD	Interchange, Intersection, Operational Improvement	M006757	CST	F	\$1,427,290	\$0	\$1,427,290	\$0								\$1,427,290	\$0	0%	Under Design	N/A	N/A	2025
Bartow	MAHAN ROAD @ CSX #340715J	Railroad Improvements	0020387	PE	F	\$32,000	\$32,000	\$0	\$0	x							\$432,000	\$9,154	2%	12/31/2027	Yes	\$400,000	2027
Bartow	DYSART ROAD @ CSX #340720F & MAXWELL ROAD @ CSX #340718E	Railroad Improvements	0020388	PE	F	\$32,000	\$32,000	\$0	\$0	x							\$432,000	\$10,509	2%	12/31/2027	Yes	\$400,000	2027
Ben Hill	SR 182 FROM SR 11 TO SR 107	Interchange, Intersection, Operational Improvement	M006547	CST	F	\$2,743,381	\$2,194,705	\$548,676	\$0	x							\$2,464,604	\$2,278,575	92%	10/31/2025	Yes	N/A	2025
Bibb	I-16 EB & WB @ WALNUT CREEK 1 MI E OF MACON	Interchange, Intersection, Operational Improvement	0014072	CST	F	\$17,193,290	\$13,754,632	\$3,438,658	\$0	x							\$20,405,601	\$7,245,066	36%	3/31/2027	Yes	N/A	2025
Bibb	SR 247/US 41 @ CR 5104/CR 5481/ ANTHONY ROAD	Interchange, Intersection, Operational Improvement	0017395	ROW	F	\$3,760,000	\$3,760,000	\$0	\$0	x							\$3,876,623	\$0	0%	Under Design	N/A	\$4,299,605	2026
Bibb	SR 19 FROM SR 3 TO SR 247 & SR 19EA FROM SR 19 TO SR 19	Interchange, Intersection, Operational Improvement	M006432	CST	F	\$1,778,906	\$0	\$1,778,906	\$0								\$1,761,293	\$1,425,375	81%	6/30/2026	Yes	N/A	2025
Bibb	SR 74 FROM MCMANUS ROAD TO I-75 NB RAMP	Interchange, Intersection, Operational Improvement	M006497	CST	F	\$4,988,653	\$3,990,922	\$997,731	\$0	x							\$4,073,365	\$3,499,244	86%	11/30/2025	Yes	N/A	2025
Bibb	SR 11 FROM HOUSTON RD/HOUSTON TO S OF LIBERTY CHURCH RD/BIBB	Interchange, Intersection, Operational Improvement	M006501	CST	F	\$2,478,149	\$1,982,519	\$495,630	\$0	x							\$2,505,497	\$2,505,496	100%	10/31/2025	Yes	N/A	2025
Bibb	SR 11 FROM BARNES ROAD TO S OF WOODLAWN DRIVE	Interchange, Intersection, Operational Improvement	M006544	CST	F	\$7,910,052	\$6,328,042	\$1,582,010	\$0	x							\$6,803,293	\$553,050	8%	5/31/2026	Yes	N/A	2025
Bibb	I-75 @ SR 74 - LIGHTING	Truck Parking and Safety	0020107	CST	F	\$2,746,094	\$2,196,875	\$549,219	\$0	x							\$0	\$0	0%	6/30/2026	No	N/A	2025
Bleckley	SR 87 FROM S OF SR 257 TO HOLLY ROSS ROAD	Interchange, Intersection, Operational Improvement	M006404	CST	F	\$2,388,696	\$1,910,957	\$477,739	\$0	x							\$1,836,069	\$1,395,413	76%	1/31/2026	Yes	N/A	2025
Brantley	CR 11/MILES STILL ROAD @ CSX #637732A	Railroad Improvements	0019035	CST	F	\$317,955	\$317,955	\$0	\$0	x							\$339,078	\$105,831	31%	12/31/2026	Yes	N/A	2025

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Table 6: Project Authorizations in FY25**

					Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
Bryan	SR 26 @ SR 30 - PE ONLY	Interchange, Intersection, Operational Improvement	0018386	PE	C	\$642,000	\$513,600	\$128,400	\$0	x			x				N/A	\$0	0%	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Bryan	I-16 @ OLD CUYLER ROAD; INC CUYLER ROAD EXTENSION	Interchange, Intersection, Operational Improvement	0019451	CST	C	\$112,300,000	\$89,840,000	\$22,460,000	\$0	x			x		x		\$74,580,000	\$20,801,858	28%	4/1/2027	Yes	N/A	2025
				PE			\$1,800,000	\$1,440,000	\$360,000	\$0	x												
Bryan	I-16 EB RAMPS @ SR 30	Interchange, Intersection, Operational Improvement	0020685	CST	F	\$495,000	\$0	\$495,000	\$0				x		x		\$495,000	\$0	0%	Under Design	N/A	N/A	2025
				PE			\$20,000	\$0	\$20,000	\$0													
Bryan	I-16 WB RAMPS @ SR 30	Interchange, Intersection, Operational Improvement	0020988	CST	F	\$495,000	\$0	\$495,000	\$0				x		x		\$495,000	\$0	0%	Under Design	N/A	N/A	2025
Bulloch	SR 119 @ OGEECHEE RIVER & OVERFLOW 13.6 MI SE OF BROOKLET	Interchange, Intersection, Operational Improvement	0013804	CST	F	\$24,750,118	\$19,800,094	\$4,950,024	\$0	x			x				\$23,851,149	\$0	0%	8/31/2029	Yes	N/A	2025
Bulloch	I-16 CORRIDOR STUDY	Interchange, Intersection, Operational Improvement	0020772	PLN	F	\$4,500,000	\$3,600,000	\$900,000	\$0	x			x		x		N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A
Bulloch	SR 73 FROM N OF LOTIS CREEK TRIB TO N OF CS 797/TILLMAN ROAD	Interchange, Intersection, Operational Improvement	M006424	CST	F	\$4,549,921	\$3,639,937	\$909,984	\$0	x			x				\$4,767,742	\$4,582,726	97%	11/30/2025	Yes	N/A	2025
Bulloch	I-16 FROM I-95/CHATHAM TO SR 67/BULLOCH - PE ONLY	Interstate Widening	0020168	PE	C	\$30,000,000	\$0	\$30,000,000	\$0		x	x	x		x		N/A	\$0	0%	N/A	N/A	\$526,000,000	2026
Burke	SR 121/US 25 @ SR 121 BYPASS - TIA	Interchange, Intersection, Operational Improvement	0017520	CST	F	\$1,150,000	\$0	\$0	\$1,150,000						x		N/A	\$0	0%	Under Design	N/A	N/A	2025
Burke	SR 24 FROM SR 121 BYPASS TO SR 56	Interchange, Intersection, Operational Improvement	M006402	CST	F	\$1,123,789	\$899,031	\$224,758	\$0	x					x		\$1,317,004	\$1,237,984	94%	8/31/2025	Yes	N/A	2025
Burke	FY2025 HOGRR Rehabilitation of Track and Bridges	Railroad Improvements	T009187	CST	C	\$4,190,996	\$0	\$4,190,996	\$0						x		\$4,190,996	\$2,662,378	64%	5/23/2029	Yes	N/A	2025
Butts	SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON	Interchange, Intersection, Operational Improvement	0016126	CST	F	\$2,066,287	\$1,653,030	\$413,257	\$0	x					x		\$3,196,600	\$309,007	10%	3/31/2027	Yes	N/A	2025
Butts	SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON	Interchange, Intersection, Operational Improvement	0016127	CST	F	\$1,608,372	\$1,286,698	\$321,674	\$0	x					x		\$3,196,600	\$309,007	10%	3/31/2027	Yes	N/A	2025
Camden	I-95 FM S OF HORSE STAMP CHURCH ROAD TO LITTLE SATILLA RIVER	Intermodal Capacity	M006683	CST	F	\$5,977,708	\$0	\$5,977,708	\$0				x		x		\$5,918,523	\$0	0%	8/31/2026	Yes	N/A	2025
Candler	CR 30/LAKE CHURCH ROAD FROM SR 46 TO DUTCH FORD ROAD - TIA	Interchange, Intersection, Operational Improvement	0018463	CST	F	\$657,786	\$0	\$0	\$657,786						x	x	\$675,786	\$0	0%	4/16/2026	Yes	N/A	2025
Candler	SR 129 FROM TATNALL COUNTY LINE TO SR 46	Interchange, Intersection, Operational Improvement	M006418	CST	F	\$2,447,046	\$1,957,637	\$489,409	\$0	x					x	x	\$2,081,864	\$0	0%	10/31/2025	No	N/A	2025
Carroll	SR 16 @ CR 829/CLEM LOWELL ROAD	Interchange, Intersection, Operational Improvement	0019468	PE	F	\$550,000	\$550,000	\$0	\$0	x					x		\$1,785,000	\$0	0%	Under Design	N/A	\$1,885,000	2028
Carroll	SR 101 @ CR 352/OLD DRAKETOWN TRAIL	Non-Interstate Widening	0016110	CST	F	\$1,687,977	\$1,519,179	\$168,798	\$0	x					x		\$1,169,512	\$461,019	40%	3/31/2026	Yes	N/A	2025
Carroll	SR 113 FROM SR 1 TO ZACHARY DRIVE CR 99/KINGFISHER LANDING ROAD @ CSX #637549U	Truck Parking and Safety	0019835	CST	F	\$1,555,780	\$1,400,202	\$155,578	\$0	x					x	x	\$578,503	\$0	0%	8/31/2026	Yes	N/A	2025
Charlton	SR 129 FROM TATNALL COUNTY LINE TO SR 46	Railroad Improvements	0019564	CST	F	\$487,143	\$487,143	\$0	\$0	x					x		\$516,764	\$330,111	64%	12/31/2026	Yes	N/A	2025
Chatham	SR 26/US 80 SCOPING STUDY - FY 2025 SAVANNAH UPWP	Interchange, Intersection, Operational Improvement	0020786	PLN	F	\$270,000	\$216,000	\$0	\$54,000	x			x		x		N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A
Chatham	SR 21: SR 25 & SR 204 @ 5 LOCS - SIGNAL UPGRADES	Interchange, Intersection, Operational Improvement	0021262	PE	F	\$1,200,000	\$1,200,000	\$0	\$0	x			x		x		\$1,694,446	\$0	0%	Under Design	N/A	\$1,794,446	2029
Chatham	I-95 FROM CSX #6350425/BRYAN TO S OF I-16/CHATHAM	Interchange, Intersection, Operational Improvement	M006569	CST	F	\$24,572,002	\$0	\$24,572,002	\$0	x			x		x		\$24,328,715	\$1,020,414	4%	10/31/2026	Yes	N/A	2025
Chatham	I-516 @ 4 LOCS - BRIDGE PRESERVATION	Intermodal Capacity	M006492	CST	F	\$1,320,500	\$1,188,450	\$132,050	\$0	x			x		x		\$1,182,785	\$707,909	60%	11/30/2025	No	N/A	2025
