



# Freight and Logistics **Implementation Plan**

## 2025

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## HB617 LEGISLATION O.C.G.A. 32-2-41.4

Pursuant to [HB617](#), (Effective July 1, 2024)<sup>1</sup>, the Director of Planning is required to develop and maintain a statewide Freight and Logistics Implementation Plan (FLIP). Consistent with O.C.G.A. 32-2-41.4 (a), this 2025 FLIP will serve as an addendum to Georgia's [2023 State Freight Plan](#)<sup>2</sup>, as approved by the Federal Highway Administration. The Georgia State Freight Plan was developed in collaboration with Georgia's private sector, logistics-enabled businesses such as Georgia Ports Authority, Home Depot, Maersk, Norfolk Southern, Shaw Industries, UPS and Walmart (Figure 1).

**Figure 1 Private Sector and Public Stakeholders Represented in Development of Georgia's State Freight Plan**



It is the Georgia Department of Transportation's (GDOT) intention to incorporate future iterations of this FLIP directly into the Georgia State Freight Plan since all but one statutory requirement for the FLIP (economic impact zones) has previously been developed and published in Georgia's existing freight planning documents. The Freight Planning Analysis can be found here: [GeorgiaFreightPlanningAnalysis.pdf](#).<sup>3</sup> HB617's new requirement of economic zones analysis was developed for the FLIP and is included here, alongside key aspects of prior freight planning work. A complete index of how the FLIP complies with the requirements of the new Code sections created by HB617 are captured in Table 3 (located at the end of this report).

Per 32-2-41.4 (a), the focus of the FLIP is a 20-year projection of GDOT's discrete freight infrastructure projects and programs – **see step 1 below**. Once identified, each project is categorized across multiple criteria that align to HB617 legislative requirements:

- 32-2-41.4 (b): Cataloged by improvement categories as either Foundational, Catalytic or Innovative (FCI) – **see step 2 below**.
- 32-2-41.4 (c): Assigned key performance indicators (KPI) – **see step 3 below**.
- 32-2-41.4 (d): Identify which projects and programs improve transportation in defined economic zones – **see step 4 below**.

<sup>1</sup> <https://legiscan.com/GA/text/HB617/2023>

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

<sup>3</sup> <https://www.dot.ga.gov/InvestSmart/Freight/GeorgiaFreight/GeorgiaFreightPlanningAnalysis.pdf>



## 20 Year Projection of Projects and Programs

The 2025 FLIP's 20-year projection of discrete, location-specific freight infrastructure projects and programmatic investments will improve freight and logistics operations across Georgia's integrated transportation network.

**Projects** are investments from various programs including but not limited to the Department's Capital and Freight programs. Location-specific freight infrastructure has beginning and endpoints along the State roadway system and may also include intersections and interstate interchanges. Projects may be derived from planning studies, GDOT District Offices, and local government requests, and all require project justification statements. All projects must undergo an environmental review process as well as engineering, may require right-of-way acquisition, and have a separate phase for construction.

**Programs** are broad, ongoing initiatives for system-wide investments by activity type, managed by GDOT's various offices. Project selection is based on established criteria and prioritization based on the conditions of assets, such as pavement and bridges. The general composition and estimated costs of these freight infrastructure programs are categorized and summarized below.<sup>4</sup>

Safety – Project types include roadway lighting, signing, pavement markings, rumble strips, and guardrails including cable barriers as well as sharp curve treatments, median work and drainage improvements. The program has an estimated cost of \$240 million.

Maintenance – These projects are critical to keeping transportation infrastructure and assets across the state in a state of good repair. The majority of projects are listed as maintenance, with the program having an estimated cost of \$38 billion.

Bridge – Projects in the bridge program ensure bridges are maintained in a state of good repair. The majority of GDOT projects within this program are bridge replacements, with an estimated total program cost of \$4 billion.

Intelligent Transportation Systems (ITS) – ITS projects include a range of technology that includes closed-circuit television (CCTV), dynamic message signs (DMS) and vehicle detection systems that are used as part of GDOT's NaviGAtor advanced traffic monitoring system (ATMS). The program has an estimated cost of \$740 million.

Intersections and Roundabouts – The majority of the intersection projects are conversions to roundabouts to address safety and operational issues and intersection improvements. The program has an estimated cost of \$580 million.

Harbor – Harbor projects focus on the Waterways Program, property and marshland surveys, security gate design, and infrastructure upgrades such as dike raising and weir replacements. The program has an estimated cost of \$7 million.

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<sup>4</sup> Project data from GDOT TPro and GDOT 411, January 2025.

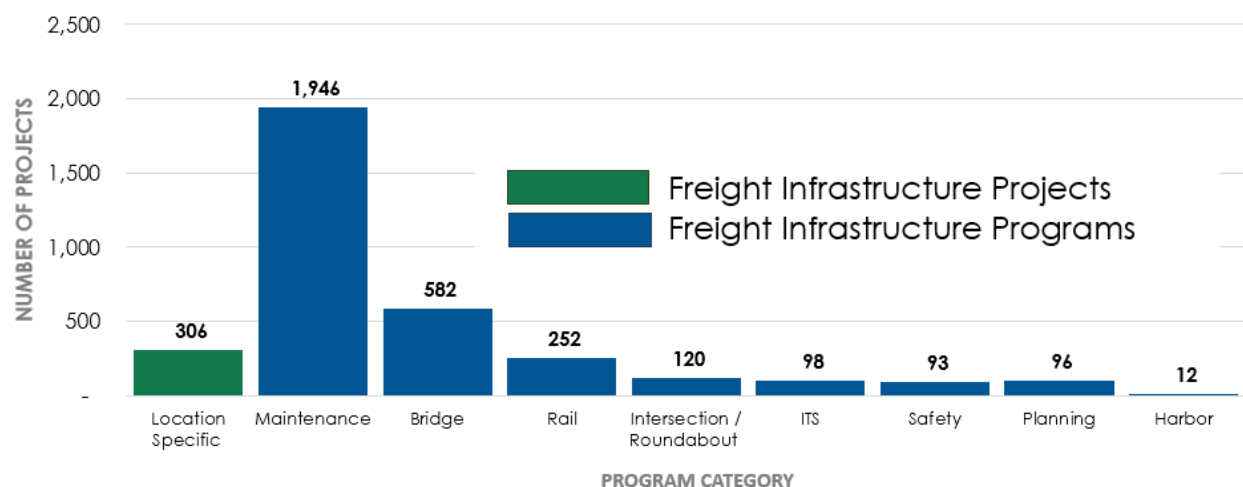
Rail – Rail projects include crossing warning devices, gates, lighting, signing, and marking. Other projects include rail line maintenance and bridge rehabilitation. The program has an estimated cost of \$300 million.

Planning – Planning projects include a variety of plans, studies, and efforts such as scoping for new projects. Many of these are associated with recently completed studies that have yielded multiple project recommendations that have not yet advanced to formal preliminary engineering (PE) activities. A total estimated cost is not provided given the initial stages of development.

## Step 1: 20 Year Projection of Location-Specific Freight Infrastructure Projects

GDOT's project database was used to document the current status for all projects, along with the latest estimated project financials<sup>5</sup>. Projects were identified from GDOT's existing program. The project screening process yielded a list of just over 3,500 projects. A majority of these were aggregated into programmatic projects that also benefit the State's entire transportation network. Almost 10 percent of the projects were identified as discrete freight infrastructure projects (Figure 2).

**Figure 2 Project and Program Count**



This list includes projects funded because of the historic investment in State General Funds (SGF) provided by Governor Brian Kemp and the General Assembly during the 2024 legislative session, which allowed GDOT to advance timing of key planned projects and begin new strategic projects to prepare for the future. Each of the location-specific freight infrastructure projects is in a different stage of development that ranges from initial project development activity through construction funded in the



<sup>5</sup> Note that project cost and financial data is updated in the GDOT project database on a regular basis by GDOT project managers. Project cost information reflects the latest available at the time of report development (January 2025). Project costs change as project scopes are refined. As projects are further developed, costs are anticipated to change.

fiscal year 2024. Based on the latest programming information, it is estimated that the total remaining cost to complete the location-specific freight infrastructure projects is \$19 billion. Project details are provided in **Freight and Logistics Implementation Plan Project List, Table 4**.


## Step 2: Categorize Improvements as Foundational, Catalytic, and Innovative

Infrastructure projects 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 Plan](#)<sup>6</sup> (SSTP) and the 2023 State Freight Plan. Figure 3 reflects the FCI framework of the SSTP as it aligns to FCI definitions applied in the 2023 State Freight Plan and the HB617 Freight and Logistics Implementation Plan.

Figure 3 FCI Framework

	SSTP - Statewide Freight and Logistics	2023 State Freight Plan	HB617 Freight and Logistics Implementation Plan
 <p><b>Foundational Investments</b> Taking care of our existing transportation system</p>	<ul style="list-style-type: none"> <li>» Commercial motor vehicle and rail safety</li> <li>» Asset management for key freight corridors including truck routes and GDOT-owned rail corridors</li> <li>» New Freight Operations Lump Sum Program</li> </ul>	<p><b>Run the Business</b> Maintaining a state of good repair for GA's existing transportation system; meeting customer expectations</p>	<p>Ensure the maintenance of the existing transportation system</p>
 <p><b>Catalytic Investments</b> Strategic expansion to support economic development</p>	<ul style="list-style-type: none"> <li>» Major Mobility Investment Program, including truck only lanes in Central Georgia and Savannah area connections</li> <li>» Options to address freight bottlenecks</li> <li>» Intermodal connections based on freight demand</li> <li>» Connectivity to Georgia Ready for Accelerated Development (GRAD) sites and other industrial and agricultural sites</li> <li>» Rail capacity projects on GDOT-owned corridors</li> </ul>	<p><b>Grow the Business</b> Strategic expansion to support economic development and expand the customer base</p>	<p>Strategically expand the transportation system to both support economic development and improve the mobility of goods and people throughout this state</p>

<sup>6</sup> <https://www.dot.ga.gov/GDOT/Pages/SSTP.aspx>

 <p><b>Innovation Investments</b> Positioning Georgia's transportation system for the future</p>	<ul style="list-style-type: none"> <li>» Real-time information sharing</li> <li>» Freight vehicle technologies</li> <li>» Freight corridor technologies</li> <li>» Supply chain management systems</li> </ul>	<p><b>Research and Development</b> Implementing transportation innovations to entice new industries to Georgia and give existing industries a first-class freight experience.</p>	<p>Promote industry growth and sustain existing industry use of the freight network</p>
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**Foundational** projects address asset management activities for cost-efficient freight operations. These projects will maintain a state of good repair on the existing statewide freight movement system and maintain and/or improve safety KPIs for the current network as freight volumes increase across Georgia. These projects focus on reconstructing, rehabilitating, and improving existing physical assets that support logistics-enabled industries to meet customer expectations. Potential Foundational project types include interchange and bridge improvements, increased truck parking and availability systems, grade crossing safety enhancements, local assistance programs, and signalization. Interchanges are one of the primary locations of truck bottlenecks, especially urban interchanges, and therefore interchange rehabilitation or reconstruction is also considered Foundational.

**Catalytic** projects build upon the Foundational to support and develop key industries throughout Georgia, as well as to maintain or improve current network performance as freight movement increases. This category of potential projects focuses on strategic infrastructure expansions to aid economic development and increase the customer base for business. Catalytic projects can be made in road highways and multi-modal. The highway projects feature initiatives for roadway capacity, especially for last-mile freight movement. The multi-modal projects feature advancement-based initiatives that improve modal choice and redundancy, and fund highway alternatives such as rail, water, and air networks. Potential Catalytic projects include road capacity expansions to roads, rail, and airport project facilities, such as additional lanes and access points on Interstate highways and double-tracking of railroads.

While roadway improvements for freight movements statewide would predominantly be the responsibility of GDOT, local governments may also own some facilities that would benefit truck transportation. Railroad improvements would mostly be made by private sector railroad infrastructure owners and operators, though GDOT receives appropriations that can also fund a limited amount of railroad projects in partnership with the private sector.

**Innovative** projects focus on developing, piloting, and deploying new and emerging technologies and business practices for freight and logistics. Some examples of Innovative projects include safety technologies, freight collaborative systems, and

Connected and Autonomous Vehicle (CAV) Implementation. While many of these activities may be driven by the private sector, GDOT can play a role by leading the effort to develop new technologies for transportation asset management and advanced freight operations, supporting research and pilots, sharing public data, and facilitating roadside technology infrastructure - notably broadband connectivity. Other projects, including increased truck parking will also be driven by the private sector, through increased opportunities for Public-Private Partnerships (P3s). GDOT can also partner with local governments and the private sector to seek federal grant funds.

Several initiatives emphasize freight and logistics innovation, with a goal of leveraging data and technology to improve freight network mobility.

- Connected Vehicle (CV) opportunities. As part of this effort, GDOT is expanding broadband along interstate corridors. Phase 1 and 2 will be complete in 2026 and Phase 3, I-95, will begin construction in 2025. There are opportunities to accelerate development of Georgia's connected vehicle network by advancing Phases 4 and 5, as well as creating a plan for I-75 north of Atlanta and I-20 east of Atlanta. The Georgia's Center of Innovation: Logistics is working with Georgia business leaders and GDOT on business and technology applications that will advance CV and other information technologies to provide truck drivers advanced information for preferred routing opportunities.
- GDOT has partnered with Drivewyze to provide commercial truck drivers in-cab, real-time roadway hazard notifications that include work zones, slowdowns, and heavy congestion. The service allows truck drivers to be proactive in trip planning, enhancing safety and saving time and cost due to traffic congestion on all of Georgia's limited access highways such as I-95, I-16, and I-75. Expansion plans include adding Service Vehicle Alerts.
- GDOT is exploring a Truck Parking Availability System (TPAS). The TPAS system will monitor truck parking space utilization and communicate availability to truck drivers using roadway signs. Future phases will expand TPAS to all Public Rest Areas and Weigh Stations statewide and may include integrations with ETMS (511) and private parties.