Chatham	SR 307 FROM GC #435909H TO OLD LOUISVILLE ROAD	Railroad Improvements	0020282	PE	C	\$5,000,000	\$0	\$5,000,000	\$0		x		x		x		N/A	\$0	0%	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Chatham	FY25 Savannah Crossing Safety & Equipment Upgrades	Railroad Improvements	T009215	CST	C	\$933,451	\$0	\$933,451	\$0				x		x		\$933,451	\$933,451	100%	9/1/2026	Yes	N/A	2025
Chattahoochee	SR 1 @ SR 520 & CR 109/WELLS STREET	Interchange, Intersection, Operational Improvement	0015687	CST	F	\$3,606,926	\$3,606,926	\$0	\$0	x					x	x	\$4,392,956	\$782,633	18%	12/31/2026	No	N/A	2025
Chattooga	SR 1/US 27 FROM CHATTOOGA RIVER TO CHATTOOGA RIVER	Interchange, Intersection, Operational Improvement	M006260	CST	F	\$4,830,193	\$3,864,154	\$966,039	\$0	x					x	x	\$4,255,750	\$3,855,774	91%	8/31/2025	Yes	N/A	2025
Chattooga	SR 1/US 27 FROM CR 329/GORE SUBLIGNA ROAD TO CHATTOOGA RIVER	Interchange, Intersection, Operational Improvement	M006430	CST	F	\$4,009,789	\$3,207,831	\$801,958	\$0	x					x	x	\$2,968,640	\$2,396,487	81%	8/31/2025	Yes	N/A	2025
Chattooga	SR 337 FROM ALABAMA STATE LINE TO OLD SR 337	Interchange, Intersection, Operational Improvement	M006553	CST	F	\$2,729,823	\$0	\$2,729,823	\$0						x		\$2,702,795	\$0	0%	6/30/2026	Yes	N/A	2025
Cherokee	SR 140 FROM SR 5 BU TO N OF CS 662/MARY LANE IN CANTON	Interchange, Intersection, Operational Improvement	0017789	ROW	F	\$2,730,000	\$2,184,000	\$0	\$546,000	x					x		\$6,326,061	\$0	0%	Under Design	N/A	\$7,171,311	2027
Cherokee	SR 108 @ SR 140	Interchange, Intersection, Operational Improvement	0020938	PE	F	\$1,100,000	\$880,000	\$220,000	\$0	x					x		\$6,000,000	\$0	0%	Under Design	N/A	\$6,100,000	2031
Cherokee	I-75 @ 3 LOCS & I-575 @ 6 LOCS - BRIDGE PRESERVATION	Interchange, Intersection, Operational Improvement	M006359	CST	F	\$1,900,135	\$1,710,122	\$190,014	\$0	x					x	x	\$1,460,000	\$1,410,492	97%	2/28/2026	Yes	N/A	2025
Cherokee	SR 20 FROM SR 369/CHEROKEE TO POST ROAD/FORSYTH	Non-Interstate Widening	0002862	CST	C	\$114,081,968	\$0	\$114,081,968	\$0	x					x		\$108,419,018	\$15,877,666	15%	11/30/2028	Yes	N/A	2025
Cherokee	SR 92 @ CR 387/TRICKUM ROAD	Non-Interstate Widening	0016365	CST	F	\$5,156,923	\$4,125,539	\$0	\$1,031,385	x					x		\$3,829,315	\$223,667	6%	10/29/2027	Yes	N/A	2025

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						Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST	
Clarke	WYNBURN AVE @ CSX #639915A IN ATHENS	Railroad Improvements	0020093	CST	F	\$750,945	\$750,945	\$0	\$0	x							\$785,245	\$75,635	10%	12/31/2026	Yes	N/A	2025	
Clayton	SR 3 CONN FROM SR 3 TO N OF CR 392/UPPER RIVERDALE ROAD	Interchange, Intersection, Operational Improvement	M006291	CST	F	\$432,812	\$0	\$432,812	\$0								\$428,527	\$307,857	72%	6/30/2026	Yes	N/A	2025	
Clayton	SR 85 FROM ROBERTS DRIVE TO N OF 85TH CIRCLE	Interchange, Intersection, Operational Improvement	M006428	CST	F	\$7,258,485	\$5,806,788	\$1,451,697	\$0	x							\$3,220,474	\$26,751,072	96%	1/31/2026	No	N/A	2025	
Clayton	SR 138 SPUR FROM SR 138 TO SR 3	Interchange, Intersection, Operational Improvement	M006467	CST	F	\$660,088	\$528,071	\$132,018	\$0	x							\$499,000	\$3,104,537	91%	9/30/2025	Yes	N/A	2025	
Clayton	SR 314 FROM FAYETTE COUNTY LINE TO SR 139	Interchange, Intersection, Operational Improvement	M006468	CST	F	\$2,478,555	\$1,982,844	\$495,711	\$0	x							\$1,914,975	\$0	89%	11/30/2025	Yes	N/A	2025	
Clayton	I-285 @ 3 LOCS IN CLAYTON COUNTY - BRIDGE PREVENTATIVE	Interchange, Intersection, Operational Improvement	M006738	PE	F	\$350,000	\$315,000	\$35,000	\$0	x							\$2,000,000	\$0	0%	Under Design	N/A	\$2,000,000	2026	
Clinch	SR 122 FROM WARE COUNTY LINE TO LANIER COUNTY LINE	Interchange, Intersection, Operational Improvement	M006423	CST	F	\$5,583,034	\$4,466,427	\$1,116,607	\$0	x							\$4,872,559	\$4,509,607	93%	11/30/2025	Yes	N/A	2025	
Clinch	SR 89/US 441 FROM ORANGE STREET TO N OF SR 122 - TIA	Non-Interstate Widening	422390-	ROW	C	\$50,000	\$0	\$0	\$50,000	x							\$54,252,234	\$22,327	0%	7/31/2028	Yes	\$54,041,976	2026	
				UTL	C	\$258,111	\$0	\$258,111	\$0	x														
Cobb	SR 360 @ CR 3728/WINDY HILL ROAD	Interchange, Intersection, Operational Improvement	0019701	PE	F	\$30,000	\$24,000	\$6,000	\$0	x							\$896,000	\$0	0%	Under Design	N/A	\$986,000	2028	
Cobb	SR 5 CONN @ MALL BLVD	Interchange, Intersection, Operational Improvement	0020939	PE	F	\$320,000	\$256,000	\$64,000	\$0	x							\$1,598,000	\$0	0%	Under Design	N/A	\$1,598,000	2031	
Cobb	SR 5 CONN @ I-75 SB RAMP	Interchange, Intersection, Operational Improvement	0020943	CST	F	\$500,000	\$0	\$500,000	\$0								N/A	\$0	0%	Under Design	N/A	N/A	2025	
Cobb	SR 5 CONN @ I-75 NB RAMP	Interchange, Intersection, Operational Improvement	0020944	CST	F	\$500,000	\$0	\$500,000	\$0								N/A	\$0	0%	Under Design	N/A	N/A	2025	
Cobb	I-285 FROM PACES FERRY ROAD/COBB TO LONG ISLAND ROAD/FULTON	Interchange, Intersection, Operational Improvement	M006298	CST	F	\$30,183,542	\$0	\$30,183,542	\$0								\$33,001,569	\$26,750,676	81%	3/24/2026	Yes	N/A	2025	
Coffee	SALEM CHURCH ROAD @ CSX #638221T; INC PECAN GROVE ROAD	Railroad Improvements	0017769	ROW	F	\$210,000	\$210,000	\$0	\$0	x							\$1,581,726	\$46,349	3%	12/31/2027	Yes	\$1,231,726.13	2028	
Colquitt	SR 37 @ CR 483/THIGPEN TRAIL	Interchange, Intersection, Operational Improvement	0017960	ROW	F	\$1,750,000	\$1,750,000	\$0	\$0	x							\$3,810,323	\$0	0%	Under Design	N/A	\$3,890,323	2026	
Colquitt	SR 35/US 319 @ CS 1084/31ST AVE	Interchange, Intersection, Operational Improvement	0019471	PE	F	\$450,000	\$450,000	\$0	\$0	x							\$1,560,000	\$0	0%	Under Design	N/A	\$1,660,000	2028	
Colquitt	SR 133 FROM 0.25 MI N OF MIKE HORNE RD TO N OF WORTH CO LINE	Non-Interstate Widening	0015478	CST	C	\$44,598,638	\$0	\$44,598,638	\$0	x	x						\$3,773,659	\$1,988,033	5%	8/31/2028	Yes	N/A	2025	
Columbia	SR 47 @ CR 17/CLARY CUT ROAD - TIA	Interchange, Intersection, Operational Improvement	0017528	CST	F	\$6,442,800	\$0	\$0	\$6,442,800								\$6,442,800	\$282,579	4%	3/19/2027	Yes	N/A	2025	
Columbia	CR 253/BAKER PLACE ROAD FROM WILLIAM FEW PKWY TO I-20 - TIA	Interchange, Intersection, Operational Improvement	0017538	CST	F	\$397,000	\$0	\$0	\$397,000								\$462,663	\$404,329	87%	8/29/2024	Yes	N/A	2025	
Columbia	SR 232 @ CR 576/LOUISVILLE ROAD	Interchange, Intersection, Operational Improvement	0018332	ROW	F	\$290,000	\$290,000	\$0	\$0	x							\$2,433,648	\$0	0%	Under Design	N/A	\$2,696,148	2027	
Columbia	SR 232 FROM SR 104 TO SCOTT NIXON MEMORIAL DRIVE	Interchange, Intersection, Operational Improvement	M006542	CST	F	\$1,518,513	\$1,214,810	\$303,703	\$0	x							\$1,206,006	\$1,145,706	95%	1/31/2026	Yes	N/A	2025	
Coweta	SR 154 @ SR 14	Interchange, Intersection, Operational Improvement	0020942	CST	F	\$285,000	\$0	\$285,000	\$0								N/A	\$0	0%	N/A	N/A	N/A	2025	
Coweta	BRIDGE PRESERVATION @ 6 LOCS IN COWETA; FAYETTE & TROUP	Interchange, Intersection, Operational Improvement	M006532	PE	F	\$12,500	\$10,000	\$2,500	\$0	x							\$2,000,000	\$0	0%	Under Design	N/A	\$2,000,000	2027	
Coweta	MADRAS CONN FM SR 14 TO HERRING RD; INC NEW CSX BRIDGE-PH I	Non-Interstate Widening	0013195	CST	F	\$12,725,022	\$8,455,691	\$802,978	\$3,466,353	x							\$15,391,367	\$0	0%	7/18/2027	Yes	N/A	2025	
				UTL	F	\$808,288	\$0	\$0	\$808,288	x														
Dade	I-24 @ CR 145/SLYGO ROAD 5 MI NE OF NEW ENGLAND	Interchange, Intersection, Operational Improvement	0016512	CST	F	\$9,170,220	\$7,336,176	\$1,834,044	\$0	x							\$8,672,948	\$897,845	10%	3/31/2027	Yes	N/A	2025	
Dade	SR 58 @ SR 299	Interchange, Intersection, Operational Improvement	0020940	PE	F	\$900,000	\$720,000	\$180,000	\$0	x							\$5,000,000	\$0	0%	Under Design	N/A	\$5,200,000	2031	
Dawson	SR 400 FROM SR 53/DAWSON TO SR 60/LUMPKIN	Interchange, Intersection, Operational Improvement	M006540	CST	F	\$12,808,320	\$10,246,656	\$2,561,664	\$0	x							\$10,069,106	\$7,954,594	79%	11/20/2025	No	N/A	2025	
Decatur	SR 38/US 84 FROM SR 38BU TO GRADY COUNTY LINE	Interchange, Intersection, Operational Improvement	M006545	CST	F	\$7,361,209	\$0	\$7,361,209	\$0								\$7,288,325	\$6,634,108	91%	5/31/2026	Yes	N/A	2025	
Decatur	SR 253 FROM SR 1BU TO BAKER COUNTY LINE	Intermodal Capacity	M006546	CST	F	\$4,038,710	\$0	\$4,038,710	\$0								\$3,998,723	\$3,805,219	95%	5/31/2026	Yes	N/A	2025	
DeKalb	PANOLA RD @ I-20 FM FAIRINGTON RD TO SNAPPINGER WOODS DR	Interchange, Intersection, Operational Improvement	0002868	CST	C	\$64,276,768	\$51,421,416	\$12,855,354	\$0	x							\$64,276,768	\$0	0%	Under Design	N/A	N/A	2025	
DeKalb	I-20 @ SR 42	Interchange, Intersection, Operational Improvement	0016078	CST	F	\$14,086,239	\$11,268,991	\$2,817,248	\$0	x							\$10,159,333	\$1,652,415	16%	4/30/2027	Yes	N/A	2025	
DeKalb	SR 42/US 23 @ BAILEY STREET	Interchange, Intersection, Operational Improvement	0020797	CST	F	\$500,000	\$0	\$500,000	\$0								N/A	\$0	0%	N/A	N/A	N/A	2025	
DeKalb	I-285 FROM CR 3158/HENDERSON MILL ROAD TO SR 8	Interchange, Intersection, Operational Improvement	M006446	CST	F	\$4,662,439	\$4,196,195	\$466,244	\$0	x							\$4,837,931	\$2,908,589	93%	8/31/2025	Yes	N/A	2025	
DeKalb	SR 155 FROM I-20 TO SR 10	Interchange, Intersection, Operational Improvement	M006462	CST	F	\$3,012,734	\$2,410,188	\$602,547	\$0	x							\$3,174,276	\$3,198,670	92%	11/12/2025	Yes	N/A	2025	

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Table 6: Project Authorizations in FY25**

					Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (VOE)	Current Programmed Year of CST
DeKalb	SR 154 FROM FULTON COUNTY LINE TO SR 10	Interchange, Intersection, Operational Improvement	M006524	CST	F	\$4,924,900	\$0	\$4,924,900	\$0						x		\$5,349,935	\$769,059	97%	9/16/2025	Yes	N/A	2025
DeKalb	SR 410/US 78 FROM I-285 TO SR 10	Interchange, Intersection, Operational Improvement	M006556	CST	F	\$8,337,257	\$0	\$8,337,257	\$0						x	x	\$8,254,710	\$997,813	12%	6/30/2026	Yes	N/A	2025
DeKalb	I-20 FROM W OF HILL ST/FULTON TO W OF COLUMBIA DR/DEKALB	Interchange, Intersection, Operational Improvement	M006563	CST	F	\$8,921,575	\$8,029,418	\$892,158	\$0	x					x	x	\$17,438,144	\$1,711,413	72%	4/6/2026	Yes	N/A	2025
DeKalb	I-285 FROM SNAPPINGER ROAD TO SR 8	Interchange, Intersection, Operational Improvement	M006571	CST	F	\$7,325,047	\$6,592,543	\$732,505	\$0	x					x	x	\$17,438,144	\$1,798,334	72%	4/6/2026	Yes	N/A	2025
DeKalb	I-285 @ 4 LOCS IN DEKALB COUNTY - BRIDGE PREVENTATIVE	Interchange, Intersection, Operational Improvement	M006749	PE	F	\$375,000	\$337,500	\$37,500	\$0	x					x	x	\$2,200,000	\$0	0%	Under Design	N/A	\$2,200,000	2028
DeKalb	FY25 Stone Mountain Bridge Replacement	Railroad Improvements	T009213	CST	C	\$2,345,000	\$0	\$2,345,000	\$0						x	x	\$2,345,000	\$2,345,000	100%	9/11/2026	Yes	N/A	2025
Dodge	SR 257 @ GUM SWAMP CREEK 4.7 MI SW OF CHESTER	Interchange, Intersection, Operational Improvement	0016513	CST	F	\$4,353,580	\$3,482,864	\$870,716	\$0	x							\$3,766,171	\$0	0%	3/31/2027	Yes	N/A	2025
Dougherty	SR 133; SR 234; SR 520 & SR 520 BU @ 12 LOCS	Interchange, Intersection, Operational Improvement	0017843	ROW	F	\$380,000	\$380,000	\$0	\$0	x					x	x	\$4,432,590	\$0	0%	Under Design	N/A	\$4,707,590	2027
Dougherty	SR 91 @ SR 520 & FRONTAGE ROAD - SCOPING STUDY	Interchange, Intersection, Operational Improvement	0021284	SCP	F	\$1,000,000	\$0	\$1,000,000	\$0						x	x	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Douglas	SR 5 @ DORSETT SHOALS ROAD & @ BANKS MILL ROAD/POOL ROAD	Interchange, Intersection, Operational Improvement	0009836	ROW	F	\$2,270,000	\$2,270,000	\$0	\$0	x					x		\$4,733,260	\$0	0%	Under Design	N/A	\$4,733,260	2026
Douglas	SR 166 @ CHAPEL HILL ROAD	Interchange, Intersection, Operational Improvement	0020661	ROW	F	\$81,409	\$0	\$0	\$81,409						x		\$1,884,221	\$0	0%	Under Design	N/A	\$1,884,221	2026
Douglas	SR 5 FROM CARROLL COUNTY LINE TO N OF CR 188/FLINT HILL ROAD	Interchange, Intersection, Operational Improvement	M006466	CST	F	\$780,357	\$0	\$780,357	\$0						x		\$772,690	\$2,815,197	100%	8/31/2025	Yes	N/A	2025
Douglas	SR 5 FROM CENTRAL CHURCH ROAD TO SR 8	Interchange, Intersection, Operational Improvement	M006554	CST	F	\$3,183,280	\$2,546,624	\$636,656	\$0	x					x	x	\$2,501,439	\$1,025,950	83%	1/31/2026	No	N/A	2025
Douglas	I-20 FROM E OF LIBERTY ROAD TO E OF SR 5	Interchange, Intersection, Operational Improvement	M006567	CST	F	\$29,360,678	\$26,424,610	\$2,936,068	\$0	x					x	x	\$14,925,950	\$5,203,881	93%	11/30/2025	Yes	N/A	2025
Douglas	HYDE ST @NS #726569B & N SWEETWATER RD @NS #726570V-SCOPING	Railroad Improvements	0020970	SCP	F	\$106,000	\$106,000	\$0	\$0	x					x		N/A	N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Douglas	I-20 FROM E OF SR 5/DOUGLAS TO HILL STREET/FULTON	Truck Parking and Safety	M006508	CST	F	\$1,158,293	\$0	\$1,158,293	\$0						x	x	\$1,146,825	\$0	89%	6/30/2025	No	N/A	2025
Early	SR 216 FROM BAKER COUNTY LINE TO SR 45	Interchange, Intersection, Operational Improvement	M006528	CST	F	\$2,893,044	\$2,314,435	\$578,609	\$0	x					x		\$2,068,970	\$1,923,433	93%	9/30/2025	Yes	N/A	2025
Early	SIGNING & MARKING @ 48 HAL LOCS & 4 CIRR LOCS IN DISTRICT 4	Railroad Improvements	0020014	CST	F	\$303,433	\$303,433	\$0	\$0	x							\$202,796	\$190,814	96%	8/31/2025	No	N/A	2025
Effingham	SR 17 FROM N OF ANDERSON AVE TO SCREVEN COUNTY LINE	Interchange, Intersection, Operational Improvement	M006631	CST	F	\$3,387,527	\$0	\$3,387,527	\$0					x			\$3,353,987	\$0	0%	6/30/2026	Yes	N/A	2025
Effingham	CaterParrot FY25 Eng Design & Const. Drain & Track Imp.	Railroad Improvements	T009172	CST	C	\$3,300,000	\$0	\$3,300,000	\$0						x	x	\$3,300,000	\$0	0%	5/14/2029	Yes	N/A	2025
Elbert	SR 77 CONN FROM 0.02 MI E OF SR 17 TO SR 77	Interchange, Intersection, Operational Improvement	M005746	CST	F	\$555,308	\$0	\$555,308	\$0						x		\$549,810	\$478,335	87%	6/30/2026	Yes	N/A	2025
Elbert	SR 79 FROM LINCOLN COUNTY LINE TO SR 72	Interchange, Intersection, Operational Improvement	M006692	CST	F	\$3,479,998	\$0	\$3,479,998	\$0						x	x	\$3,445,542	\$0	0%	6/30/2026	Yes	N/A	2025
Emanuel	EMPIRE EXPRESSWAY FROM MEADOWLAKE PKWY TO OLD NUNEZ RD - TIA	Interchange, Intersection, Operational Improvement	0018539	CST	F	\$1,419,346	\$0	\$0	\$1,419,346						x	x	\$1,419,346	\$1,304,080	92%	5/16/2026	Yes	N/A	2025
Emanuel	SR 26 FROM W OF SR 4 TO W OF SR 56	Interchange, Intersection, Operational Improvement	M006611	CST	F	\$1,008,264	\$0	\$1,008,264	\$0						x		\$1,008,264	\$0	0%	TBD	N/A	N/A	2025
Emanuel	SR 297 FROM TOOMBS COUNTY LINE TO OHIOPEE RIVER	Interchange, Intersection, Operational Improvement	M006613	CST	F	\$2,040,185	\$0	\$2,040,185	\$0						x	x	\$2,040,185	\$0	0%	TBD	N/A	N/A	2025
Evans	SR 169 FROM TATHALL COUNTY LINE TO SR 129	Interchange, Intersection, Operational Improvement	M006421	CST	F	\$1,997,871	\$0	\$1,997,871	\$0								\$1,978,090	\$0	0%	5/31/2026	Yes	N/A	2025
Fannin	SR 5 FROM N OF SR 2 TO S OF PINEVIEW LANE - PHASE III	Non-Interstate Widening	0017040	CST	C	\$50,146,587	\$0	\$50,146,587	\$0	x	x			x			\$37,262,476	\$3,240,900	9%	4/30/2028	Yes	N/A	2025
Floyd	SR 156 FROM SR 1 TO GORDON COUNTY LINE	Interchange, Intersection, Operational Improvement	M006477	CST	F	\$2,831,739	\$2,265,392	\$566,348	\$0	x					x		\$2,588,133	\$2,499,293	97%	10/31/2025	Yes	N/A	2025
Floyd	SR 101 FROM SR 20 TO E 12TH STREET	Interchange, Intersection, Operational Improvement	M006758	CST	F	\$658,640	\$0	\$658,640	\$0						x		\$658,640	\$0	0%	Under Design	N/A	N/A	2025