These innovative projects will improve roadway infrastructure monitoring and create opportunities for vehicle communications that can improve roadway utilization and the overall driver experience.

## FCI Framework Applied to Freight Infrastructure Projects

The location-specific freight infrastructure projects were sorted into improvement categories using the required Foundational, Catalytic, and Innovative framework.

The majority of the location-specific freight infrastructure projects are defined as Catalytic, 246 projects (approximately 80 percent). These projects strategically expand the transportation system to both support current economic activity and future



development by improving the mobility of goods and people throughout the state. The cost to complete Catalytic projects are currently estimated at \$16 billion.

Fifty-six (56) projects (approximately 18 percent) are defined as Foundational projects needed to adequately maintain the existing transportation network. The cost to complete Foundational projects is currently estimated at \$2.7 billion.

Four (4) projects (approximately 1 percent) are defined as Innovative, with a total cost to complete estimated at \$233 million.

## FCI Framework Applied to Freight Infrastructure Programs

Freight infrastructure programs can also serve multiple purposes as capital assets are maintained, rehabilitated, replaced, improved, or developed for future growth and technology advancements. See Table 1 below for GDOT's programs as foundational, catalytic, and innovative categories.

**Table 1 GDOT's Programs Categorized as Foundational, Catalytic, and Innovative**

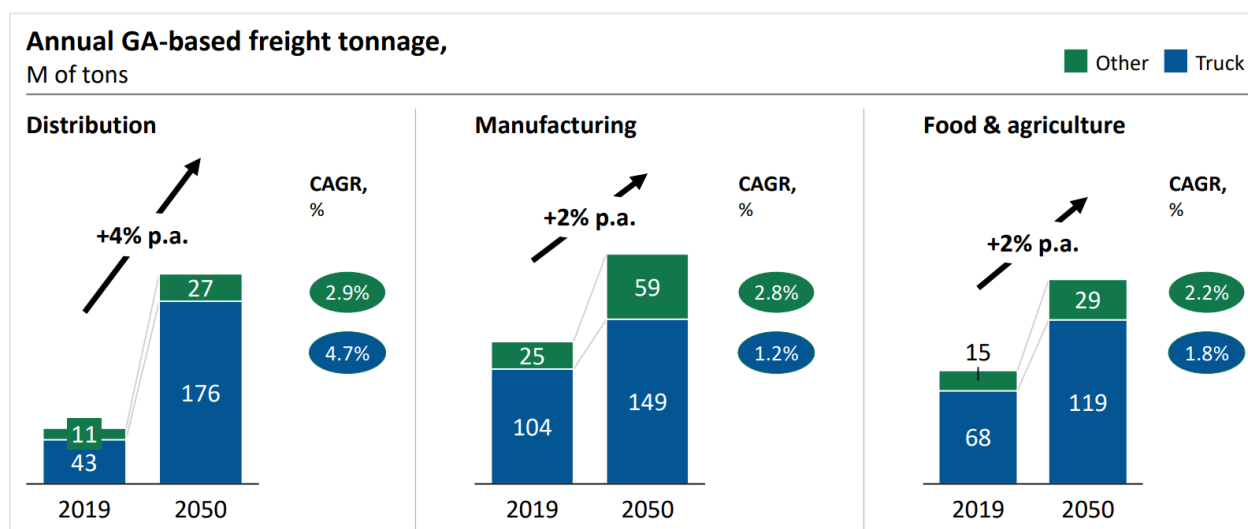
GDOT Program	Foundational	Catalytic	Innovative
<b>Safety</b>	X		
<b>Maintenance</b>	X		
<b>Bridge</b>	X		
<b>Intelligent Transportation Systems (ITS)</b>	X		X
<b>Intersections and Roundabouts</b>	X	X	
<b>Harbor</b>	X	X	
<b>Rail</b>	X		
<b>Planning</b>	X	X	X

## Step 3: Performance Indicators

According to the 2023 State Freight Plan, over the next 25 to 30 years, total freight movement in Georgia is expected to double, increasing from 470 million tons of freight in 2019<sup>7</sup> to a projected 900 million tons in 2050. Georgia's primary freight-generating industries will continue to rely heavily on truck movements and their tonnage is projected to experience a Compounded Annual Growth Rate (CAGR) per year ("p.a.") as shown in Figure 4.

<sup>7</sup> Data from the year 2019 is the most recent available and is most reflective of normal economic and traffic conditions, considering the impacts of the COVID-19 pandemic throughout the United States

Figure 4 Freight Tonnage of Georgia's Key Industries-Growth by Mode through 2050



To identify ways these logistics-enabled industries benefit from efficient transportation infrastructure, GDOT engaged the private sector and public stakeholders during development of the 2023 State Freight Plan to further understand the movement of freight in the state to identify what is most important to freight-moving businesses. Through this process, Georgia companies advised GDOT of the key performance indicators (KPIs) to measure operational success, competitive advantage, and sustained efficiencies. These business-driven transportation KPIs were then translated into infrastructure KPIs for analysis in the Georgia Statewide Transportation Demand Model (GSTDM), shown as “modeling considerations” in Figure 5. This work is effective for understanding how the performance of those KPIs change over time as freight on the network continues to grow, and how projects impact these KPIs in the future. The five KPIs most important to business are the following: safety, speed, reliability, cost, and risk.

**Safety** is considered a foundational measure by all freight and logistics-related businesses. It is defined as no harm to the driver, no damage to cargo, and reduced incidents and liability. In transportation infrastructure metrics, one way safety can be measured as the social cost of crashes, which acts as proxy for savings through the mitigated harm to people, products, and systems. Volatile and increasing insurance premiums have been a major industry concern. The insurance premium costs per mile increased overall by 47 percent over the last 10 years, from 5.9 cents to 8.7 cents<sup>8</sup>.

For the safety of drivers and to mitigate increases insurance premiums, claims and payouts, large and medium sized carriers are adopting newer technologies. Despite these advancements, premiums have increased across all fleet sizes and sectors, with small fleets paying more than three times as much as very large fleets on a per-mile basis. Small fleets continue to pay more than twice as much per mile in premiums as large fleets, which pay almost twice as much per mile as very large fleets. Over the last

<sup>8</sup> Source: The American Transportation Research Institute (ATRI)

decade, Georgia has prioritized safety across the State's network, and as a result, it currently performs above average on this metric.

Additionally, safe and readily available truck parking demand is on the rise with much of the supply being outside the State's role. In fact, as of 2019<sup>9</sup>, 94 percent of truck parking spaces in Georgia are provided by private-sector operators. Due to Federal regulations, truck drivers have limited choice when they are required to stop their trips to rest. The issue also affects insurance premiums due to the extra liability truck drivers are subject to as they attempt to find a safe location to pull off the road. Truck drivers must make a difficult judgment call to balance getting as close as possible to their destination without leaving their main route, leading many to choose locations that are not authorized for truck parking, such as the side of roads or on Interstate exit/entrance ramps. These types of unauthorized parking locations do not offer proper safety for the driver, the traveling public, nor the infrastructure itself, lacking lighting, hard shoulders, restroom facilities, and other human accommodations and asset structures.

Ninety-eight percent of drivers regularly experience problems finding safe parking. The shortage of parking exists in every state and is most acute along major freight corridors and Interstate highways with 70 percent of truck drivers in recent years forced to violate federal hours-of-service rules<sup>10</sup>. To ensure a safe and legal space, truck drivers spend on average 56 minutes of drive time per day that can be repurposed to actual drive time, costing the average driver about \$5,500 in direct lost compensation — or a 12 percent cut in annual pay<sup>11</sup>. Proper truck parking considerations and investments will require a multi-faceted partnership, including private sector carriers, cargo owners, fueling station operators, real estate developers, and local communities. As such, GDOT has undertaken a new and practical set of data collection and analysis along with options the State can consider playing an effective and appropriate role in addressing the truck parking gap in Georgia.

Two GDOT Planning-led initiatives currently underway illustrate this foundational approach to exploring solutions to these and other issues which can significantly impact this metric.

- The Business Case for Truck Parking study aims to improve truck parking availability in the state by quantifying demand, identifying obstacles and recommending private sector led investment strategies. Locations throughout the state were evaluated to illustrate the gap between truck parking supply and demand, what solutions are available and where Georgia should prioritize projects.
- The Blocked Railroad Crossing study details reasons for the growth in blocked crossing incidents, the impact of the blockages and potential solutions. On a

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<sup>9</sup> Data from the year 2019 is the most recent available and is most reflective of normal economic and traffic conditions, considering the impacts of the COVID-19 pandemic throughout the United States.

<sup>10</sup> Source: American Trucking Association ATA State Trucking Associations Call on Governors to Provide Truck Parking Funds

<sup>11</sup> Source: American Trucking Associations ATA Federal Legislation Would Address Significant Challenge for Drivers

statewide basis the most problematic crossings were evaluated and programmatically prioritized by impact and proposed solution and cost.

**Speed** is the velocity of freight from origin to destination, rather than an indicator of vehicle speed on roads or railways. It is measured by private sector carriers and shippers as the average travel speed across the network. With increasing roadway congestion, the ability for businesses to offer next-day shipping is reduced, and it becomes increasingly expensive to respond quickly to customer demands. With additional targeted investment in Georgia's largest dense consumer market average network speed could decrease from 42 mph to 33 mph by 2050<sup>12</sup>, about a 25 percent decrease.

**Reliability** for businesses is defined as meeting a committed delivery and/or pick-up window. Transportation reliability is critical to successful operations for logistics-enabled businesses across the state. GDOT tested the reduction in hours spent in recurring traffic, which is one indicator of how reliable the network is for freight-moving businesses<sup>13</sup> reliability, which could decrease by roughly 60 percent by 2050.

**Cost** to freight owners and transportation carriers is defined as the transportation costs per vehicle mile traveled (VMT). On average, transportation costs (excluding warehousing) account for 3 to 5 percent of the cost of goods sold. For e-commerce logistics these transportation costs are much higher, at roughly 8 to 15 percent. Cost is a top consideration for freight owners, transportation carriers, and consumers and, as a KPI, continues to be a challenge due to fuel expenses as well as labor shortages.

Through 2050, transportation costs to businesses will almost double from \$3 to \$6 per vehicle mile traveled (VMT), if only minimal projects are constructed before then. The majority of costs to shippers are currently focused in and around metro Atlanta, yet without additional targeted investment, similar costs will expand to the rest of the state. Figure 5 below depicts the broader impacts of traffic congestion throughout the state, especially on the Interstate highways, that will increase businesses' transportation operating costs, prices of goods to manufacturers and consumers, and ultimately to Georgia's economy.

Additionally, a shortage of truck parking is having an increased impact on freight flow costs, driver safety and overall efficiency, as described earlier.

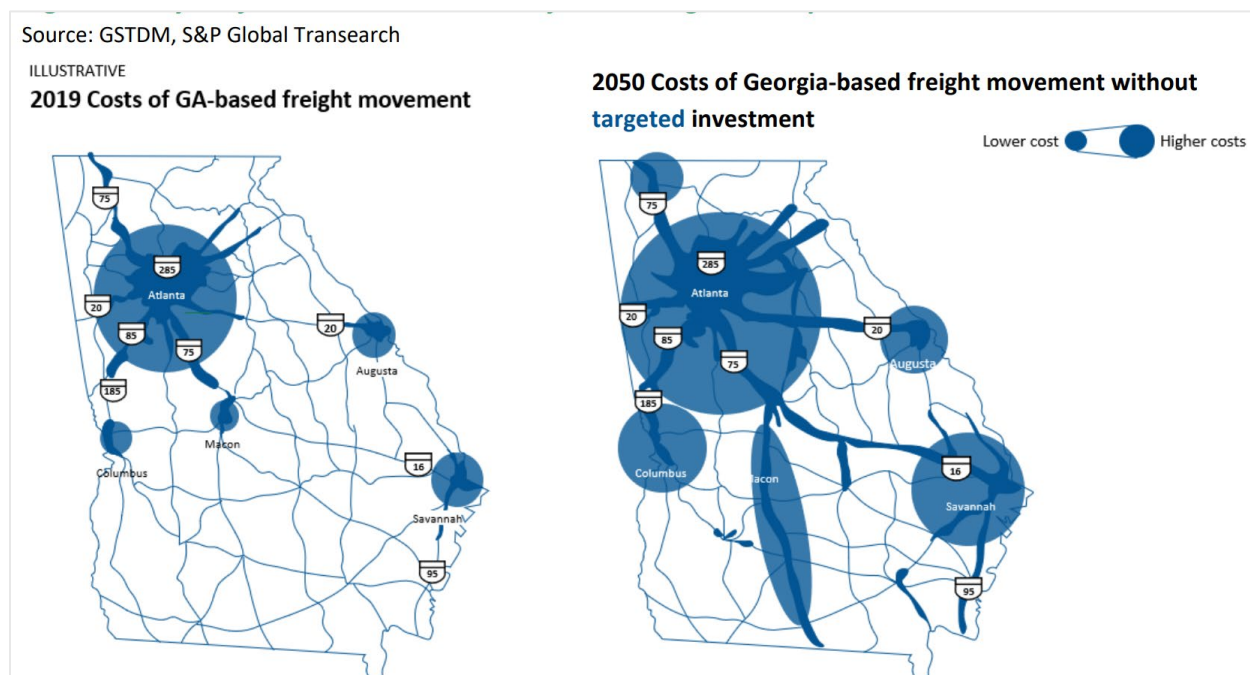
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<sup>12</sup> Georgia Department of Transportation Georgia Freight Plan Chapter 4 Georgia Critical Freight Issues Needs Trends.

<sup>13</sup> 6 Other sources of freight unreliability include those seen at a port. Vessels waiting at anchor to discharge import loads, congested terminals, and delays for inland transportation all contribute to the increasing demurrage and detention charges. Apart from the demurrage and detention fees levied to shippers, other ripple effects of delays cost shippers and carriers additional costs along the value chain, as seen in the 2X increase in the % of weekly average number of loaded intermodal cars that have not moved in 48 hours or greater compared to the total average weekly intermodal cars online from 2017 to 2022 for West Coast Class 1 railroads.



Figure 5 Key Performance Indicator: Projected Freight Transportation Costs in 2050



**Risk** is defined as the potential for interference in freight operations and is closely correlated to the performance in safety, speed, reliability, and cost KPI metrics. The larger risks facing logistics-enabled businesses are disruptive, systemic, and of greater scale and duration: failures across tiers of suppliers, political and social issues in regions and countries, regulatory delays, worker illness and work stoppages affecting labor, rapid market and technology shifts, cyberattacks, and severe weather events are prominent ones. Breakdowns in any of the above can cascade through supply chains, as was seen during the global COVID-19 pandemic, seaport labor relations, blockages at global canal passages, etc. Route and modal redundancy can mitigate risk and thus are important to consider in infrastructure investment decision. Although the role of state government in mitigating risk requires further research and analysis, methods to decrease risk include the availability of alternate routes and options to shift modes with minimal impact to the supply chain.

## Benefits Analysis

A benefits analysis was conducted for each of the location-specific freight infrastructure projects. Projects were evaluated against the performance areas identified in HB617 legislation using KPI that align to the business centric metrics identified above, as included in the [2023 Georgia Freight Plan](#)<sup>14</sup> (Table 2).

<sup>14</sup> <https://www.dot.ga.gov/InvestSmart/Freight/GeorgiaFreight/GeorgiaFreightPlan.pdf>

Table 2 HB617 Performance Metrics Aligned to State Freight Plan KPI

KPIs	Business definitions	Infrastructure Metrics	HB617 Performance Metrics
<b>A Reliability</b>	Meeting a committed delivery/pick-up window	Reduction in hours spent in non-recurring traffic	Hours spent in non-recurring congestion
<b>B Speed</b>	Door-to-door travel time	Increases in average truck speed	Average truck travel speed
<b>C Cost</b>	Shipping cost/freight spend	Impact on congestion costs	Cost of congestion
<b>D Risk</b>	Potential for interference in operations, cost structure, market, or resource access	Increase availability of alternate routes and shift to rail	Project provides (freight) network redundancy
<b>E Safety / Security</b>	Mitigated harm for people, products, and systems	Social cost of safety as an annual cost and reduction in annual truck crashes	Annual crash reduction
			Project on STRAHNET or emergency evacuation route

## Performance Summary

A summary of the performance areas addressed by the location-specific freight-infrastructure projects is provided below.

- **Safety** – 180 projects (59%) address the safety KPI
- **Risk** – 256 projects (84%) address the risk KPI
- **Security** – 29 projects (9%) address the security KPI
- **Reliability** – 228 projects (75%) address the reliability KPI
- **Average Vehicle Travel Time** – 49 projects (16%) address the average vehicle travel time KPI
- **Congestion Cost** – 217 projects (71%) address the congestion cost KPI

## Step 4: Transportation Improvements in Economic Zones

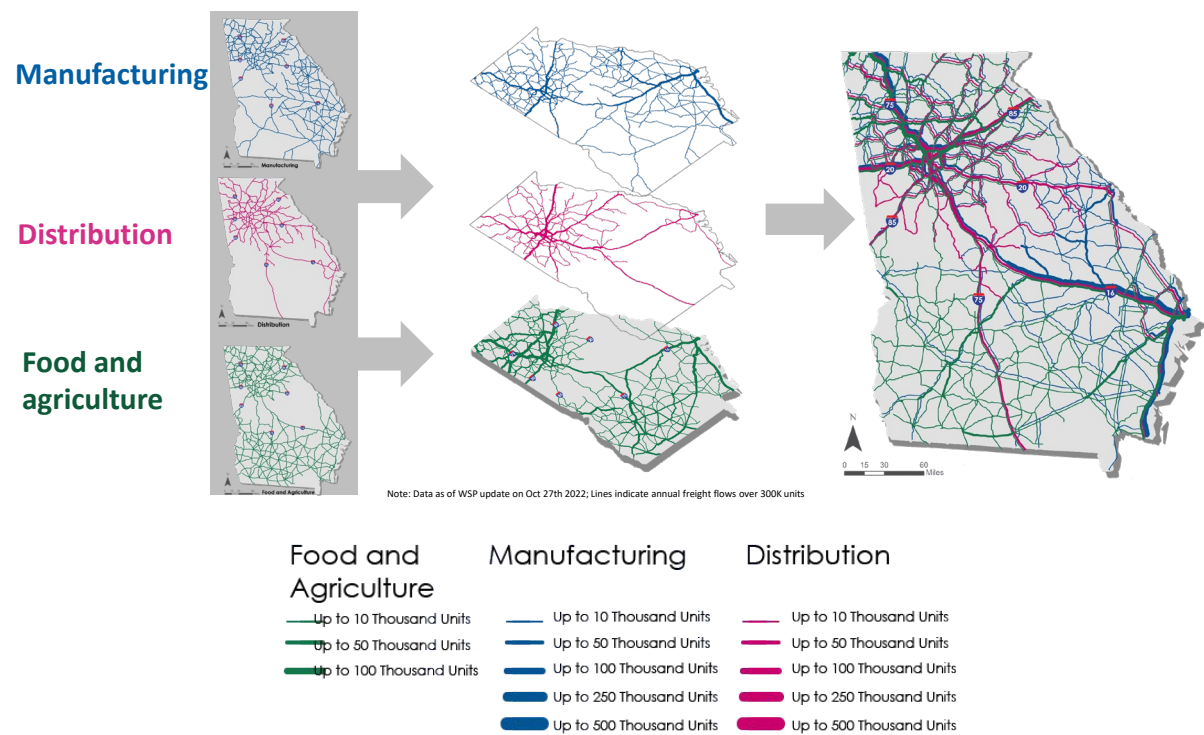
HB617 also requires that the FLIP takes into consideration and place emphasis on projects and programs that improve transportation in economic zones, including international ocean trade zones, inland port zones, and commercial and industrial impact zones.

Two hundred and eighty-two (284) of the projects are located within one or more of the HB617 designated economic zones (Figures 7 through 9). The remaining 22 projects fall outside of an economic zone but have been included because of their anticipated benefits to the freight network (Figure 10).

Reference the Georgia State Freight Plan for investment strategies that support a broader industry and business analysis focused on agriculture, manufacturing, and

distribution sectors. Food and agriculture is one of the three primary industry focuses in the Freight Plan that are used to prioritize projects, especially on rural routes in the south and east areas of the state. Agriculture is not addressed by HB617 but has a significant impact on Georgia's freight and logistics planning. Figure 6 indicates the routes on GDOT's State roadway network that are most heavily relied on by Georgia's primary industries, indicated by these datasets.

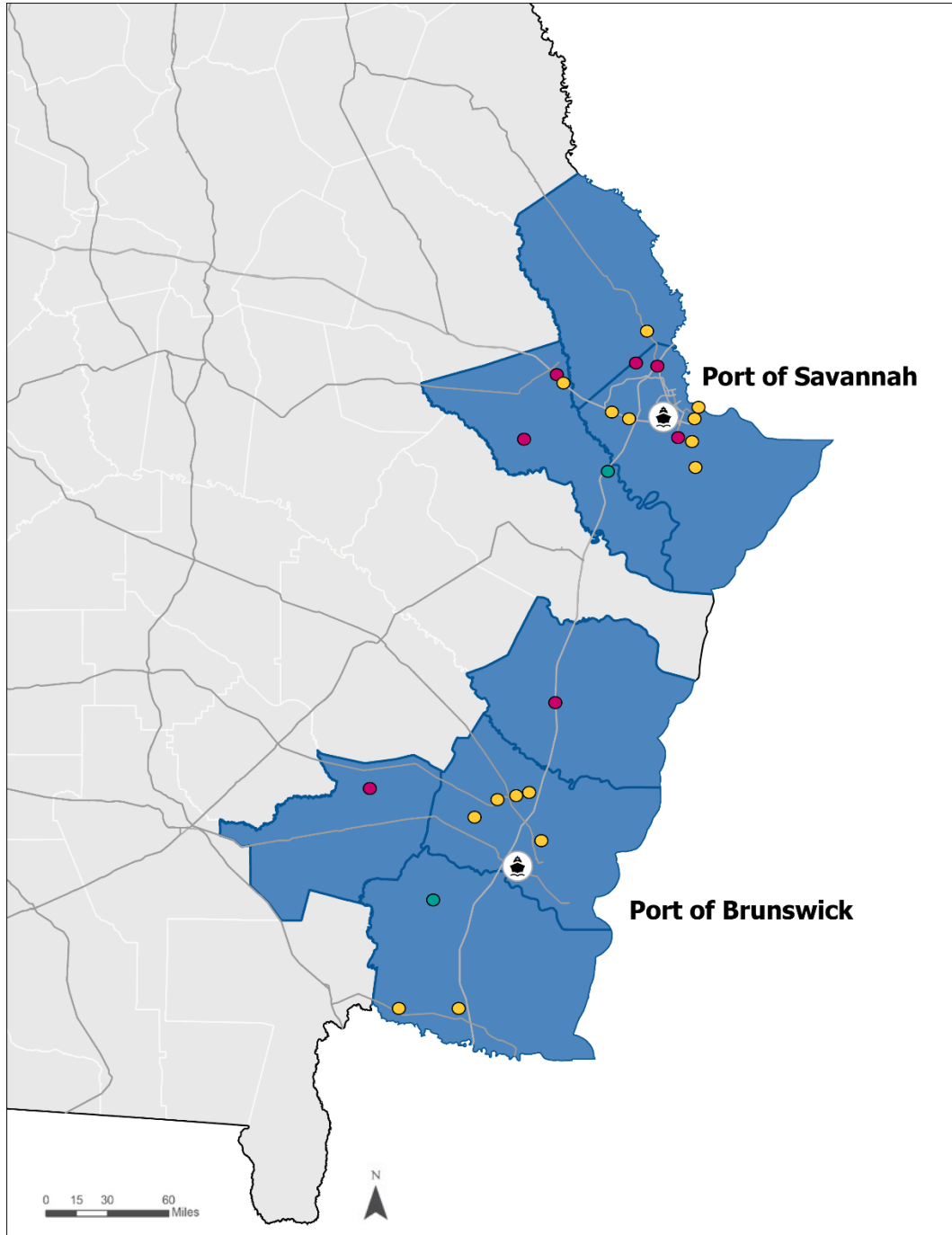
Figure 6 Freight of Georgia's Key Industries Moving on GDOT's State Road Network



## International Ocean Trade Zone

Per HB617, the International Ocean Trade Zone is composed of any county which is located within 20 miles of a deep-water port. The deep-water ports in Georgia include the Ports of Savannah and Brunswick.

**Figure 7 Projects within the International Ocean Trade Zone**



### International Ocean Trade Zone

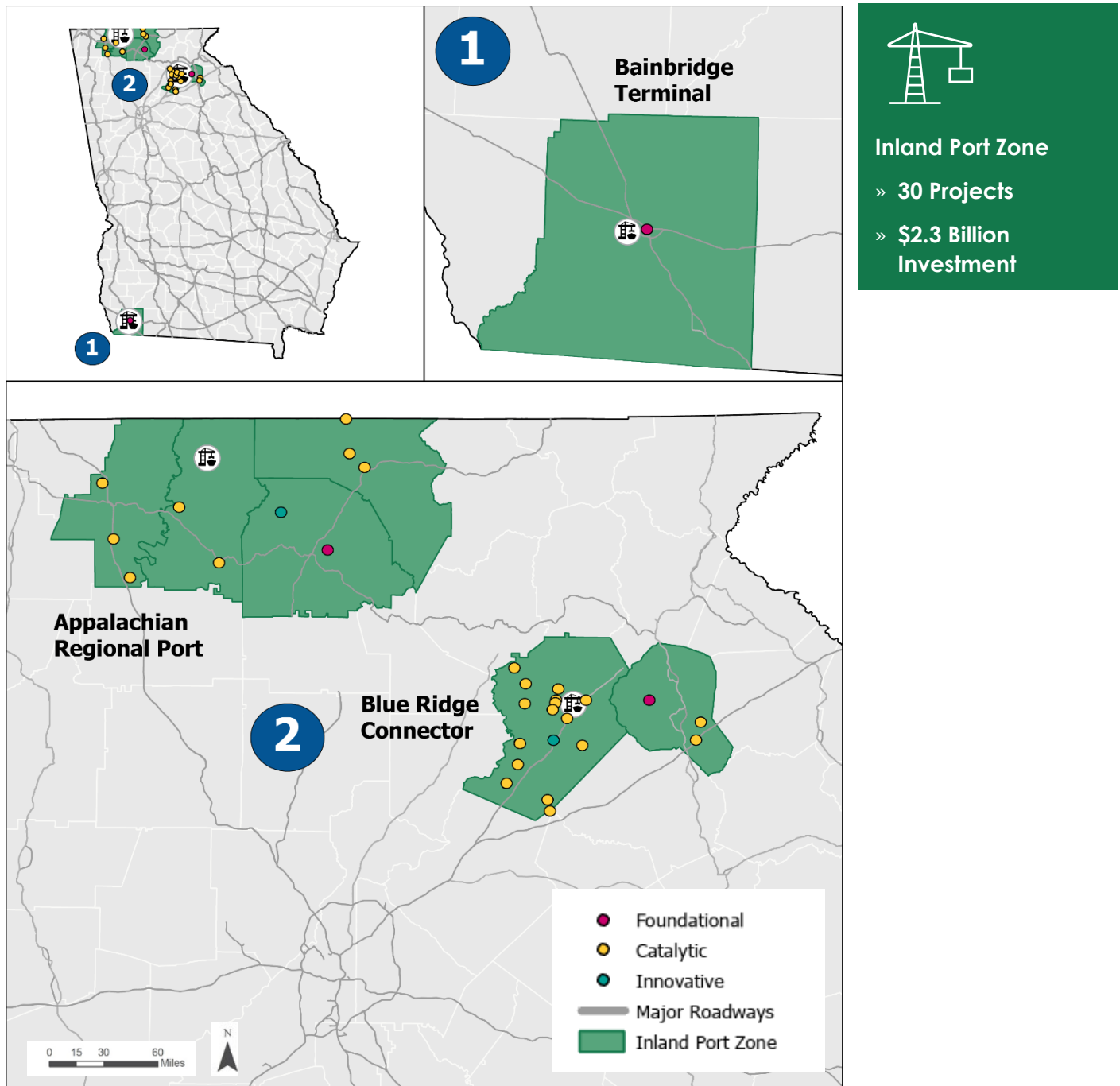
- » 23 Projects
- » \$996 Million Investment



## Inland Port Zone

Per HB617, the Inland Port Zone is composed of any county which is located within 10 miles of an inland port facility operated by the Georgia Ports Authority. In Georgia, this includes the Appalachian Regional Port, the Blue Ridge Connector<sup>15</sup> and Bainbridge Terminal.