Forsyth	SR 9 @ CR 741/BANNISTER ROAD	Interchange, Intersection, Operational Improvement	0015591	CST	F	\$4,562,468	\$4,562,468	\$0	\$0	x					x		\$3,164,458	\$348,090	11%	5/31/2027	Yes	N/A	2025
Forsyth	SR 9 @ CR 3705/AC SMITH RD	Interchange, Intersection, Operational Improvement	0016348	CST	F	\$4,183,346	\$4,183,346	\$0	\$0	x					x		\$3,606,121	\$2,271,888	63%	7/31/2026	Yes	N/A	2025
Forsyth	SR 20 FROM SR 400 TO HAW CREEK PKWY	Interchange, Intersection, Operational Improvement	0017114	CST	F	\$4,291,651	\$0	\$4,291,651	\$0						x	x	\$4,185,915	\$3,139,436	75%	2/4/2026	No	N/A	2025
Franklin	SR 106 @ NAILS CREEK 7 MI S OF CARNESVILLE	Interchange, Intersection, Operational Improvement	0013808	CST	F	\$6,325,380	\$5,060,304	\$1,265,076	\$0	x					x		\$8,676,069	\$260,282	3%	8/31/2027	Yes	N/A	2025

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			Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)							Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
Franklin	SR 106 @ HUDSON RIVER 3.8 MI N OF POCATALIGO	Interchange, Intersection, Operational Improvement	0016526	CST	F	\$4,894,781	\$3,915,825	\$978,956	\$0	x							\$8,676,069	\$260,282	3%	8/31/2027	Yes	N/A	2025
Fulton	SR 42/US 23 @ SR 154 & @ ARKWRIGHT PLACE	Interchange, Intersection, Operational Improvement	0012596	CST	F	\$2,909,918	\$2,327,935	\$581,984	\$0	x							\$1,566,383	\$268,727	17%	10/31/2026	Yes	N/A	2025
Fulton	SR 14 @ BELTUNE WESTSIDE TRAIL	Interchange, Intersection, Operational Improvement	0013810	CST	F	\$8,237,652	\$6,590,122	\$1,647,531	\$0	x							\$8,596,668	\$4,234,802	49%	8/20/2027	Yes	N/A	2025
Fulton	SR 92 @ CR 1374/BUTNER ROAD	Interchange, Intersection, Operational Improvement	0015593	CST	F	\$4,692,416	\$4,692,416	\$0	\$0	x							\$3,235,915	\$0	0%	8/31/2027	Yes	N/A	2025
Fulton	SR 139 FROM CS 1010/E ONTARIO RD TO W OF CS 2801/HARWELL RD	Interchange, Intersection, Operational Improvement	M006289	CST	F	\$3,197,304	\$2,557,843	\$639,461	\$0	x							\$2,518,299	\$2,143,848	85%	4/30/2026	Yes	N/A	2025
Fulton	SR 13 FROM SR 9 TO NORTH FORK PEACHTREE CREEK	Interchange, Intersection, Operational Improvement	M006464	CST	F	\$4,361,763	\$3,489,410	\$872,353	\$0	x							\$4,152,499	\$997,994	77%	11/30/2025	No	N/A	2025
Fulton	I-20 @ 1 LOC & I-285 @ 2 LOCS - BRIDGE PRESERVATION	Interchange, Intersection, Operational Improvement	M006473	CST	F	\$993,000	\$893,700	\$99,300	\$0	x							\$1,049,532	\$1,034,247	99%	9/30/2025	Yes	N/A	2025
Fulton	I-75; I-85 & I-285 @ 5 LOCS IN FULTON - BRIDGE PRESERVATION	Interchange, Intersection, Operational Improvement	M006474	CST	F	\$1,017,000	\$915,300	\$101,700	\$0	x							\$1,211,776	\$850,911	71%	9/30/2025	Yes	N/A	2025
Fulton	I-85 @ I-285 IN CLAYTON & FULTON COUNTY; INC 22 RAMP	Interchange, Intersection, Operational Improvement	M006489	CST	F	\$19,688,086	\$0	\$19,688,086	\$0	x							\$19,493,155	\$12,614,753	92%	11/12/2025	Yes	N/A	2025
Fulton	SR 8 & SR 8 WE FROM SR 3 TO SR 42	Interchange, Intersection, Operational Improvement	M006495	CST	F	\$3,969,817	\$3,175,854	\$793,963	\$0	x							\$3,956,707	\$1,388,596	71%	2/28/2026	Yes	N/A	2025
Fulton	I-285 @ CHATTAHOOCHEE RIVER - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006573	CST	F	\$9,675,212	\$8,707,691	\$967,521	\$0	x							\$9,265,474	\$0	0%	10/31/2027	Yes	N/A	2025
Fulton	I-85 FROM S OF SR 139/CLAYTON TO SR 3/FULTON	Interchange, Intersection, Operational Improvement	M006650	CST	F	\$7,099,444	\$6,389,500	\$709,944	\$0	x							\$7,793,370	\$12,614,753	61%	4/5/2026	Yes	N/A	2025
Fulton	I-75/I-85 FROM CSX #050315P TO BROOKWOOD INTERCHANGE	Interchange, Intersection, Operational Improvement	M006682	CST	F	\$22,572,254	\$20,315,028	\$2,257,225	\$0	x							\$17,379,750	\$4,777,336	77%	3/30/2026	Yes	N/A	2025
Fulton	SR 14 FROM NORMAN BERRY DRIVE TO CSX #718047H	Interchange, Intersection, Operational Improvement	M006684	CST	F	\$3,796,854	\$3,037,483	\$759,371	\$0	x							\$3,376,569	\$2,644,634	78%	9/5/2026	Yes	N/A	2025
Fulton	SR 9 FM SR 3 TO N OF PACES FERRY RD & SR 9 SO FM SR 9 TO SR 9	Interchange, Intersection, Operational Improvement	M006685	CST	F	\$4,248,410	\$3,398,728	\$849,682	\$0	x							\$9,444,115	\$2,644,529	7%	10/27/2026	Yes	N/A	2025
Fulton	SR 237 @ PEACHTREE CREEK - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006720	CST	F	\$500,000	\$0	\$500,000	\$0	x							\$500,000	\$0	0%	Under Design	N/A	N/A	2025
Fulton	I-20 @ 2 LOCS IN FULTON COUNTY - BRIDGE PREVENTATIVE	Interchange, Intersection, Operational Improvement	M006748	PE	F	\$250,000	\$225,000	\$25,000	\$0	x							\$2,200,000	\$0	0%	Under Design	N/A	\$2,200,000	2026
Fulton	I-85 @ SR 74/SENOIA ROAD	Intermodal Capacity	0007841	CST	C	\$84,784,234	\$67,827,386	\$16,956,847	\$0	x							\$83,354,363	\$8,573,985	10%	2/3/2028	Yes	N/A	2025
Fulton	I-85 @ 4 LOCS IN FULTON - BRIDGE PRESERVATION	Intermodal Capacity	M006475	CST	F	\$1,034,500	\$931,050	\$103,450	\$0	x							\$965,978	\$919,771	96%	1/31/2026	No	N/A	2025
Fulton	SR 140 FROM CS 1331/RUCKER ROAD TO CR 777/ARNOLD MILL ROAD	Non-Interstate Widening	0013890	PE	C	\$7,500,000	\$0	\$7,500,000	\$0	x	x						\$52,466,000	\$0	0%	Under Design	N/A	\$76,113,000	2032
Fulton	HANK AARON DRIVE @ NS #718062K IN ATLANTA - SCOPING ONLY	Railroad Improvements	0020969	SCP	F	\$53,000	\$53,000	\$0	\$0	x							N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed	
Fulton	FY25 Howell Wye Improvements	Railroad Improvements	1009216	CST	C	\$4,000,000	\$0	\$4,000,000	\$0	x							\$4,266,371	\$4,266,371	100%	3/1/2027	Yes	N/A	2025
Fulton	I-85 FROM RIVERDALE ROAD TO I-75	Truck Parking and Safety	0020951	CST	F	\$4,690,487	\$3,752,390	\$938,097	\$0	x							\$4,051,188	\$1,420,772	35%	4/30/2026	Yes	N/A	2025
Fulton	I-75 @ SR 154 - TUNNEL LIGHTING	Truck Parking and Safety	0020952	PE	F	\$115,000	\$92,000	\$23,000	\$0	x							\$4,512,212	\$622,019	14%	4/30/2026	Yes	N/A	2025
Fulton	I-75 @ RALPH MCGILL BLVD & @ BAKER STREET - TUNNEL LIGHTING	Truck Parking and Safety	0020953	CST	F	\$4,343,361	\$3,474,689	\$868,672	\$0	x							\$5,102,461	\$2,879,812	56%	4/30/2026	Yes	N/A	2025
Fulton	I-75 FROM I-20 TO I-85	Truck Parking and Safety	0020954	PE	F	\$195,000	\$156,000	\$39,000	\$0	x							\$2,381,003	\$0	0%	4/30/2026	Yes	N/A	2025
Fulton	I-75 FROM I-85 TO MEMORIAL DRIVE	Truck Parking and Safety	0020955	CST	F	\$3,589,102	\$2,871,281	\$717,820	\$0	x							\$2,533,735	\$0	0%	4/30/2026	Yes	N/A	2025
Glynn	I-95 FROM LITTLE SATILLA RIVER TO SR 27	Intermodal Capacity	M006568	CST	F	\$17,979,090	\$16,181,182	\$1,797,909	\$0	x			x				\$19,126,122	\$13,133,616	69%	1/31/2026	No	N/A	2025
Glynn	SR 32/SR 99 FROM SR 99 TO I-95	Non-Interstate Widening	0001036	PE	C	\$1,800,000	\$0	\$1,800,000	\$0	x	x						\$0	\$0	0%	N/A	N/A	\$86,116,878	2039
Gordon	SR 53 @ BROWNLEE MOUNTAIN ROAD/PLAINVILLE ROAD	Interchange, Intersection, Operational Improvement	0005317	CST	F	\$4,577,372	\$0	\$4,577,372	\$0	x							\$4,094,153	\$1,737,421	42%	3/31/2026	Yes	N/A	2025
Gordon	SR 3/US 41 @ SR 156	Interchange, Intersection, Operational Improvement	0013297	CST	F	\$3,878,982	\$0	\$3,878,982	\$0	x							\$2,958,332	\$2,564,563	87%	4/30/2026	Yes	N/A	2025
Gordon	I-75 @ 4 LOCS IN CHEROKEE & GORDON COUNTY - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006574	CST	F	\$4,654,708	\$4,189,237	\$465,471	\$0	x							\$4,804,092	\$2,128,009	44%	6/30/2027	Yes	N/A	2025
Greene	SR 15 FROM SR 77 TO SR 12	Interchange, Intersection, Operational Improvement	M005599	CST	F	\$1,883,463	\$1,506,770	\$376,693	\$0	x							\$1,729,819	\$1,660,626	96%	10/31/2025	Yes	N/A	2025
Greene	I-20 FROM W OF SR 44 TO SR 15	Interchange, Intersection, Operational Improvement	M006445	CST	F	\$7,300,761	\$0	\$7,300,761	\$0	x							\$7,228,476	\$6,144,204	85%	8/31/2025	Yes	N/A	2025