Figure 8 Projects within the Inland Port Zone

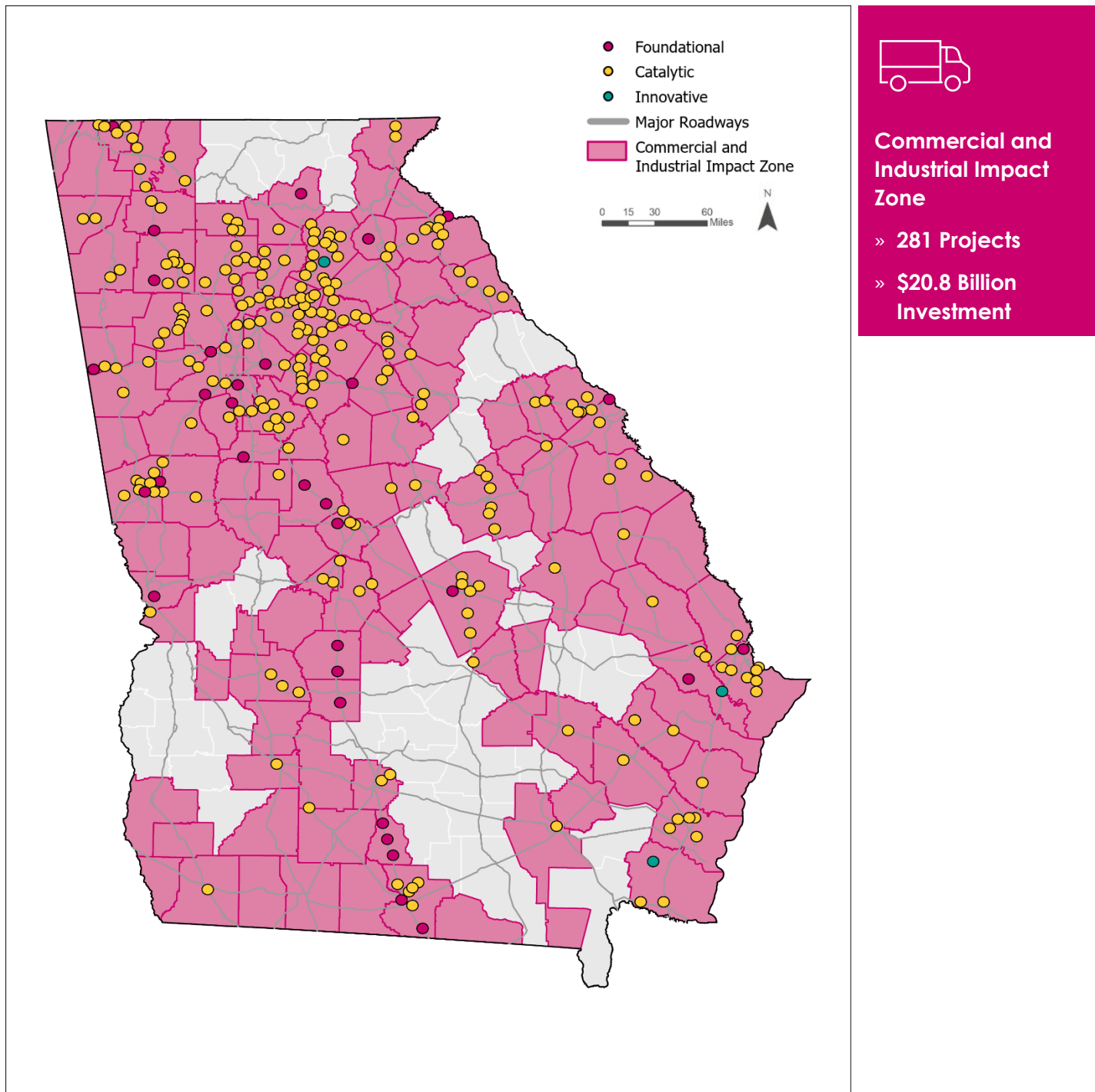


<sup>15</sup> The Blue Ridge Connector is scheduled to be open in 2026.

## Commercial and Industrial Impact Zone

Per HB617, the Commercial and Industrial Impact Zone is composed of any county which is located within 5 miles of a commercial or industrial warehouse or production facility that is larger than 200,000 square feet. In Georgia this includes 121 of its 159 counties.

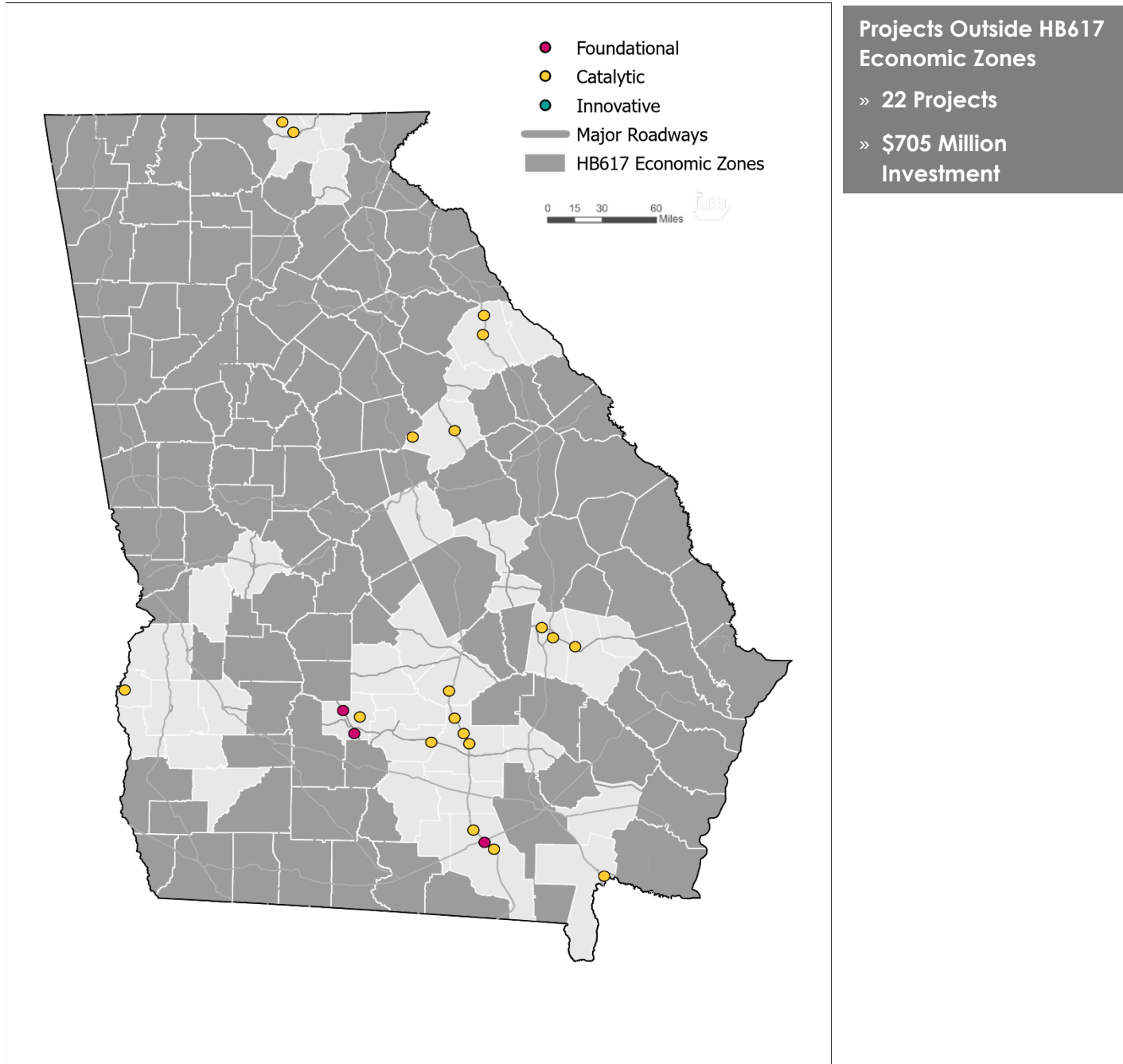
**Figure 9 Projects within Commercial and Industrial Impact Zone**



## Additional Freight Projects Outside of HB617 Economic Zones

Twenty-two projects in the project list fall outside the HB617 economic zones. Most of these projects align to Georgia's strategic freight network and are in rural areas of the state. Twenty of the projects are designed to improve network capacity or create roadway/freight network redundancy. The Governor's Road Improvement Program (GRIP) corridors are represented in these projects, in particular multiple widening projects on US 441. Two projects address truck parking along Interstate 75 (I-75).

**Figure 10 Projects Outside of HB617 Economic Zones**



## HB617 LEGISLATION IMPLEMENTATION INDEX

*Table 3 Freight and Logistics Implementation Plan Compliance Index*

HB617 Freight and Logistics Implementation Plan Requirements O.C.G.A.32-2-41.4	Page No
(a) The director shall develop and maintain a state-wide freight and logistics implementation plan. Such plan may be included within or separate from the federal state freight plan required by 49 U.S.C. Section 70202; provided, however, that the state-wide freight and logistics implementation plan shall be updated in coordination with such federal plan.	Pg. 1
(b) The state-wide freight and logistics implementation plan shall be based upon a 20-year projection and identify example project types, specific projects to be programmed, or critical corridors, taking into account the following categories for improvements:  (1) Foundational projects that ensure the maintenance of the existing transportation system;  (2) Catalytic projects that strategically expand the transportation system to both support economic development and improve the mobility of goods and people throughout this state; and  (3) Innovative projects that promote industry growth and sustain existing industry use of the freight network.	Pgs. 2-7 Table 4
(c) Any investment proposed within the state-wide freight and logistics implementation plan pursuant to the considerations set forth in subsection (b) of this Code section shall incorporate performance indicators that assess impact in the areas of system safety and security, system reliability, average vehicle travel time, congestion costs, and system risks.	Pgs. 7-12 Table 4
(d) The state-wide freight and logistics implementation plan shall take into consideration and place an emphasis on projects and programs that improve transportation in the economic zones to be known as the:  (1) International ocean trade zone, composed of any county which is located within 20 miles of a deep-water port;  (2) Inland port zone, composed of any county which is located within ten miles of any inland port facility operated by the Georgia Ports Authority; and  (3) Commercial and industrial impact zone, composed of any county which is located within five miles of a commercial or industrial warehouse or production facility that is larger than 200,000 square feet.	Pgs. 14-16 Table 4



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Table 4: 2025 Freight and Logistics Implementation Plan Project List