Greene	SR 44 FROM S OF KING DRIVE TO EAST GREENSBORO BYPASS-PHASE I	Non-Interstate Widening	0019696	CST	C	\$31,350,254	\$0	\$31,350,254	\$0	x							\$29,290,824	\$3,807,807	13%	10/31/2028	Yes	N/A	2025
Gwinnett	SR 316 FROM E OF COLLINS HILL ROAD TO W OF CEDARS ROAD	Interchange, Intersection, Operational Improvement	0013893	CST	C	\$142,206,432	\$0	\$142,206,432	\$0	x							\$127,934,000	\$23,028,120	18%	4/30/2029	Yes	N/A	2025

**GEORGIA DEPARTMENT OF TRANSPORTATION 2025 Freight and Logistics
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Table 6: Project Authorizations in FY25**

Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Federal Funds 32-2-41.4(e)(1)	State General Funds 32-2-41.4(e)(1)	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Status of Critical Projects and Available Funding 32-2-41.4(e)(3)					Current Programmed Year of CST	
						Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY 25	Authorized Other Amount FY25	Total Construction Budget Amount (As of February 2026)								Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to- date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)		
Gwinnett	SR 140 @ SR 13	Interchange, Intersection, Operational Improvement	0015983	CST UTL	F F	\$9,420,981 \$974,439	\$0 \$0	\$7,203,708 \$0	\$2,217,273 \$974,439									\$8,578,904	\$1,372,625	16%	3/31/2027	Yes	N/A	2025
Gwinnett	SR 8 @ JACKSON CREEK IN LILBURN	Interchange, Intersection, Operational Improvement	0016519	ROW	F	\$1,790,000	\$1,432,000	\$358,000	\$0	x								\$10,528,522	\$0	0%	Under Design	N/A	\$12,764,580	2033
Gwinnett	SR 140 @ CR 1911/BROOK HOLLOW PKWY	Interchange, Intersection, Operational Improvement	0017115	CST	F	\$1,088,585	\$0	\$1,088,585	\$0									\$1,049,939	\$1,018,441	97%	5/2/2025	No	N/A	2025
Gwinnett	SR 20 @ I-985 SB RAMP	Interchange, Intersection, Operational Improvement	0017403	CST	F	\$1,268,563	\$0	\$1,268,563	\$0									\$1,377,045	\$1,184,259	86%	11/13/2025	No	N/A	2025
Gwinnett	SR 124 @ HAMILTON MILL RD & @ HAMILTON CREEK PKWY	Interchange, Intersection, Operational Improvement	0017405	ROW	F	\$310,000	\$248,000	\$62,000	\$0	x								\$2,396,719	\$0	0%	Under Design	N/A	\$2,626,719	2026
Gwinnett	SR 141 @ CR 3528/WINTERS CHAPEL ROAD	Interchange, Intersection, Operational Improvement	0017718	CST	F	\$1,094,469	\$0	\$1,094,469	\$0									\$1,094,469	\$1,029,852	94%	6/30/2025	Yes	N/A	2025
Gwinnett	SR 8/SR 316 FROM I-85/GWINNETT TO SR 10/OCONEE	Interchange, Intersection, Operational Improvement	0019182	CST	I	\$450,000	\$0	\$450,000	\$0									N/A	\$0	0%	N/A	N/A	N/A	2025
Gwinnett	SR 20 @ SR 324	Interchange, Intersection, Operational Improvement	0019704	PE	F	\$30,000	\$24,000	\$6,000	\$0	x								\$980,000	\$0	0%	Under Design	N/A	\$1,075,000	2029
Gwinnett	SR 378 FROM SR 13 TO SR 8	Interchange, Intersection, Operational Improvement	M006536	CST	F	\$5,765,703	\$0	\$5,765,703	\$0									\$5,708,617	\$5,594,445	98%	9/5/2025	Yes	N/A	2025
Gwinnett	SR 20 FROM SR 124/GWINNETT TO COVINGTON STREET/WALTON	Interchange, Intersection, Operational Improvement	M006537	CST	F	\$7,587,110	\$6,069,688	\$1,517,422	\$0	x								\$7,511,990	\$6,835,911	91%	10/21/2025	Yes	N/A	2025
Gwinnett	SR 20 FROM SR 124 TO CR 1940/HURRICANE ROAD	Non-Interstate Widening	0013974	PE	C	\$2,000,000	\$0	\$2,000,000	\$0	x	x							\$14,090,000	\$0	0%	Under Design	N/A	\$23,662,000	2034
Gwinnett	JONES MILL ROAD @ NS #916933L IN PEACHTREE CORNERS - SCOPING	Railroad Improvements	0020976	SCP	F	\$53,000	\$53,000	\$0	\$0	x								N/A	N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Gwinnett	AMWILER ROAD @ NS #717880R IN PEACHTREE CORNERS-SCOPING ONLY	Railroad Improvements	0020982	SCP	F	\$53,000	\$53,000	\$0	\$0	x								N/A	N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Hall	SR 11BU/SR 50 FROM CS 624/ACADEMY ST TO CS 548/GLENWOOD DR	Interchange, Intersection, Operational Improvement	0017392	ROW	F	\$9,160,000	\$0	\$9,160,000	\$0									\$14,000,000	\$0	0%	Under Design	N/A	\$16,805,061	2028
Hall	SR 13/ATLANTA HWY CORRIDOR STUDY - FY 2025 GAINESVILLE UPWP	Interchange, Intersection, Operational Improvement	0020309	PLN	F	\$200,000	\$160,000	\$0	\$40,000	x								N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A
Hall	SR 332 FROM SR 60 TO E OF SR 60; EXC RFX #848410J	Interchange, Intersection, Operational Improvement	0020941	CST	F	\$1,000,000	\$0	\$1,000,000	\$0									N/A	\$0	0%	N/A	N/A	N/A	2025
Hall	SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	Intermodal Capacity	0015702	CST	F	\$4,639,170	\$3,711,336	\$927,834	\$0	x								\$4,239,592	\$84,792	2%	5/31/2027	Yes	N/A	2025
Hall	SR 365 @ HOWARD ROAD - NEW INTERCHANGE	Intermodal Capacity	0016074	CST	C	\$17,022,792	\$0	\$17,022,792	\$0									\$15,949,052	\$1,435,415	9%	7/31/2028	Yes	N/A	2025
Hall	SR 11/SR 60/SR 369 FROM FORSYTH COUNTY LINE TO I-985	Intermodal Capacity	M006762	CST	F	\$212,500	\$0	\$212,500	\$0									\$212,500	\$0	0%	Under Design	N/A	N/A	2025
Hart	SR 77 FROM ELBERT COUNTY LINE TO SR 8	Interchange, Intersection, Operational Improvement	M006606	CST	F	\$4,480,335	\$3,584,268	\$896,067	\$0	x								\$4,258,329	\$3,917,663	92%	11/30/2025	No	N/A	2025
Hart	SIGNING & MARKING @ 98 HRT LOCS IN DISTRICT 1	Railroad Improvements	0020015	CST	F	\$454,604	\$454,604	\$0	\$0	x								\$408,779	\$337,147	82%	12/31/2025	No	N/A	2025
Henry	SR 81 @ CR 204/NEW MORN DRIVE	Interchange, Intersection, Operational Improvement	0015689	CST	F	\$3,348,096	\$3,348,096	\$0	\$0	x								\$3,268,557	\$1,998,033	61%	8/31/2026	Yes	N/A	2025
Henry	SR 20 FROM INDUSTRIAL BLVD TO LOWER WOOLSEY ROAD	Interchange, Intersection, Operational Improvement	M006499	CST	F	\$10,832,323	\$0	\$10,832,323	\$0									\$10,725,072	\$9,148,912	85%	8/31/2025	Yes	N/A	2025
Henry	FY25 McDonough passing track improvement Phase II	Railroad Improvements	T009217	CST	C	\$2,516,656	\$0	\$2,516,656	\$0									\$2,516,656	\$2,516,656	100%	10/1/2026	Yes	N/A	2025
Houston	ELBERTA ROAD @ NS #729372K IN WARNER ROBINS	Railroad Improvements	0020967	CST	F	\$836,838	\$836,838	\$0	\$0	x								\$836,838	\$22,180	3%	12/31/2026	Yes	N/A	2025
Jackson	SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	Interchange, Intersection, Operational Improvement	0016166	CST	F	\$4,872,572	\$4,872,572	\$0	\$0	x								\$3,724,601	\$1,303,610	35%	9/30/2026	Yes	N/A	2025
Jackson	SR 15 ALT @ CR 428/APPLE VALLEY ROAD	Interchange, Intersection, Operational Improvement	0019466	PE	F	\$700,000	\$700,000	\$0	\$0	x								\$2,000,000	\$0	0%	Under Design	N/A	\$2,550,000	2029
Jackson	SR 330 FROM SR 82/BARROW TO SR 15 ALT/JACKSON	Interchange, Intersection, Operational Improvement	M006538	CST	F	\$2,748,816	\$0	\$2,748,816	\$0									\$2,721,600	\$2,313,360	85%	6/30/2026	Yes	N/A	2025
Jackson	SR 98 FROM WASHINGTON STREET TO SR 334	Interchange, Intersection, Operational Improvement	M006539	CST	F	\$1,726,854	\$1,381,483	\$345,371	\$0	x								\$1,427,682	\$1,342,021	94%	11/14/2025	No	N/A	2025
Jackson	I-85 NB @ SR 53	Interstate Widening	0020937	PE	C	\$250,000	\$200,000	\$50,000	\$0	x								N/A	\$0	0%	N/A	N/A	N/A	N/A
Jeff Davis	SR 19/SR 23; SR 26 & SR 204 @ 9 LOCS - BRIDGE PRESERVATION	Interchange, Intersection, Operational Improvement	M006201	CST	F	\$1,732,235	\$1,385,788	\$346,447	\$0	x								\$1,031,140	\$1,006,183	98%	9/30/2025	No	N/A	2025
Jeff Davis	SR 135 & SR 135 SO FROM COFFEE COUNTY LINE TO S OF SR 19	Interchange, Intersection, Operational Improvement	M006640	CST	F	\$4,532,855	\$0	\$4,532,855	\$0									\$4,487,975	\$3,087,296	69%	6/30/2026	Yes	N/A	2025
Jefferson	SR 48U FM SR 4 S OF WADLEY CITY TO SR 4 N OF WADLEY CITY	Interchange, Intersection, Operational Improvement	M005130	CST	F	\$1,318,017	\$1,054,414	\$263,603	\$0	x								\$1,312,860	\$1,129,059	86%	11/30/2025	Yes	N/A	2025
Jenkins	SR 21 FROM SCREEN COUNTY LINE TO SR 121	Interchange, Intersection, Operational Improvement	M006406	CST	F	\$6,680,902	\$5,344,721	\$1,336,180	\$0	x								\$6,367,788	\$5,539,975	87%	1/31/2026	Yes	N/A	2025
Jones	SR 22 FROM GRAY BYPASS TO BALDWIN COUNTY LINE	Interchange, Intersection, Operational Improvement	M006503	CST	F	\$3,934,961	\$3,147,969	\$786,992	\$0	x								\$2,709,365	\$2,611,920	96%	9/30/2025	Yes	N/A	2025

**GEORGIA DEPARTMENT OF TRANSPORTATION 2025 Freight and Logistics
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Table 6: Project Authorizations in FY25**

						Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)										
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
Jones	SR 18 FROM SR 11/SR 22 TO JAMES STREET	Interchange, Intersection, Operational Improvement	M006504	CST	F	\$2,862,134	\$2,289,707	\$572,427	\$0	x							\$2,126,081	\$1,972,504	93%	10/31/2025	Yes	N/A	2025
Jones	SR 11 FROM SR 22 TO JASPER COUNTY LINE	Interchange, Intersection, Operational Improvement	M006584	CST	F	\$5,832,270	\$4,665,816	\$1,166,454	\$0	x							\$4,352,916	\$4,134,909	95%	9/30/2025	Yes	N/A	2025
Lamar	SR 7 SB & NB @ IVEY LANE & PECAN DRIVE - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006488	CST	F	\$4,356,200	\$3,484,960	\$871,240	\$0	x							\$4,461,235	\$2,807,277	63%	3/30/2026	Yes	N/A	2025
Laurens	SR 199 FROM S OF I-16 TO SR 29	Interchange, Intersection, Operational Improvement	M006405	CST	F	\$2,354,305	\$1,883,444	\$470,861	\$0	x							\$2,142,475	\$2,013,927	94%	10/31/2025	Yes	N/A	2025
Laurens	I-16 @ 6 LOCS IN LAURENS COUNTY - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006480	CST	F	\$4,042,500	\$3,638,250	\$404,250	\$0	x							\$3,370,279	\$539,245	16%	8/31/2026	Yes	N/A	2025
Liberty	SR 38/US 84 FROM W OF SR 119 TO E OF WALLACE MARTIN DRIVE	Interchange, Intersection, Operational Improvement	M006549	CST	F	\$4,486,976	\$3,589,581	\$897,395	\$0	x							\$4,099,377	\$3,576,686	87%	10/18/2025	No	N/A	2025
Liberty	SR 196 FROM SR 38 TO SR 25	Interchange, Intersection, Operational Improvement	M006550	CST	F	\$7,166,455	\$5,733,164	\$1,433,291	\$0	x							\$6,265,400	\$5,622,332	90%	1/31/2026	No	N/A	2025
Liberty	I-95 FROM CSX #63504025 TO S OF SR 25/US 17	Interchange, Intersection, Operational Improvement	M006754	CST	F	\$1,200,000	\$0	\$1,200,000	\$0				x				\$1,200,000	\$0	0%	Under Design	N/A	N/A	2025
Liberty	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Non-Interstate Widening	522570-	CST	C	\$33,225,746	\$4,433,965	\$28,704,373	\$87,408	x	x						\$40,655,424	\$11,933,984	29%	10/31/2027	Yes	N/A	2025
Lowndes	SR 7 BU FROM CS 188/NORTH OAK STREET TO SR 7 ALT	Interchange, Intersection, Operational Improvement	0015445	CST	F	\$9,980,541	\$7,984,433	\$1,996,108	\$0	x							\$16,076,952	\$7,916,285	49%	3/31/2029	Yes	N/A	2025
Lowndes	CPR VALDOSIA TO WILLACOOCHEE	Railroad Improvements	T009057	CST	C	\$1,000,000	\$0	\$0	\$1,000,000								\$1,000,000	\$606,688	61%	3/26/2026	Yes	N/A	2025
Lowndes	FY25 CaterParrot-Rail Bridge & Drainage Upgrades to CPR	Railroad Improvements	T009185	CST	C	\$2,475,000	\$0	\$2,475,000	\$0								\$2,763,386	\$0	0%	6/9/2029	Yes	N/A	2025
Lumpkin	SR 52 @ CHESTATEE RIVER - BRIDGE REPLACEMENT	Interchange, Intersection, Operational Improvement	0013390	CST	F	\$10,046,698	\$8,037,359	\$2,009,340	\$0	x							\$7,267,711	\$2,325,668	32%	12/30/2026	Yes	N/A	2025
Lumpkin	SR 60 @ SR 115/SR 400	Interchange, Intersection, Operational Improvement	0021246	CST	F	\$500,000	\$0	\$500,000	\$0								N/A	\$0	0%	N/A	N/A	N/A	2025
Lumpkin	SR 60 @ 1 LOC & SR 60BU @ 1 LOC IN LUMPKIN COUNTY	Interchange, Intersection, Operational Improvement	M006760	CST	F	\$1,073,823	\$0	\$1,073,823	\$0								\$1,073,823	\$0	0%	Under Design	N/A	N/A	2025
Lumpkin	SR 115 FROM SR 400 TO SR 52	Non-Interstate Widening	0013389	PE	C	\$5,000,000	\$0	\$5,000,000	\$0	x	x						\$38,420,578	\$0	0%	Under Design	N/A	\$61,458,355	2032
Macon	SR 49 FROM RANDOLPH ST TO SR 90 & SR 90 FROM SR 26 TO SR 49	Interchange, Intersection, Operational Improvement	M006505	CST	F	\$1,187,065	\$0	\$1,187,065	\$0								\$1,175,312	\$0	0%	6/30/2026	Yes	N/A	2025
Macon	PEEDS POND ROAD @ CSX #638373P IN MACON COUNTY	Railroad Improvements	0020092	CST	F	\$457,742	\$457,742	\$0	\$0	x							\$481,142	\$132,910	28%	12/31/2026	Yes	N/A	2025
Madison	SR 22 FROM E NORTH AVE TO S OF E SOUTH AVE	Interchange, Intersection, Operational Improvement	0020946	CST	F	\$900,000	\$0	\$900,000	\$0								N/A	\$0	0%	N/A	N/A	N/A	2025
Madison	SR 22 FROM W SUNSET AVE TO E NORTH AVE	Interchange, Intersection, Operational Improvement	0020947	CST	F	\$1,100,000	\$0	\$1,100,000	\$0								N/A	\$0	0%	N/A	N/A	N/A	2025
Marion	SR 26 FROM CHATTAHOOCHEE COUNTY LINE TO SCHLEY COUNTY LINE	Interchange, Intersection, Operational Improvement	M005074	CST	F	\$6,681,500	\$0	\$6,681,500	\$0								\$6,615,346	\$0	0%	6/26/2026	Yes	N/A	2025
Marion	SR 137 FROM SR 355 TO SR 41	Interchange, Intersection, Operational Improvement	M005176	CST	F	\$3,366,972	\$0	\$3,366,972	\$0								\$3,391,689	\$3,014,145	89%	3/31/2026	No	N/A	2025
McIntosh	I-95 FROM GLYNN COUNTY LINE TO N OF SR 251	Interchange, Intersection, Operational Improvement	M006570	CST	F	\$11,957,097	\$0	\$11,957,097	\$0				x				\$11,838,710	\$0	0%	7/31/2026	Yes	N/A	2025
Meriwether	SR 362 @ RED OAK CREEK 6 MI NE OF GREENVILLE	Interchange, Intersection, Operational Improvement	0016527	CST	F	\$3,684,014	\$2,947,211	\$736,803	\$0	x							\$3,470,095	\$782,232	23%	6/30/2027	Yes	N/A	2025
Meriwether	SR 109 FROM TROUP COUNTY LINE TO SR 100 SO	Interchange, Intersection, Operational Improvement	M005283	CST	F	\$4,478,386	\$3,582,709	\$895,677	\$0	x							\$4,123,752	\$3,959,811	96%	11/30/2025	Yes	N/A	2025
Monroe	SR 74 @ SR 42	Interchange, Intersection, Operational Improvement	0013120	CST	F	\$5,174,615	\$4,139,692	\$1,034,923	\$0	x							\$4,338,840	\$1,914,939	44%	11/30/2026	Yes	N/A	2025
Monroe	I-75 SB FROM SR 42/MONROE TO S OF BASS ROAD/BIBB	Interchange, Intersection, Operational Improvement	M006705	CST	F	\$1,293,250	\$0	\$1,293,250	\$0								\$1,293,250	\$0	0%	Under Design	N/A	N/A	2025
Monroe	CR 34/RUMBLE ROAD @ NS #718345H	Railroad Improvements	0017088	CST	F	\$1,281,480	\$1,281,480	\$0	\$0	x							\$1,430,996	\$1,050,498	73%	4/30/2026	Yes	N/A	2025
Montgomery	SR 56 FROM TOOMBS COUNTY LINE TO TRETULEN COUNTY LINE	Interchange, Intersection, Operational Improvement	M006417	CST	F	\$6,221,183	\$5,005,957	\$1,215,226	\$0	x							\$5,459,824	\$5,210,871	95%	8/31/2025	Yes	N/A	2025
Morgan	CR 148/SWORDS ROAD @ CSX #279587P	Railroad Improvements	0019036	CST	F	\$308,546	\$308,546	\$0	\$0	x							\$333,497	\$20,904	6%	12/31/2026	No	N/A	2025
Morgan	FY25 Madison Area Track Improvements	Railroad Improvements	T009214	CST	C	\$1,680,814	\$0	\$1,680,814	\$0								\$1,680,814	\$1,680,814	100%	10/1/2026	Yes	N/A	2025
Multi-Counties	RAILROAD CROSSINGS @ 13 LOCS IN DISTRICT 5	Railroad Improvements	0016800	ROW	F	\$490,000	\$490,000	\$0	\$0	x							\$1,779,422	\$80,543	5%	12/31/2027	Yes	\$1,199,422	2028
Multi-Counties	HAZARD INDEX STUDIES - FY 2025	Railroad Improvements	0020381	PE	F	\$400,000	\$400,000	\$0	\$0	x							N/A	\$0	0%	Not a CST Project	N/A	Not Yet Programmed	Not Yet Programmed
Multi-Counties	SIGNING & MARKING @ 46 NS LOCS IN DISTRICT 4 & 5	Railroad Improvements	0020635	CST	F	\$361,171	\$361,171	\$0	\$0	x							\$361,171	\$193,323	54%	2/28/2026	Yes	N/A	2025
Multi-Counties	CSX RAILROAD CROSSING STUDY IN DISTRICT 2	Railroad Improvements	0020713	SCP	F	\$475,000	\$475,000	\$0	\$0	x							N/A	N/A	N/A	Not a CST Project	N/A	Not Yet Programmed	Not Yet Programmed