Primary/HB17 Category (HB17 32-2-41.4(e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB17 32-2-41.4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB17 32-2-41.4(e)(3)(H))	Risk	Safety	Security	Reliability	AVTT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB17 32-2-41.4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Interchange, Intersection, operations	Fulton	I-85 at SR 74/SENOIA ROAD	0007841	Interchange	Foundational			X		X	...		X		X	\$98,450,371	\$98,450,371		X	X	2025	\$0	\$0	\$0
Interchange, Intersection, operations	Fulton	BIG CREEK PKWY FM W OF SR 140 TO E OF SR 140; INC NEW BRIDGE	0010874	Roadway Project	Catalytic			X		X	...		X	X	X	\$62,167,364	\$0				2027	\$62,167,364	\$0	\$0
Interchange, Intersection, operations	Fulton	I-285 at SR 9 - INTERCHANGE	0015219	Turn Lanes	Foundational			X			...		X	X	X	\$56,665,000	\$0				2033	\$56,665,000	\$44,945,600	\$11,719,400
Interchange, Intersection, operations	Fulton	SR 14 ALT/US 29 at HUNTER ROAD/MASON ROAD	0018369	Intersection Improvement	Foundational			X			...		X		X	\$4,195,791	\$160,000	X			2027	\$4,035,791	\$3,228,633	\$807,158
Interchange, Intersection, operations	Fulton	I-20 @ 1 LOC & I-75/I-85 @ 1 LOC - SCOPING ONLY	0020732	Scoping	Foundational			X		X	...		X		X	\$5,000,000	\$0				...	\$5,000,000	\$0	\$5,000,000
Interchange, Intersection, operations	Gordon	SR 53 @ BROWNLEE MOUNTAIN ROAD/PLAINVILLE ROAD	0005317	Intersection Improvement	Foundational			X			X	...	X		X	\$6,207,747	\$6,207,747	X	X	X	2025	\$0	\$0	\$0
Interchange, Intersection, operations	Gordon	SR 3 at CS 1134/TRAVELERS PATH	0015960	Roundabout	Foundational			X			X		X			\$760,000	\$0				2034	\$760,000	\$0	\$760,000
Interchange, Intersection, operations	Gwinnett	I-85 NB at I-985 - FLYOVER RAMP	0010814	Ramp	Catalytic			X			...		X		X	\$112,143,067	\$0				2039	\$112,143,067	\$89,714,454	\$22,428,613
Interchange, Intersection, operations	Gwinnett	SR 84 at CR 556/LAKEVIEW ROAD	0016352	Roundabout	Foundational			X			X	...	...	...		\$5,820,000	\$700,000	X			...	\$5,120,000	\$4,096,000	\$1,024,000
Interchange, Intersection, operations	Gwinnett	I-85 at MCGINNIS FERRY ROAD - NEW INTERCHANGE - PHASE II	0017110	Interchange	Catalytic			X			X		X		X	\$56,070,959	\$0				2033	\$56,070,959	\$38,703,487	\$9,675,872
Interchange, Intersection, operations	Gwinnett	I-985 at CR 120/THOMPSON MILL ROAD - NEW INTERCHANGE	0019637	Interchange	Catalytic			X			X	...	...	...	...	\$37,311,000	\$5,000,000	X			2028	\$32,311,000	\$0	\$0
Interchange, Intersection, operations	Hall	SR 365 at HOWARD ROAD - NEW INTERCHANGE	0016074	Roadway Project	Catalytic		X	X			X	...	...	...	...	\$20,418,397	\$2,080,000		X		2024	\$18,338,397	\$0	\$18,338,397
Interchange, Intersection, operations	Hancock	LAKE CREST EXT FROM LAKE CREST TO LAKE SINCLAIR DRIVE - TIA	0017593	Roadway Project	Catalytic				X		X		...	...	...	\$7,178,000	\$1,500,000	X			2028	\$5,678,000	\$0	\$0
Interchange, Intersection, operations	Henry	I-75 at CR 312/BETHLEHEM ROAD	0017182	Interchange	Catalytic			X			X	X		X		\$261,111,152	\$20,110,000	X	X	X	2025	\$241,001,152	\$189,032,922	\$51,968,230
Interchange, Intersection, operations	Laurens	SOUTHERN PINES ROAD REALIGNMENT FROM SR 117 TO SR 192 - TIA	0018681	Roadway Project	Catalytic			X			X	...	...	...	...	\$1,750,000	\$0				2027	\$1,750,000	\$0	\$0
Interchange, Intersection, operations	Laurens	SR 117/US 441 BYPASS at CR 338/WALKE DAIRY ROAD	0019659	Roundabout	Foundational			X			X	X		...	...	\$4,260,714	\$510,714	X			2028	\$3,750,000	\$3,000,000	\$750,000
Interchange, Intersection, operations	Laurens	SR 117/US 441 BYPASS at CR 530/CLAXTON DAIRY ROAD	0019660	Roundabout	Foundational			X			X	X				\$4,260,714	\$510,714	X			2028	\$3,750,000	\$3,000,000	\$750,000
Interchange, Intersection, operations	Lowndes	I-75 at SR 376 - PHASE II	0010295	Interchange	Foundational			X			X	...		X		\$53,819,965	\$1,500,000	X			2033	\$52,319,965	\$41,855,972	\$10,463,993
Interchange, Intersection, operations	Lowndes	I-75 at SR 133 - PHASE II - TIA	0010298	Interchange	Foundational			X			X	...		X		\$49,274,492	\$2,000,000	X			2030	\$47,274,492	\$33,819,593	\$8,454,898
Interchange, Intersection, operations	Lowndes	ORR RD EXTENSION FROM SKIPPER BRIDGE RD TO MULLIGAN RD-TIA	0016273	Roadway Project	Catalytic			X			X	...	...	...	...	\$1,175,000	\$1,175,000	X	X	X	2024	\$0	\$0	\$0
Interchange, Intersection, operations	McDuffie	I-20 FRONTAGE ROAD FROM DALLAS DRIVE TO SCUFFLE ROAD - TIA	0017611	Frontage Roads	Catalytic			X			...		X	...	...	\$5,622,000	\$0				2028	\$5,622,000	\$0	\$0
Interchange, Intersection, operations	McDuffie	SAMUELS ROAD & EXT FROM SR 150 TO STERLING WELLS ROAD - TIA	0017612	Roadway Project	Catalytic			X			...		X		X	\$3,409,000	\$0				2028	\$3,409,000	\$0	\$0
Interchange, Intersection, operations	Murray	SR 282 RELOC FROM SR 61/US 411 TO CR 309/OLD HWY 411	0013588	Roadway Project	Catalytic		X	X			X	...	...	...	...	\$21,534,600	\$0				2035	\$21,534,600	\$17,227,680	\$4,306,920
Interchange, Intersection, operations	Muscogee	MILITARY DRIVE FROM INFANTRY ROAD TO HAMPTON INN	0017138	Roadway Project	Catalytic			X			X	X		...	...	\$2,839,987	\$519,987	X			2028	\$2,320,000	\$1,856,000	\$232,000
Interchange, Intersection, operations	Muscogee	OFF-SYSTEM SAFETY IMPROVEMENTS at 5 LOCS IN MUSCOGEE COUNTY	0019226	Signing	Foundational			X			X	X		X		\$759,353	\$759,353	X		X	2025	\$0	\$0	\$0
Interchange, Intersection, operations	Newton	SR 162 at CR 228/ROCKY PLAINS ROAD	0016356	Roundabout	Foundational			X			X	X		X		\$3,493,313	\$3,493,313		X	X	2025	\$0	\$0	\$0
Interchange, Intersection, operations	Peach	SR 49 CONN EXT FROM SR 49 CONN TO SR 96	0013678	Roadway Project	Catalytic			X			X	...	...	...	...	\$19,909,128	\$1,500,000	X			2031	\$18,409,128	\$0	\$18,409,128
Interchange, Intersection, operations	Pickens	SR 53 at SR 53BU	0017205	Operational Improvement	Foundational			X			X	...		X		\$179,000	\$0				2026	\$179,000	\$0	\$179,000
Interchange, Intersection, operations	Pickens	SR 5/SR 515 FROM SR 108 TO APPALACHIAN COURT	0018286	Roadway Project	Foundational			X			X	...		X		\$7,000,000	\$4,000,000	X			...	\$3,000,000	\$0	\$3,000,000
Interchange, Intersection, operations	Rockdale	COURTESY PKWY EXT FROM OLD COVINGTON HWY TO FLAT SHOALS ROAD	0006934	Roadway Project	Catalytic			X			X	...	...	...	...	\$44,552,366	\$11,470,000		X	X	2024	\$0	\$0	\$0
Interchange, Intersection, operations	Rockdale	I-20 @ SR 138/SR 20 INTERCHANGE RECONSTRUCTION & WIDENING	731048-	Interchange	Foundational			X			X	...		X		\$104,493,897	\$104,493,897	X	X	X	2024	\$0	\$0	\$0
Interchange, Intersection, operations	Spalding	GRIFFIN SOUTHEAST BYPASS FM SR 3 TO SR 16 - PHASE II	0007871	Roadway Project	Foundational			X			x	...		X		\$38,667,196	\$0				2036	\$38,667,196	\$0	\$31,728,096
Interchange, Intersection, operations	Telfair, Wheeler	N MCRAE BYP FM SR 27/US 341/TELAIR TO SR 30/US 441/WHEELER	0014889	Roadway Project	Catalytic			X			X	...		X		\$74,300,000	\$0				2041	\$74,300,000	\$0	\$74,300,000
Interchange, Intersection, operations	Toombs	DASHER STREET FROM SR 4 TO SR 178 - TIA	0018863	Roadway Project	Catalytic				X		X		...	...	...	\$1,487,545	\$0				2030	\$1,487,545	\$0	\$0
Interchange, Intersection, operations	Toombs	STOCKYARD ROAD EXT FROM STOCKYARD ROAD TO MEADOWS PKWY - TIA	0018889	Roadway Project	Catalytic				X		X	X	X	X	...	\$965,700	\$965,700			X	2023	\$0	\$0	\$0
Interchange, Intersection, operations	Troup	SR 109 FROM SR 14 SPUR TO CALLOWAY CHURCH ROAD	0020283	Roadway Project	Foundational			X			X	...		X		\$17,500,000	\$2,000,000	X			...	\$15,500,000	\$12,400,000	\$3,100,000
Interchange, Intersection, operations	Troup	MOUNTVILLE-HOGANSVILLE ROAD at BEECH CREEK N OF MOUNTVILLE	371077-	Bridges	Foundational			X			X	...	...	...	...	\$2,350,000	\$250,000	X			2027	\$2,100,000	\$1,680,000	\$420,000
Interchange, Intersection, operations	Washington	SR 15 BYPASS FROM SR 15 TO SR 242	0013616	Roadway Project	Catalytic			X			X	...	...	...	...	\$65,605,921	\$3,802,000	X	X		2026	\$61,803,921	\$0	\$61,803,921