Multi-Counties	SHORT LINE RAILROAD CROSSING STUDY IN DIST 2 - AREA 2 & 3	Railroad Improvements	0020714	SCP	F	\$450,000	\$450,000	\$0	\$0	x							N/A	N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed

**GEORGIA DEPARTMENT OF TRANSPORTATION 2025 Freight and Logistics
Implementation Plan Annual Update
Table 6: Project Authorizations in FY25**

						Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)										
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
Multi-Counties	RAILROAD WARNING DEVICE UPGRADES @ 65 LOCS IN DISTRICT 3 & 7	Railroad Improvements	0020971	PE	F	\$139,533	\$139,533	\$0	\$0	x							\$1,064,533	\$110,778	10%	12/31/2028	Yes	\$925,000	2028
Multi-Counties	WARNING DEVICE UPGRADES @ 87 CSX LOCS IN DISTRICT 3 & 7	Railroad Improvements	0021000	PE	F	\$36,856	\$36,856	\$0	\$0	x							\$286,856	\$20,232	7%	12/31/2028	Yes	\$250,000	2028
Multi-Counties	NS RAILROAD CROSSING STUDY IN DISTRICT 6 - AREA 1; 2 & 4	Railroad Improvements	0021051	SCP	F	\$429,000	\$429,000	\$0	\$0	x							N/A	N/A	N/A	N/A	N/A	Not Yet Programmed	Not Yet Programmed
Murray	SR 61/US 411 FROM S OF RHYMER ROAD TO SR 2	Interchange, Intersection, Operational Improvement	M006552	CST	F	\$5,185,632	\$4,148,505	\$1,037,126	\$0	x				x	x		\$4,395,268	\$3,726,954	85%	9/30/2025	Yes	N/A	2025
Murray	SR 2/SR 61 @ SUMAC CREEK 1.6 MI N OF CRANDALL	Intermodal Capacity	0016528	ROW	F	\$270,000	\$216,000	\$54,000	\$0	x				x	x		\$9,119,317	\$0	0%	Under Design	N/A	\$10,676,645	2027
Muscogee	MORRIS ROAD FROM BUENA VISTA ROAD TO FORREST ROAD - TIA	Interchange, Intersection, Operational Improvement	0019526	CST	F	\$15,400,000	\$0	\$0	\$15,400,000						x		\$15,400,000	\$0	0%	7/21/2028	No	N/A	2025
Muscogee	SR 22/SR 540/US 80 @ TECHNOLOGY PKWY/LYNCH ROAD	Interchange, Intersection, Operational Improvement	0020097	PE	F	\$400,000	\$400,000	\$0	\$0	x							\$2,500,000	\$0	0%	Under Design	N/A	\$3,000,000	2029
Muscogee	EDGEWOOD RD FROM HILTON AVE TO UNIVERSITY AVE-CORRIDOR STUDY	Interchange, Intersection, Operational Improvement	0020289	PE	C	\$200,000	\$160,000	\$0	\$40,000	x					x		N/A	\$0	0%	Not a CST Project	N/A	N/A	N/A
Muscogee	OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN MUSCOGEE COUNTY	Truck Parking and Safety	0019226	CST	F	\$751,353	\$751,353	\$0	\$0	x					x		\$819,408	\$526,776	64%	6/30/2026	Yes	N/A	2025
Newton	SR 11 @ SR 142	Interchange, Intersection, Operational Improvement	0009928	CST	F	\$2,879,211	\$2,879,211	\$0	\$0	x					x		\$2,411,913	\$217,072	9%	3/31/2027	Yes	N/A	2025
Newton	SR 81 @ DRIED INDIAN CREEK IN COVINGTON	Interchange, Intersection, Operational Improvement	0013751	CST	F	\$5,572,858	\$4,458,287	\$1,114,572	\$0	x					x		\$5,421,555	\$1,518,035	28%	5/31/2026	No	N/A	2025
Newton	SR 162 @ CR 228/ROCKY PLAINS ROAD	Interchange, Intersection, Operational Improvement	0016356	CST	F	\$2,843,313	\$2,843,313	\$0	\$0	x					x		\$2,521,960	\$302,635	12%	4/26/2027	Yes	N/A	2025
Newton	SR 162 FROM CR 511/BROWN BRIDGE ROAD TO CR 34/OLD SALEM ROAD	Non-Interstate Widening	231210-	CST	C	\$66,378,400	\$0	\$66,378,400	\$0	x					x		\$85,017,469	\$1,158,693	23%	11/8/2028	Yes	N/A	2025
Oconee	SR 8/SR 316/US 29 @ CR 55/ JIMMY DANIEL ROAD	Interchange, Intersection, Operational Improvement	0013767	CST	C	\$57,553,648	\$46,042,916	\$11,510,729	\$0	x							\$139,409,700	\$30,085,130	22%	7/25/2028	Yes	\$104,963,220	2025, 2026, 2027
Oconee	SR 53 @ SNOWS MILL ROAD/ ROCKY BRANCH ROAD	Interchange, Intersection, Operational Improvement	0017185	CST	F	\$5,321,090	\$5,321,090	\$0	\$0	x					x		\$3,658,621	\$2,780,552	76%	3/31/2026	No	N/A	2025
Oconee	SR 53 @ CR 99/RAYS CHURCH ROAD / CR 516 / MALCOLM BRIDGE ROAD	Interchange, Intersection, Operational Improvement	0017186	ROW	F	\$443,000	\$0	\$0	\$443,000	x					x		\$3,204,488	\$0	0%	Under Design	N/A	\$500,000	2026
Oconee	SR 10/US 78 FROM WALTON COUNTY LINE TO SR 8	Interchange, Intersection, Operational Improvement	M005881	CST	F	\$8,773,310	\$7,018,648	\$1,754,662	\$0	x					x		\$6,143,344	\$6,143,344	100%	10/31/2025	Yes	N/A	2025
Paulding	SR 101 @ CR 947/GOLD MINE ROAD	Interchange, Intersection, Operational Improvement	0019669	ROW	F	\$1,810,000	\$0	\$0	\$1,810,000					x			\$3,500,000	\$0	0%	Under Design	N/A	\$3,500,000	2026
Pickens	SR 136 @ TALKING ROCK CREEK 3 MI N OF JASPER	Interchange, Intersection, Operational Improvement	0013827	CST	F	\$6,031,967	\$4,825,574	\$1,206,393	\$0	x					x		\$4,764,176	\$993,617	21%	3/31/2027	Yes	N/A	2025
Pierce	CR 190/HOMESTEAD ROAD @ CSX #63725J	Railroad Improvements	0019562	CST	F	\$785,193	\$785,193	\$0	\$0	x					x		\$814,976	\$205,376	25%	12/31/2026	Yes	N/A	2025
Pike	SR 74 @ ELKINS CREEK	Interchange, Intersection, Operational Improvement	0017940	ROW	F	\$300,000	\$240,000	\$60,000	\$0	x					x		\$7,346,130	\$0	0%	Under Design	N/A	\$8,833,870	2028
Polk	SR 6/SR 101 @ COOTS LAKE	Interchange, Intersection, Operational Improvement	0016469	ROW	F	\$300,000	\$270,000	\$30,000	\$0	x					x		\$1,598,150	\$0	0%	Under Design	N/A	\$1,648,150	2027
Polk	WOODS ROAD @ CSX #639205M IN POLK COUNTY	Railroad Improvements	0020091	CST	F	\$508,958	\$508,958	\$0	\$0	x					x		\$535,458	\$40,382	8%	12/31/2026	Yes	N/A	2025
Rabun	SR 15 FROM S OF PINNACLE DRIVE TO CATHEY ROAD - PHASE II	Non-Interstate Widening	0019023	CST	C	\$97,314,336	\$77,851,464	\$19,462,866	\$0	x					x		\$91,814,298	\$20,199,146	22%	10/31/2028	Yes	N/A	2025
Richmond	SR 10/US 78 FROM I-520 TO SOUTH CAROLINA STATE LINE - TIA	Interchange, Intersection, Operational Improvement	0017636	PE	F	\$500,000	\$0	\$0	\$500,000						x		\$15,000,000	\$62,371	0%	1/21/2028	Yes	\$14,500,000	2031
Richmond	SR 4/SR 540/US 1 FM SOUTH PRONG CREEK TO N OF BRENTWAY DRIVE	Interchange, Intersection, Operational Improvement	M006541	CST	F	\$5,854,385	\$4,683,508	\$1,170,877	\$0	x					x		\$4,432,793	\$4,078,169	92%	9/30/2025	Yes	N/A	2025
Richmond	I-520 FROM SR 4 TO N OF SR 56	Interchange, Intersection, Operational Improvement	M006572	CST	F	\$5,239,673	\$4,715,706	\$523,967	\$0	x					x		\$4,539,593	\$3,177,715	70%	11/30/2025	Yes	N/A	2025
Richmond	BARTON CHAPEL RD FROM DEANS BRIDGE RD TO AUGUSTA W PKWY-TIA	Non-Interstate Widening	0017630	CST	F	\$20,097,176	\$0	\$0	\$20,097,176				x		x		\$20,097,176	\$143,368	1%	4/20/2029	Yes	N/A	2025
Richmond	CR 3888/DOUG BERNARD PKWY FROM SR 10 TO TOBACCO RD - TIA	Non-Interstate Widening	0017633	CST	C	\$11,882,560	\$0	\$0	\$11,882,560						x		\$11,882,560	\$0	0%	7/16/2027	No	N/A	2025
Richmond	MILLEDGEVILLE RD FROM NORTH LEG RD TO BARTON CHAPEL RD-TIA	Non-Interstate Widening	0017640	CST	C	\$17,011,728	\$0	\$0	\$17,011,728				x		x		\$17,011,727	\$0	0%	7/16/2027	No	N/A	2025
Richmond	CR 1503/TOBACCO ROAD FROM SR 4 TO SR 121 - TIA	Non-Interstate Widening	0017646	CST	C	\$18,629,404	\$0	\$0	\$18,629,404				x		x		\$18,629,405	\$81,663	0%	1/18/2030	Yes	N/A	2025
Rockdale	SR 162 FROM CR 55/FLAT SHOALS ROAD TO CR 34/OLD SALEM ROAD	Non-Interstate Widening	0013628	CST	C	\$25,221,882	\$0	\$25,221,882	\$0				x		x		\$85,017,469	\$1,158,693	23%	11/8/2028	Yes	N/A	2025
Screven	SR 73 @ 5 LOCS IN BULLOCH; EVANS & SCREVEN CO - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006275	CST	F	\$5,535,000	\$4,428,000	\$1,107,000	\$0	x					x		\$3,450,000	\$1,330,679	39%	3/31/2027	Yes	N/A	2025
Screven	CPR SYLVANIA TO ARDMORE	Railroad Improvements	T009059	CST	C	\$1,000,000	\$0	\$0	\$1,000,000						x		\$1,000,000	\$0	0%	3/26/2026	Yes	N/A	2025

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					Budgetary Proposal of State Funds Needed to Fully Procure Federal-Aid Funds 32-2-41.4(e)(1)					Status of Roadway Capacity Projects Through Exclusive Use of State Funds 32-2-41.4(e)(2)		Status of Critical Projects and Available Funding 32-2-41.4(e)(3)											
Primary County	Project Name	HB617 Classification 32-2-41.4(e)(3)(A-F)	Project ID	Phase	Foundational / Catalytic / Innovative	Total Authorized Amount FY25	Authorized Federal Amount FY25	Authorized State Amount FY25	Authorized Other Amount FY25	Federal Funds 32-2-41.4(e)(1)	State General Funds	Roadway Capacity Projects Currently Programmed for Delivery through Exclusive Use of State Funds (32-2-41.4(e)(2))	International Ocean Trade Zone 32-2-41.4(e)(3)(G)	Inland Port Zone 32-2-41.4(e)(3)(G)	Commercial and Industrial 32-2-41.4(e)(3)(G)	Significant Economic Impact 32-2-41.4(e)(3)(H)	Total Construction Budget Amount (As of February 2026)	Construction Budget Spent to Date	% of Budgeted Construction Amount (Expended to-date as of February 2026)	Estimated Completion Date*	Construction On-Schedule for Completion Date	Remaining Cost to Complete (YOE)	Current Programmed Year of CST
Seminole	ROBINSON ST @ CSX #637684M & APPOMATTOX ST @ CSX #637686B	Railroad Improvements	0021151	CST	F	\$10,000	\$10,000	\$0	\$0	x						\$10,000	\$10,000	100%	N/A	Yes	N/A	2025	
Spalding	SR 3/US 19 FROM MINTER ROAD TO CRESTVIEW BAPTIST CHURCH	Interchange, Intersection, Operational Improvement	0020135	PE	C	\$625,000	\$562,500	\$62,500	\$0	x				x		\$2,000,000	\$0	0%	Under Design	N/A	\$2,090,000	2028	
Sumter	SR 30/US 280 FROM LAMAR ROAD TO FERGUSON STREET - TIA	Non-Interstate Widening	0013580	PE	C	\$4,200,000	\$3,360,000	\$840,000	\$0	x				x	x	\$56,500,000	\$0	0%	7/15/2031	Yes	\$76,600,000	2032	
Talbot	SR 116 FROM SR 85 ALT TO SR 41	Interchange, Intersection, Operational Improvement	M006400	CST	F	\$3,413,344	\$2,730,676	\$682,669	\$0	x				x		\$2,993,615	\$2,716,107	91%	11/30/2025	No	N/A	2025	
Taliaferro	SR 12 FROM GREENE COUNTY LINE TO SR 22	Interchange, Intersection, Operational Improvement	M006751	CST	F	\$1,882,480	\$0	\$1,882,480	\$0							\$1,882,480	\$0	0%	Under Design	N/A	N/A	2025	
Taylor	SR 137 FROM MARION COUNTY LINE TO SR 3	Interchange, Intersection, Operational Improvement	M006399	CST	F	\$4,388,327	\$0	\$4,388,327	\$0						x	\$4,388,327	\$0	0%	TBD	N/A	N/A	2025	
Telfair	SR 117 FROM SR 27 TO DODGE COUNTY LINE	Interchange, Intersection, Operational Improvement	M006419	CST	F	\$10,179,851	\$8,143,881	\$2,035,970	\$0	x					x	\$8,206,457	\$7,238,925	88%	11/30/2025	No	N/A	2025	
Telfair	SR 19 & SR 27 FM S OF CR 267/TOM HALEY RD TO OCMULGEE RIVER	Interchange, Intersection, Operational Improvement	M006420	CST	F	\$1,845,265	\$1,476,212	\$369,053	\$0	x						\$1,674,583	\$1,487,922	89%	10/31/2025	Yes	N/A	2025	
Thomas	OAK STREET @ GFRR #637033A & WALCOTT STREET @ GFRR #637032I	Railroad Improvements	0020068	CST	F	\$722,963	\$722,963	\$0	\$0	x				x		\$714,197	\$714,197	100%	12/31/2025	Yes	N/A	2025	
Tift	SR 35 FROM SR 520 TO IRWIN COUNTY LINE	Interchange, Intersection, Operational Improvement	M005210	CST	F	\$2,282,459	\$81,259	\$2,201,200	\$0	x	x			x	x	\$2,259,861	\$2,143,942	95%	3/32/26	Yes	N/A	2025	
Towns	SR 17/SR 75 @ SOAPSTONE CREEK	Interchange, Intersection, Operational Improvement	0017737	ROW	F	\$450,000	\$360,000	\$90,000	\$0	x						\$3,321,730	\$0	0%	Under Design	N/A	\$4,262,495	2034	
Towns	SR 339 FROM 0.01 MI S OF SR 66 TO 0.01 MI W OF SR 17/SR 515	Interchange, Intersection, Operational Improvement	M005750	CST	F	\$1,229,590	\$0	\$1,229,590	\$0							\$1,217,416	\$0	0%	6/30/2026	Yes	N/A	2025	
Towns	SR 17 FROM WHITE COUNTY LINE TO SR 2	Interchange, Intersection, Operational Improvement	M006607	CST	F	\$4,073,830	\$0	\$4,073,830	\$0							\$4,033,495	\$161,340	4%	6/30/2026	Yes	N/A	2025	
Troup	SR 109 FROM SR 14 SPUR TO CALLOWAY CHURCH ROAD	Interchange, Intersection, Operational Improvement	0020283	PE	F	\$2,000,000	\$0	\$2,000,000	\$0		x			x		N/A	\$0	0%	N/A	N/A	Not Yet Programmed	Not Yet Programmed	
Troup	I-85 SB & NB RAMPS @ SR 109	Interchange, Intersection, Operational Improvement	0020293	CST	F	\$851,402	\$0	\$851,402	\$0					x	x	\$830,636	\$90,127	11%	4/30/2026	No	N/A	2025	
Twiggs	I-16 FROM W OF SR 87 TO W OF SR 96	Interchange, Intersection, Operational Improvement	M006756	CST	F	\$1,349,844	\$0	\$1,349,844	\$0					x	x	\$1,349,844	\$0	0%	Under Design	N/A	N/A	2025	
Union	SR 11 FROM SR 515 TO CR 236/ GUMLOG ROAD	Non-Interstate Widening	122200-	ROW	C	\$30,017,000	\$0	\$30,017,000	\$0	x	x				x	\$79,199,168	\$0	0%	Under Design	N/A	\$89,409,021	2028	
Walton	SR 81 @ CR 11/JUNE IVEY ROAD	Interchange, Intersection, Operational Improvement	0019467	PE	F	\$700,000	\$700,000	\$0	\$0	x				x		\$2,000,000	\$0	0%	Under Design	N/A	\$2,550,000	2029	
Walton	SR 11 @ SOCIAL CIRCLE FAIRPLAY ROAD	Interchange, Intersection, Operational Improvement	0020211	PE	F	\$750,000	\$750,000	\$0	\$0	x				x		\$2,000,000	\$0	0%	Under Design	N/A	\$2,100,000	2028	
Ware	RAIL CROSSING UPGRADE STUDY IN WARE COUNTY - SCOPING ONLY	Interchange, Intersection, Operational Improvement	0021160	SCP	C	\$2,000,000	\$0	\$2,000,000	\$0		x			x	x	N/A	N/A	N/A	Not a CST Project	N/A	N/A	N/A	
Wayne	SR 38/US 84 FROM W OF CS 1041/SUNSET BLVD TO S OF SR 23	Interchange, Intersection, Operational Improvement	M006422	CST	F	\$2,710,703	\$2,168,563	\$542,141	\$0	x				x	x	\$2,574,756	\$1,457,174	60%	9/30/2025	No	N/A	2025	
Wayne	SR 169 FROM SUNSET BLVD/WAYNE TO S OF SR 121/APPLING	Interchange, Intersection, Operational Improvement	M006548	CST	F	\$5,270,100	\$0	\$5,270,100	\$0					x		\$5,217,920	\$4,732,971	91%	8/31/2025	No	N/A	2025	
Wheeler	SR 19 FROM SR 27/TELFAR TO W 7TH AVE/WHEELER	Interchange, Intersection, Operational Improvement	M006551	CST	F	\$6,034,773	\$504,288	\$5,530,484	\$0	x	x			x	x	\$4,616,049	\$0	0%	5/31/2026	Yes	N/A	2025	
White	SR 17/SR 75 FROM SPRING STRASSE ROAD TO RIVER STREET	Interchange, Intersection, Operational Improvement	0020945	CST	F	\$800,000	\$0	\$800,000	\$0							N/A	\$0	0%	TBD	N/A	N/A	2025	
Whitfield	SR 3/US 41 @ SR 52	Interchange, Intersection, Operational Improvement	0020133	PE	F	\$875,000	\$875,000	\$0	\$0	x				x	x	\$3,645,000	\$0	0%	Under Design	N/A	\$4,055,000	2029	
Whitfield	CS 726/SELVIDGE STREET @ CSX #340550N IN DALTON	Railroad Improvements	0019561	CST	F	\$328,456	\$328,456	\$0	\$0	x				x	x	\$358,102	\$91,527	26%	12/31/2026	Yes	N/A	2025	
Wilcox	SR 215 FROM 5TH AVE TO SR 30	Interchange, Intersection, Operational Improvement	M006525	CST	F	\$460,227	\$368,181	\$92,045	\$0	x						\$460,267	\$0	0%	TBD	N/A	N/A	2025	
Wilcox	SR 215 FM BEN HILL COUNTY LINE TO N OF BRAMBLEWOOD/SMITTY RD	Interchange, Intersection, Operational Improvement	M006752	CST	F	\$1,141,970	\$0	\$1,141,970	\$0							\$1,141,970	\$0	0%	Under Design	N/A	N/A	2025	
Wilcox	SR 215 FROM N OF BRAMBLEWOOD/SMITTY RD TO E OF HILL ST	Interchange, Intersection, Operational Improvement	M006753	CST	F	\$1,097,593	\$0	\$1,097,593	\$0							\$1,097,593	\$0	0%	Under Design	N/A	N/A	2025	
Wilkes	SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON	Interchange, Intersection, Operational Improvement	0016128	CST	F	\$5,036,943	\$4,029,554	\$1,007,389	\$0	x						\$4,200,767	\$0	0%	3/31/2027	Yes	N/A	2025	
Wilkes	SR 17 @ BROAD RIVER OVERFLOW - BRIDGE REHAB	Interchange, Intersection, Operational Improvement	M006712	CST	F	\$195,400	\$0	\$195,400	\$0						x	\$195,400	\$0	0%	Under Design	N/A	N/A	2025	
Wilkinson	SR 29/US 441 @ SR 112	Interchange, Intersection, Operational Improvement	0018372	CST	F	\$3,333,701	\$2,666,961	\$666,740	\$0	x					x	\$2,846,900	\$398,566	14%	6/30/2026	Yes	N/A	2025	
Worth	SR 33 FROM COLQUITT COUNTY LINE TO CS 719/CROCKETT STREET	Interchange, Intersection, Operational Improvement	M006472	CST	F	\$3,762,614	\$0	\$3,762,614	\$0						x	\$3,725,200	\$3,446,931	93%	8/31/2025	Yes	N/A	2025	