Table 4: 2025 Freight and Logistics Implementation Plan Project List

Primary (HB617 32-2-4.1-4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB617 32-2-4.1-4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB617 32-2-4.1-4(e)(3)(H))	Risk	Safety	Security	Reliability	AVTT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB617 32-2-4.1-4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Interchange, Intersection, operations	Washington	SR 15 at SR 15 BYPASS	0020773	Roundabout	Foundational			X		X			...	...	...	\$6,170,000	\$1,000,000	X			2027	\$5,170,000	\$0	\$5,170,000
Interchange, Intersection, operations	Wayne Glynn, McIntosh,	NEW INDUSTRIAL PARK ROAD FROM SR 38 TO CUL-DE-SAC - TIA	0018941	Roadway Project	Catalytic			X		X	...	...	...	...	...	\$2,023,600	\$2,023,600			X	2023	\$0	\$0	\$0
Intermodal Capacity	Chatham	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	0017411	ITS	Innovative	X		X			...	...	X	...	...	\$49,853,829	\$765,000	X			2026	\$49,088,829	\$39,271,064	\$9,817,766
Intermodal Capacity	Chatham	OCEAN TERMINAL at CS 2356/LOUISVILLE RD & at SR 25/US 17 RAMP	0019716	Interchange	Catalytic	X		X		X	...	...	...		...	\$19,537,028	\$19,537,028	X		X	2024	\$0	\$0	\$0
Intermodal Capacity	Chatham	CITY OF SAVANNAH TRAFFIC CONTROL CENTER	0017973	Equip. Purchase	Catalytic	X		X			X	...	X	...	...	\$325,850	\$0				2024	\$325,850	\$0	\$0
Intermodal Capacity	Fullton	TRANSPORTATION MANAGEMENT CENTER	0015424	New Facility	Catalytic			X			X	...	X	...	...	\$27,500,000	\$2,500,000	X			...	\$25,000,000	\$0	\$25,000,000
Interstate Widening	Banks	I-85 FROM N OF SR 15/US 441 TO N OF SR 63	0015248	Widening	Catalytic		X	X		X	...		X		X	\$147,980,927	\$0	X			2035	\$147,980,927	\$118,384,742	\$29,596,185
Interstate Widening	Banks, Franklin	I-85 FROM N OF SR 63/BANKS TO N OF SR 51/FRANKLIN	0015249	Widening	Catalytic		X	X		X	...		X		X	\$184,736,597	\$0				2036	\$184,736,597	\$147,789,278	\$36,947,319
Interstate Widening	Barlow	I-75 FROM CR 633/GLADE ROAD TO SR 20	0007893	Widening	Catalytic			X		X	...	X	X		X	\$78,123,334	\$0				2041	\$78,123,334	\$62,498,668	\$15,624,667
Interstate Widening	Barlow	I-75 FROM SR 20 TO CR 630/CASSVILLE WHITE ROAD	0007894	Widening	Catalytic			X		X	...	X	X		X	\$50,294,925	\$0				2037	\$50,294,925	\$40,235,940	\$10,058,985
Interstate Widening	Bibb	I-75 FROM I-16 TO CR 478/PIERCE AVE - PHASE VI	311400-	Widening	Catalytic			X		X	...		X		X	\$123,986,012	\$0				2028	\$123,986,012	\$15,104,010	\$108,882,002
Interstate Widening	Carroll, Haralson	I-20 FROM CR 348/ATLANTA AVE/HARALSON TO SR 1/US 27/CARROLL	0014886	Widening	Catalytic			X		X	...		X		X	\$26,408,278	\$0				2044	\$26,408,278	\$21,126,622	\$5,281,656
Interstate Widening	Catoosa	I-75 FROM SR 151 TO JUST SOUTH OF SR 2	611010-	Widening	Catalytic			X		X	...		X		X	\$38,423,429	\$0				2032	\$38,423,429	\$30,738,743	\$7,684,686
Interstate Widening	Catoosa, Whitfield	I-75 FROM SR 3 TO SR 151	0007899	Widening	Catalytic		X	X		X	...	X	X		X	\$135,084,404	\$0				2042	\$135,084,404	\$108,067,523	\$27,016,881
Interstate Widening	Chatham	I-16 FROM CS 565/POOLER PKWY TO I-95	0015528	Widening	Catalytic	X		X		X	...		X		X	\$28,966,850	\$0				2041	\$28,966,850	\$23,173,480	\$5,793,370
Interstate Widening	Chatham, Effingham	I-16 FROM I-95 TO OLD RIVER ROAD	0020739	Widening	Catalytic	X		X		X	...		X		X	\$234,000,000	\$0				2026	\$234,000,000	\$800,000	\$233,200,000
Interstate Widening	Chatham- Effingham	I-16 FROM I-95/CHATHAM TO SR 67/BULLOCH (Design only)	0020168	Widening	Catalytic	X		X		X	X		X		X	\$35,000,000	\$35,000,000	X		...		\$0	\$0	\$0
Interstate Widening	Columbia	I-20 FROM SR 47 TO SR 388 - PHASE II	0017518	Widening	Catalytic			X		X	...		X		X	\$70,030,770	\$0				2032	\$70,030,770	\$52,024,616	\$18,006,154
Interstate Widening	Columbia	I-20 FROM SR 388 TO CR 573/WHEELER ROAD	008345	Widening	Catalytic			X		X	X	X	X		X	\$59,168,851	\$0				2033	\$59,168,851	\$47,335,081	\$11,833,770
Interstate Widening	Franklin	I-85 FROM N OF SR 51 TO N OF SR 320	0015250	Widening	Catalytic			X		X	...		X		X	\$141,211,916	\$0				2036	\$141,211,916	\$112,969,533	\$28,242,383
Interstate Widening	Franklin	I-85 FROM N OF SR 320 TO N OF SR 17	0015251	Widening	Catalytic			X		X	...		X		X	\$269,822,748	\$0				2037	\$269,822,748	\$215,858,198	\$53,964,550
Interstate Widening	Franklin, Hart	I-85 FROM N OF SR 17 TO SOUTH CAROLINA STATE LINE	0015252	Widening	Catalytic			X		X	...		X		X	\$107,157,319	\$0				2039	\$107,157,319	\$85,725,855	\$21,431,464
Interstate Widening	Haralson	I-20 FROM ALABAMA STATE LINE TO SR 100	0014884	Widening	Catalytic			X		X	...		X		X	\$38,713,140	\$0				2040	\$38,713,140	\$30,970,512	\$7,742,628
Interstate Widening	Haralson	I-20 FROM SR 100 TO CR 348/ATLANTA AVE	0014885	Widening	Catalytic			X		X	...		X		X	\$39,644,803	\$0				2042	\$39,644,803	\$31,715,842	\$7,928,961
Interstate Widening	Henry	I-75 FROM I-675 TO SR 920/JONESBORO ROAD	0007858	Widening	Catalytic			X		X	...	X	X		X	\$60,949,721	\$10,949,721			...		\$50,000,000	\$40,000,000	\$10,000,000
Interstate Widening	Henry	I-75 FROM I-675 TO S OF SR 155 - EXPRESS LANES	0020636	Express Lanes	Catalytic			X		X	...		X		X	\$548,013,411	\$10,000,000	X			2029	\$538,013,411	\$430,410,729	\$107,602,682
Interstate Widening	Meriwether, Troup	I-85 FM S OF SR 54/SR 100/TROUP TO N OF FOREST RD/MERIWEATHER	0012801	Widening	Catalytic			X		X	...	X	X		X	\$102,577,711	\$0				2037	\$102,577,711	\$82,062,169	\$20,515,542
Interstate Widening	Lamar, Butts, Spalding,	I-75 FROM I-475 TO SR 155 - COMMERCIAL VEHICLE LANES (cost through 2045 only)	0014203	Truck Lanes	Catalytic			X		X	X		X	...	...	\$2,299,118,362	\$71,790,000	X	X	X	2045	\$2,227,328,362	\$1,002,297,763	\$1,225,030,599
Interstate Widening	Troup	I-85 FROM 1.63 MI N OF I-185 TO 0.72 MI S OF SR 54/SR 100	0012800	Widening	Catalytic			X		X	...	X	X		X	\$121,246,855	\$0				2037	\$121,246,855	\$96,997,484	\$24,249,371
Interstate Widening	Troup	I-85 FROM 0.26 MI N OF SR 109 TO 1.63 MI N OF I-185	0014893	Widening	Catalytic			X		X	...		X		X	\$33,405,840	\$0				2041	\$33,405,840	\$26,724,672	\$6,681,168
Interstate Widening	Whitfield	I-75 FROM CR 665/CARBONDALE ROAD TO SR 3	0007898	Widening	Catalytic		X	X		X	...	X	X		X	\$243,842,842	\$0				2041	\$243,842,842	\$195,074,274	\$48,768,568
Non-Interstate Widening	Baldwin	SR 49 FM JUST W. OF FELTON RD TO EAST OF MILLEDGEVILLE BYP	231450-	Widening	Catalytic			X		X	X					\$34,073,305	\$0				2027	\$34,073,305	\$0	\$34,073,305
Non-Interstate Widening	Baldwin, Jones	SR 22 FM GRAY BYP/JONES CO TO SR 29 NEAR MILLEDGEVILLE/BALDW	232350-	Widening	Catalytic			X		X	X		X			\$149,278,068	\$0				2033	\$149,278,068	\$0	\$149,278,068
Non-Interstate Widening	Barrow	SR 124 FROM GWINNETT COUNTY LINE TO JACKSON COUNTY LINE	0007833	Widening	Catalytic			X		X	X		X		X	\$77,056,000	\$0				2044	\$77,056,000	\$0	\$77,056,000
Non-Interstate Widening	Barrow	SR 211 FROM SR 124 TO WEST WINDER BYPASS	0020284	Widening	Catalytic			X		X	X		X		X	\$30,508,000	\$9,000,000	X		...		\$21,508,000	\$17,206,400	\$4,301,600
Non-Interstate Widening	Barrow, Gwinnett, Hall	SR 211 FROM CS 1274/PINOT NOIR DRIVE TO SR 347	0016089	Widening	Catalytic		X	X		X	X		X	X	X	\$50,892,436	\$19,190,000		X		2027	\$31,702,436	\$0	\$31,702,436
Non-Interstate Widening	Barrow, Walton	SR 81 FM CR 461/BOLD SPRINGS RD TO CR 106/PUNKIN JUNCTION RD	0014127	Widening	Catalytic			X		X	X		X		X	\$50,832,000	\$0				2044	\$50,832,000	\$0	\$50,832,000
Non-Interstate Widening	Barlow	CS 1054/DOUTHITT FERRY RD FM OLD ALABAMA RD TO SR 61/SR 113	0007494	Widening	Catalytic			X		X	X		...	...	...	\$58,620,604	\$0				2028	\$58,620,604	\$36,580,054	\$9,145,013

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Primary H&B17 Category (HB&17 32-2-41.4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB&17 32-2-41.4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB&17 32-2-41.4(e)(3)(H))	Risk	Safety	Security	Reliability	AVTT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB&17 32-2-41.4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Non-Interstate Widening	Barlow	CASS-WHITE RD FROM BUSCH DR TO GREAT VALLEY PKWY - PHASE II	0015145	Widening	Catalytic			X		X	X					\$36,482,498	\$896,336	X			2027	\$35,586,162	\$10,000,000	\$15,000,000
Non-Interstate Widening	Barlow, Cherokee	SR 20 FROM I-75/BARTOW TO I-575/CHEROKEE	0007836	Widening	Catalytic			X		X	X		X		X	\$352,011,323	\$0				2029	\$352,011,323	\$299,509,058	\$52,502,265
Non-Interstate Widening	Bibb	CR 723/FOREST HILL RD FROM SR 19 TO CR 5277/WOOD FOREST PL	0013676	Widening	Catalytic			X		X	X		X		X	\$13,958,016	\$0				2029	\$13,958,016	\$11,166,413	\$0
Non-Interstate Widening	Bibb	CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD	0017121	Widening	Catalytic			X		X	X		X		X	\$65,395,544	\$5,000	X			2028	\$65,390,544	\$22,674,242	\$5,668,560
Non-Interstate Widening	Bulloch	SR 26 FROM SR 67/SR 73 TO CS 802/LOVEIT STREET IN STATESBORO	0014894	Widening	Catalytic			X		X	X	X	X	X	X	\$23,500,000	\$0				2031	\$23,500,000	\$18,800,000	\$4,700,000
Non-Interstate Widening	Burke	SR 56 FROM SR 80 TO SR 23	0008433	Widening	Catalytic			X		X	X					\$56,516,800	\$0				2034	\$56,516,800	\$0	\$56,516,800
Non-Interstate Widening	Burke	SR 121/US 25 at SR 121 BYPASS - TIA	0017520	Intersection Improvement	Foundational			X		X	---		X		X	\$1,350,000	\$200,000	X			2025	\$1,150,000	\$0	\$0
Non-Interstate Widening	Butts	SR 16 FROM W OF COLWELL ROAD TO W OF JOE LANE ROAD	0013619	Widening	Catalytic			X		X	X		X		X	\$35,080,707	\$0				2031	\$35,080,707	\$0	\$35,080,707
Non-Interstate Widening	Butts	JACKSON BYPASS FROM SR 36 TO SR 16 - SCOPING ONLY	0020746	Scoping	Catalytic			X		X	X		X		X	\$5,000,000	\$2,000,000	X			---	\$3,000,000	\$0	\$0
Non-Interstate Widening	Camden	KINGSLAND BYPASS FROM CR 61/VACUNA ROAD TO W OF I-95	0008666	Widening	Catalytic	X		X		X	X					\$75,070,645	\$0				2029	\$75,070,645	\$60,056,516	\$15,014,129
Non-Interstate Widening	Camden, Charlton	SR 40 FM E OF ST MARY'S RIVER TRIB TO E OF CR 66/COLERAIN RD	0000820	Widening	Catalytic	X		X		X	X		X		X	\$69,949,462	\$0				2030	\$69,949,462	\$55,959,570	\$13,989,892
Non-Interstate Widening	Carroll	SR 166 FROM 0.09 MI W OF TYUS CARROLLTON RD TO HAYS MILL RD	631300-	Widening	Catalytic			X		X	X		X		X	\$26,541,073	\$0				2032	\$26,541,073	\$0	\$26,541,073
Non-Interstate Widening	Douglas, Paulding	SR 61 FROM PUNKINTOWN RD/CARROLL TO DALLAS NEBO RD/PAULDING	0007864	Widening	Catalytic			X		X	X		X		X	\$118,684,227	\$0				2039	\$118,684,227	\$0	\$118,684,227
Non-Interstate Widening	Catoosa	SR 151 FROM SR 2/SR 3/US 41 TO TENNESSEE STATE LINE	0013589	Widening	Catalytic			X			X		X		X	\$10,417,000	\$0				2035	\$10,417,000	\$8,333,600	\$2,083,400
Non-Interstate Widening	Catoosa	SR 146 FROM SR 1/US 27 TO OKLAWAHA AVE - PHASE II	0013590	Widening	Catalytic			X		X	X		X		X	\$32,035,545	\$18,520,000		X		2028	\$13,515,545	\$0	\$13,515,545
Non-Interstate Widening	Catoosa	SR 146 FROM OKLAWAHA AVE TO LAKEVIEW ROAD - PHASE I	0020036	Widening	Catalytic			X		X	X		X	X	X	\$31,853,452	\$16,656,600		X		2027	\$15,196,852	\$0	\$15,196,852
Non-Interstate Widening	Charlton	SR 40 FM SR 40 CONN TO 0.36 MI E OF CR 82/MAY BLUFF RD - TIA	0000821	Widening	Catalytic				X	X			X		X	\$15,663,794	\$0				2025	\$15,663,794	\$11,556,635	\$2,889,159
Non-Interstate Widening	Chatham	SR 404 SPUR/US 17 FROM SAVANNAH RIVER TO BACK RIVER	0015705	Widening	Catalytic	X		X		X	X		X	X	X	\$38,993,560	\$0				2026	\$38,993,560	\$31,194,848	\$7,798,712
Non-Interstate Widening	Chatham	CONNECTOR FROM SR 17 TO SR 30	0020173	Widening	Catalytic	X		X		X	X		X		X	\$62,805,785	\$3,250,000	X			2028	\$59,555,785	\$0	\$59,555,785
Non-Interstate Widening	Chatham, Effingham	SR 21 FROM SR 30/CHATHAM TO 9TH ST/EFFINGHAM	0020172	Widening	Catalytic	X		X		X	X		X	X	X	\$13,000,000	\$6,000,000	X			---	\$7,000,000	\$0	\$7,000,000
Non-Interstate Widening	Chattooga	SR 1/US 27 FM E OF CHATTOOGA RIVER TO E OF GORE SUBLIGNA RD	0016830	Widening	Catalytic			X		X	X		X		X	\$49,450,528	\$0				2036	\$49,450,528	\$0	\$49,450,528
Non-Interstate Widening	Chattooga	SUMMERVILLE SW BYPASS FROM SR 48 TO W OF CHATTOOGA RIVER	621082-	Roadway Project	Catalytic			X		X	---	---	---	---	---	\$43,471,610	\$10,024,200	X	X		2027	\$33,447,410	\$0	\$33,447,410
Non-Interstate Widening	Cherokee	SR 372 SPUR FM SR 58/ut HOWELL BR RD TO SR 372 SO/BALL GROUND	0002525	Roadway Project	Catalytic			X		X	---	---	---	---	---	\$37,950,155	\$8,374,171	X			2040	\$29,575,984	\$0	\$0
Non-Interstate Widening	Cherokee	BELLS FERRY RD FM N OF VICTORY DR TO S OF PORT VICTORIA WAY	0013526	Widening	Catalytic			X		X	X		X	X	X	\$74,759,320	\$74,759,320	X	X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Cherokee	SR 140 FROM CR 777/ARNOLD MILL RD TO CR 765/E CHEROKEE DR	0013891	Widening	Catalytic			X		X	X		X		X	\$72,125,000	\$0				2034	\$72,125,000	\$0	\$72,125,000
Non-Interstate Widening	Cherokee	SR 140 FROM CR 765/EAST CHEROKEE DRIVE TO I-575	0013892	Widening	Catalytic			X		X	X		X	X	X	\$110,772,000	\$0				2034	\$110,772,000	\$0	\$110,772,000
Non-Interstate Widening	Cherokee	SR 20 FROM CR 762/UNION HILL RD TO CR 765/EAST CHEROKEE DR	0014132	Widening	Catalytic			X		X	X		X	X	X	\$104,642,680	\$25,580,000		X		2026	\$79,062,680	\$0	\$79,062,680
Non-Interstate Widening	Cherokee	SR 20 FROM CR 765/EAST CHEROKEE DRIVE TO SR 369	0014133	Widening	Catalytic			X		X	X		X		X	\$79,758,990	\$29,800,000		X		2025	\$49,958,990	\$0	\$49,958,990
Non-Interstate Widening	Cherokee, Forsyth	SR 20 FROM SR 369/CHEROKEE TO POST ROAD/FORSYTH	0002862	Widening	Catalytic			X		X	X		X	X	X	\$171,496,650	\$171,496,650		X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Cherokee, Fulton	SR 140 FROM CS 1331/RUCKER ROAD TO CR 777/ARNOLD MILL ROAD	0013890	Widening	Catalytic			X		X	X		X	X	X	\$83,613,000	\$7,500,000	X			2037	\$76,113,000	\$57,950,400	\$18,162,600
Non-Interstate Widening	Clayton	SR 314 FROM SR 139 TO CR 1346/FLAT SHOALS ROAD	0014080	Widening	Catalytic			X		X	X		X	X	X	\$32,191,550	\$0				2034	\$32,191,550	\$0	\$32,191,550
Non-Interstate Widening	Clayton, Fayette	MCDONOUGH ROAD FROM SR 54/FAYETTE TO SR 3/US 19/CLAYTON	742870-	Widening	Catalytic			X		X	X	X	X	X	X	\$107,574,658	\$0				2038	\$107,574,658	\$0	\$107,574,658
Non-Interstate Widening	Clayton, Henry	JONESBORO RD FM W OF SR 3/US 41/CLAYTON TO I-75/HENRY	342970-	Widening	Catalytic			X		X	X		X		X	\$79,796,375	\$0				2035	\$79,796,375	\$0	\$0
Non-Interstate Widening	Clinch	SR 89/US 441 FM CR 40/ANTIOCH CHURCH RD TO CR 549/WHEELER ST	0013677	Widening	Catalytic				X	X		X	X		X	\$34,577,219	\$0				2035	\$34,577,219	\$0	\$34,577,219
Non-Interstate Widening	Clinch	CS 567/HOMERVILLE BYPASS FROM SR 38/US 84 TO SR 38/US 84-TIA	0016215	Resurface & Maintenance	Foundational				X	X		X	---	---	---	\$3,000,000	\$500,000	X	X		2026	\$2,500,000	\$0	\$0
Non-Interstate Widening	Clinch	SR 89/US 441 FROM ORANGE STREET TO N OF SR 122 - TIA	422390-	Widening	Catalytic				X	X		X			X	\$54,006,387	\$1,883,111	X		X	2025	\$52,123,276	\$0	\$52,073,276
Non-Interstate Widening	Cobb, Paulding	SR 92 FROM E PAULDING MIDDLE SCHOOL TO DUE WEST RD-PHASE III	0020052	Widening	Catalytic			X		X	X		X		X	\$133,188,741	\$62,370,000		X		2026	\$70,818,741	\$0	\$70,818,741
Non-Interstate Widening	Coffee	SR 31/US 441 FROM THOMAS ROAD TO N OF CURRIN ROAD - TIA	0013161	Widening	Catalytic				X	X			X		X	\$48,323,194	\$7,568,500	X	X		2026	\$40,754,694	\$0	\$35,754,694



Table 4: 2025 Freight and Logistics Implementation Plan Project List

Priority (HB617 Category (HB617 32-2-41-4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB617 32-2-41-4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB617 32-2-41-4(e)(3)(H))	Risk	Safety	Security	Reliability	AVTT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB617 32-2-41-4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Non-Interstate Widening	Coffee, Irwin	SR 32 FROM SR 11/IRWIN TO CR 296/MITCHELL ROAD/COFFEE	0013555	Widening	Catalytic				X	X	X				X	\$86,464,000	\$0				2036	\$86,464,000	\$0	\$86,464,000
Non-Interstate Widening	Coffee, Telfair	SR 31/US 441 FROM CR 342/SOLOMAN ROAD TO N OF OCMULGEE RIVER	0013423	Widening	Catalytic				X	X					X	\$55,717,800	\$400,000	X			2031	\$55,317,800	\$0	\$55,317,800
Non-Interstate Widening	Colquitt, Worth	SR 133 FROM 0.25 MI N OF MIKE HORNE RD TO N OF WORTH CO LINE	0015478	Widening	Catalytic			X		X	X					\$56,806,580	\$5,380,000		X		2025	\$51,426,580	\$0	\$51,426,580
Non-Interstate Widening	Columbia	WRIGHTSBORO ROAD FROM SR 388 TO SR 383/JIMMIE DYESS PKWY	0008348	Widening	Catalytic			X		X	X		X	X	X	\$38,100,000	\$2,815,000	X			2029	\$35,285,000	\$4,816,000	\$0
Non-Interstate Widening	Columbia	CR 102/HEREFORD FARM ROAD FROM SR 232 TO SR 383 - TIA	0012865	Widening	Catalytic			X		X	X		X		X	\$65,172,868	\$16,240,000	X	X		2026	\$48,932,868	\$0	\$26,561,000
Non-Interstate Widening	Coweta	SR 154 FROM SR 14/US 29 TO SR 54	0008619	Widening	Catalytic			X		X	X		X		X	\$21,770,405	\$3,500,000	X			2030	\$18,270,405	\$1,212,324	\$17,058,081
Non-Interstate Widening	Dawson	PERIMETER ROAD EXT FROM SR 53 TO SR 9	0014122	Roadway Project	Catalytic			X		X	...		X		X	\$32,616,680	\$0				2034	\$32,616,680	\$0	\$32,616,680
Non-Interstate Widening	DeKalb	SR 42 FM CR 1285/CLIFTON RD TO CR 5160/NORTH DRUID HILLS RD	0013951	Widening	Catalytic			X		X	X	X	X	X	X	\$54,698,000	\$0				2034	\$54,698,000	\$800,000	\$53,898,000
Non-Interstate Widening	DeKalb, Rockdale	OLD COVINGTON HWY FROM SR 124 TO CR 67/LAKE CAPRI ROAD	0013566	Widening	Catalytic			X		X	X		X		X	\$7,977,000	\$0				2035	\$7,977,000	\$5,181,600	\$2,795,400
Non-Interstate Widening	Laurens, Wheeler	SR 31 FROM N OF CR 132/ERICK CHURCH/WHEELER TO SR 46/LAURENS	0013577	Widening	Catalytic			X		X	X		X		X	\$51,331,000	\$0				2030	\$51,331,000	\$0	\$51,331,000
Non-Interstate Widening	Dougherty	SR 520BU FROM SR 91 TO CS 905/THORNTON DRIVE	0013562	Widening	Catalytic			X		X	X		X		X	\$34,695,178	\$1,000,000	X			2032	\$33,695,178	\$26,956,143	\$6,739,036
Non-Interstate Widening	Douglas, Fulton	SR 166 FM OLD LOWER RIVER ROAD/DOUGLAS TO SR 70/FULTON	721770-	Widening	Catalytic			X		X	...		X		X	\$34,855,675	\$0				2035	\$34,855,675	\$0	\$34,855,675
Non-Interstate Widening	Elbert	SR 17 FROM SR 72 TO CR 309/DEEP CREEK ROAD	0012904	Widening	Catalytic			X		X	X					\$39,029,443	\$0				2032	\$39,029,443	\$0	\$39,029,443
Non-Interstate Widening	Elbert	SR 72 FM DRAKE RD/PEARL MILL RD TO SOUTH CAROLINA STATE LINE	0013308	Widening	Catalytic			X		X	X					\$50,170,407	\$0				2032	\$50,170,407	\$0	\$50,170,407
Non-Interstate Widening	Elbert	SR 72 FROM SR 17 TO CR 41/DRAKE ROAD/CR 245/PEARL MILL ROAD	0013309	Widening	Catalytic			X		X	X		X		X	\$32,770,000	\$0				2032	\$32,770,000	\$0	\$32,770,000
Non-Interstate Widening	Elbert	SR 17 FROM CR 309/DEEP CREEK ROAD TO SR 172	0013572	Roadway Project	Catalytic			X		X	X					\$112,823,694	\$2,500,000	X			2033	\$110,323,694	\$0	\$110,323,694
Non-Interstate Widening	Fannin	SR 5 FROM S OF PINEVIEW LANE TO S OF WASH WILSON RD-PHASE II	0017039	Widening	Catalytic		X			X	X		X		X	\$113,571,378	\$0				2025	\$113,571,378	\$0	\$113,571,378
Non-Interstate Widening	Fannin	SR 5 FROM N OF SR 2 TO S OF PINEVIEW LANE - PHASE III	0017040	Widening	Catalytic		X			X	X		X		X	\$37,718,094	\$37,718,094			X	2025	\$0	\$0	\$0
Non-Interstate Widening	Fannin	MCCAYSVILLE BYPASS FROM GEORGIA STATE LINE TO SR 68	620490-	Roadway Project	Catalytic			X		X	...	...	...	...	...	\$21,100,077	\$1,763,000	X			2027	\$19,337,077	\$0	\$19,337,077
Non-Interstate Widening	Fayette	SR 85 FROM S OF CR 134/PRICE RD TO S OF CS 505/GRADY AVE	321960-	Widening	Catalytic			X		X	X		X		X	\$22,370,394	\$1,560,600	X			2034	\$20,809,794	\$0	\$20,809,794
Non-Interstate Widening	Floyd	SE ROME BYP FM SR 101 NE ON NEW LOC TO US 411; INC INTCH	662420-	Roadway Project	Catalytic			X		X	...	...	...	...	...	\$180,423,684	\$1,000,000	X			2028	\$172,423,684	\$137,938,948	\$34,484,737
Non-Interstate Widening	Forsyth	SR 20 FROM POST ROAD TO E OF NORTH CORNERS PKWY	0003682	Widening	Catalytic			X		X	X		...	...	X	\$170,077,603	\$170,077,603	X	X	X	2024	\$0	\$0	\$0
Non-Interstate Widening	Forsyth	POST ROAD FROM SR 9 TO CR 5/KELLY MILL ROAD	0006915	Widening	Catalytic			X		X	X		X	X	X	\$74,726,156	\$21,268,560	X	X		2026	\$53,457,596	\$0	\$40,949,000
Non-Interstate Widening	Forsyth	SR 369 FROM CHEROKEE COUNTY LINE TO WALLACE TATUM ROAD	0013552	Passing Lanes	Catalytic			X		X	X		X		X	\$27,311,869	\$0				2036	\$27,311,869	\$21,849,495	\$5,462,374
Non-Interstate Widening	Forsyth	SR 306 FROM SR 400 TO SR 369	0013571	Widening	Catalytic			X		X	X		X	X	X	\$22,396,921	\$0				2038	\$22,396,921	\$0	\$22,396,921
Non-Interstate Widening	Forsyth	POST ROAD FROM CR 5/KELLY MILL ROAD TO SR 20	0013965	Widening	Catalytic			X		X	X					\$53,718,447	\$0				2035	\$53,718,447	\$0	\$53,718,447
Non-Interstate Widening	Forsyth	SR 369 FROM SR 306 TO HALL COUNTY LINE	0013989	Widening	Catalytic		X	X		X	X		X	X	X	\$103,009,000	\$0				2045	\$103,009,000	\$0	\$103,009,000
Non-Interstate Widening	Forsyth, Fulton	MCGINNIS FERRY ROAD FROM SARGENT ROAD TO UNION HILL ROAD	0004634	Widening	Catalytic			X		X	X		X	X	X	\$57,882,445	\$47,882,445	X		X	2022	\$10,000,000	\$0	\$10,000,000
Non-Interstate Widening	Franklin	SR 17 RELOC FM ROYSTON BYPASS TO SR 51 IN CANON	0013946	Roadway Project	Catalytic			X		X	X		...	...	...	\$48,626,841	\$2,252,325	X			2031	\$46,374,516	\$0	\$46,374,516
Non-Interstate Widening	Franklin, Hart	SR 17 FROM CR 170/ORCHARD ROAD TO SR 327 - PHASE II	0017244	Widening	Catalytic			X		X	X					\$24,147,309	\$0				2030	\$24,147,309	\$0	\$24,147,309
Non-Interstate Widening	Fulton	SR 120 FROM NORTH POINT PKWY TO KIMBALL BRIDGE ROAD	0017187	Widening	Catalytic			X		X	X		X	X	X	\$40,415,668	\$3,666,842	X	X		2028	\$36,748,826	\$8,519,061	\$28,229,765
Non-Interstate Widening	Fulton	SR 9 FROM SR 120 TO CHATAHOOCHEE RIVER IN ROSWELL	721010-	Widening	Catalytic			X		X	X	X	X	X	X	\$56,172,999	\$0				2028	\$56,172,999	\$44,938,399	\$8,734,600
Non-Interstate Widening	Fulton, Gwinnett	SR 120 FROM SR 141/FULTON TO PEACHTREE IND BLVD/GWINNETT	721000-	Widening	Catalytic			X		X	X	X	X	X	X	\$73,679,423	\$19,070,000		X		2025	\$54,609,423	\$3,684,640	\$50,924,783
Non-Interstate Widening	Glynn	SR 32/SR 99 FROM SR 99 TO I-95	0001036	Widening	Catalytic	X		X		X	X		...	...	...	\$1,800,000	\$1,800,000	X			2032	\$59,725,365	\$47,780,292	\$11,945,073
Non-Interstate Widening	Glynn	SR 99 FROM SR 520/US 82 TO SR 32	0008038	Widening	Catalytic	X		X		X	X					\$73,594,726	\$500,000	X			2036	\$73,094,726	\$0	\$73,094,726
Non-Interstate Widening	Glynn	CR 141/CS 626/FOURTH ST FM CR 1326/ALTAMA AVE TO SR 25/US 17	0013587	Widening	Catalytic	X		X		X	X		X		X	\$4,816,000	\$0				2035	\$4,816,000	\$3,852,800	\$963,200
Non-Interstate Widening	Glynn	SR 32/SR 99 FROM SR 99 TO SR 27/US 25/US 341	0017443	Widening	Catalytic	X		X		X	X		X		X	\$24,455,878	\$0				2032	\$24,455,878	\$0	\$24,455,878
Non-Interstate Widening	Glynn	SR 99 FROM SR 27/US 25/US 341 TO I-95	0017444	Widening	Catalytic	X		X		X	X		X		X	\$45,221,099	\$0				2032	\$45,221,099	\$0	\$45,221,099

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Priority (HB617 Category (HB617 32-2-41.4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB617 32-2-41.4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB617 32-2-41.4(e)(3)(H))	Risk	Safety	Security	Reliability	AVIT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB617 32-2-41.4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Non-Interstate Widening	Gordon	SR 156 FM CR 483 TO CR 481 INCL NEWTOWN BR & CRANE EATER BR	0005313	Widening	Catalytic			X		X	X		X		X	\$71,776,433	\$0				2032	\$71,776,433	\$49,163,134	\$22,613,299
Non-Interstate Widening	Gordon, Whitfield	SR 3 FROM SR 136/GORDON TO SR 3 CONN/WHITFIELD	632670-	Widening	Catalytic		X	X		X	X		X		X	\$110,615,335	\$0				2041	\$110,615,335	\$88,492,268	\$22,123,067
Non-Interstate Widening	Greene	SR 44 FROM S OF KING DRIVE TO EAST GREENSBORO BYPASS-PHASE I	0019696	Widening	Catalytic			X		X	X		X		X	\$27,558,839	\$0				2025	\$27,558,839	\$0	\$27,558,839
Non-Interstate Widening	Greene	SR 44 FROM CAREY STATION ROAD TO S OF KING DRIVE - PHASE II	0019697	Widening	Catalytic			X		X	X		X		X	\$39,047,161	\$0				2026	\$39,047,161	\$0	\$39,047,161
Non-Interstate Widening	Greene, Oconee	SR 15 FM N OF BOSWELL RD TO S OF ANTIOCH CHURCH RD at 2 LOCS	0016818	Passing Lanes	Catalytic			X		X	X					\$11,063,975	\$0	X			2028	\$8,671,055	\$6,936,844	\$1,734,211
Non-Interstate Widening	Greene, Putnam	SR 44 FROM HARMONY/OLD PHOENIX RD TO CAREY STATION-PHASE III	0004253	Widening	Catalytic			X		X	X		X		X	\$148,530,879	\$15,000,000		X		2027	\$133,530,879	\$0	\$133,530,879
Non-Interstate Widening	Gwinnett	SR 124 FROM US 78 TO SR 864/RONALD REAGAN PARKWAY	0006921	Widening	Catalytic			X		X	X		X	X	X	\$56,950,631	\$625,000	X			2029	\$56,325,631	\$6,000,000	\$32,949,970
Non-Interstate Widening	Gwinnett	SR 20 FROM I-85 TO CR 104/ROCK SPRINGS ROAD	0007850	Widening	Catalytic			X		X	...		X	X	X	\$15,125,290	\$774,953	X			2030	\$14,350,337	\$11,480,269	\$2,870,067
Non-Interstate Widening	Gwinnett	SR 140 FROM SR 13 TO SR 141	0013972	Widening	Catalytic			X		X	X	X	X	X	X	\$28,791,000	\$0				2034	\$28,791,000	\$0	\$28,791,000
Non-Interstate Widening	Gwinnett	SR 20 FROM SR 124 TO CR 1940/HURRICANE ROAD	0013974	Widening	Catalytic			X		X	...		X	X	X	\$25,662,000	\$2,000,000	X			2034	\$23,662,000	\$0	\$23,662,000
Non-Interstate Widening	Gwinnett	SR 124 FROM RONALD REAGAN PKWY TO SUGARLOAF PKWY	0014172	Widening	Catalytic			X		X						\$112,270,562	\$0				2034	\$112,270,562	\$0	\$112,270,562
Non-Interstate Widening	Gwinnett	SR 124 FROM SR 20 TO CR 106/OLD PEACHTREE ROAD	0014925	Widening	Catalytic			X		X	X	X	X	X	X	\$60,671,000	\$0				2038	\$60,671,000	\$0	\$60,671,000
Non-Interstate Widening	Gwinnett	SR 124 FROM OLD PEACHTREE ROAD TO HAMILTON MILL PKWY	0014926	Widening	Catalytic			X		X	X	X	X	X	X	\$57,164,000					2034	\$57,164,000	\$0	\$57,164,000
Non-Interstate Widening	Gwinnett	SR 124 FROM E OF HAMILTON MILL PKWY TO WHEELER ROAD	0014927	Widening	Catalytic			X		X	X	X	X	X	X	\$53,143,000	\$0				2036	\$53,143,000	\$0	\$53,143,000
Non-Interstate Widening	Hall	MCEVER ROAD FROM SR 347 TO CS 537/GAINESVILLE STREET	0001821	Widening	Catalytic		X	X		X	...		X	X	X	\$75,415,343	\$0				2032	\$75,415,343	\$43,420,166	\$13,608,557
Non-Interstate Widening	Hall	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	0003626	Widening	Catalytic		X	X		X	X		X		X	\$84,242,316	\$84,242,316	X	X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Hall	SR 211 FROM SR 347 TO SR 53	0007233	Widening	Catalytic		X	X		X	X		X		X	\$105,698,048	\$2,223,365	X			2030	\$103,474,683	\$82,779,746	\$20,694,937
Non-Interstate Widening	Hall	SR 323 FROM SR 11/US 129 TO SR 82	0013574	Widening	Catalytic		X	X		X	X		X		X	\$28,748,000	\$0				2032	\$28,748,000	\$800,000	\$27,948,000
Non-Interstate Widening	Hall	SR 369 FROM SR 53 TO FORSYTH COUNTY LINE	0013626	Widening	Catalytic		X	X		X	X		X	X	X	\$50,021,696	\$0				2034	\$50,021,696	\$0	\$50,021,696
Non-Interstate Widening	Hall	SR 111/129 FROM N OF CR 65/NOPONE TO SR 284	0014129	Widening	Catalytic		X	X		X	X		X	X	X	\$43,925,597	\$0				2040	\$43,925,597	\$0	\$43,925,597
Non-Interstate Widening	Hall	SR 11/US 129 FM BRITANY COURT TO S OF LAKEVIEW ST-PHASE II	0016862	Widening	Catalytic		X	X		X	X		X	X	X	\$31,569,073	\$500,000	X			2030	\$31,069,073	\$0	\$31,069,073
Non-Interstate Widening	Hall	SR 11/US 129 FM LIMESTONE PKWY TO N OF BRITANY COURT-PH III	0016863	Widening	Catalytic		X	X		X	X		X	X	X	\$37,230,619	\$662,145	X			2030	\$36,568,474	\$0	\$36,568,474
Non-Interstate Widening	Hall	SR 365/SR 419 FROM I-985 TO BELTON BRIDGE ROAD	0020731	Widening	Catalytic		X	X		X	X		X		X	\$242,000,000	\$0				2035	\$242,000,000	\$185,600,000	\$56,400,000
Non-Interstate Widening	Hall	SR 11/US 129 FROM LAKEVIEW STREET TO S OF NOPONE RD-PHASE I	122060-	Widening	Catalytic		X	X		X	X		X		X	\$78,884,803	\$18,390,000		X		2025	\$60,494,803	\$0	\$60,494,803
Non-Interstate Widening	Hall	SR 60 FROM S OF SR 136 TO N OF CR 158/YELLOW CREEK ROAD	132610-	Widening	Catalytic		X	X		X	X		X		X	\$114,211,933	\$5,739,120	X			2030	\$108,472,813	\$0	\$108,472,813
Non-Interstate Widening	Hall, Lumpkin	SR 60 FROM SR 400/LUMPKIN TO YELLOW CREEK ROAD/HALL	0013762	Widening	Catalytic		X	X		X	X		X		X	\$56,123,590	\$500,000	X			2033	\$55,623,590	\$24,288,594	\$31,334,996
Non-Interstate Widening	Hancock	EAST SPARTA BYPASS FROM SHOAL ROAD TO SR 22 - PHASE II	0019347	Widening	Catalytic				X	X	X		...	...	X	\$17,000,000	\$0				2030	\$17,000,000	\$13,600,000	\$3,400,000
Non-Interstate Widening	Hancock, Washington	SR 15 FROM WEST WARTHEN BYPASS TO EAST SPARTA BYPASS	0008017	Widening	Catalytic			X		X	X					\$142,884,473	\$0				2028	\$142,884,473	\$0	\$142,884,473
Non-Interstate Widening	Henry	SR 42 FROM DOWNTOWN MCDONOUGH TO SR 138	0007855	Widening	Catalytic			X		X	X		X		X	\$220,596,240	\$790,000	X			2030	\$219,806,240	\$175,844,992	\$43,961,248
Non-Interstate Widening	Henry	SR 155 FROM I-75 TO SR 42/US 23	0007856	Widening	Catalytic			X		X	X		X		X	\$89,107,330	\$21,900,000		X		2027	\$67,207,330	\$0	\$67,207,330
Non-Interstate Widening	Henry	SR 81 FROM CR 371/BETHANY ROAD TO CR 440/NORTH OLA ROAD	0008338	Widening	Catalytic			X		X	X		X		X	\$38,200,000	\$0				2031	\$38,200,000	\$30,560,000	\$7,640,000
Non-Interstate Widening	Henry	SR 155 FM I-75 TO HAMPTON-LOCUST GROVE RD/BILL GARDNER PKWY	0015284	Widening	Catalytic			X		X	X		X		X	\$72,394,000	\$500,000				2030	\$71,894,000	\$0	\$71,894,000
Non-Interstate Widening	Houston	SR 247/US 129 FROM SR 247 SPUR TO SR 96	0008583	Widening	Catalytic			X		X	X		X		X	\$19,529,000	\$0				2031	\$19,529,000	\$1,178,400	\$18,350,600
Non-Interstate Widening	Houston, Peach	SR 49 FM E OF CS 676/PEACHTREE PKWY/PEACH TO SR 111/HOUSTON	0013553	Widening	Catalytic			X		X	X		X		X	\$15,632,200	\$0				2035	\$15,632,200	\$11,305,760	\$4,326,440
Non-Interstate Widening	Houston, Twiggs	SR 96 FROM E OF CR 540/OLD HAWKINSVILLE ROAD TO W OF SR 87	322460-	Widening	Catalytic			X		X	X		X			\$136,251,046	\$0				2028	\$136,251,046	\$109,000,836	\$27,250,209
Non-Interstate Widening	Irwin, Tift	SR 35 FROM SR 520/TIFT TO SR 32/IRWIN	0001044	Widening	Catalytic			X		X	X		X		X	\$100,293,435	\$0				2037	\$100,293,435	\$0	\$100,293,435
Non-Interstate Widening	Jackson	SR 53 FROM SR 124 TO NEW CUT ROAD	0020735	Widening	Catalytic			X			X		X	X	X	\$17,435,000	\$0				2030	\$17,435,000	\$12,748,000	\$4,687,000
Non-Interstate Widening	Jasper	SR 83 BYPASS FM SR 83/380 NORTHWEST ON NEW LOC TO SR 11	0004912	Roadway Project	Catalytic			X		X	...		...			\$9,341,605	\$0				2037	\$9,341,605	\$6,904,484	\$2,437,121

Table 4: 2025 Freight and Logistics Implementation Plan Project List

Primary HB617 Category (HB617 32-2-41.4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB617 32-2-41.4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB617 32-2-41.4(e)(3)(H))	Risk	Safety	Security	Reliability	AVIT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB617 32-2-41.4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Non-Interstate Widening	Jefferson, Warren	SR 17 FM QUAKER RD/JEFFERSON TO N OF SR 296/WARREN;INC. RELOC	0013576	Widening	Catalytic			X		X	X					\$50,029,424	\$0				2027	\$50,029,424	\$0	\$50,029,424
Non-Interstate Widening	Johnson, Washington	SR 15 FM CHANNELL RD TO NORTHWEST WRIGHTSVILLE BYPASS - TIA	0008020	Widening	Catalytic			X		X	X					\$76,894,838	\$5,060,322	X			2032	\$71,834,516	\$0	\$71,834,516
Non-Interstate Widening	Laurens	DUBLIN SE BYPASS FROM SR 31/US 441 TO SR 31/US 319	0013554	Roadway Project	Catalytic			X		X			X		X	\$40,698,000	\$500,000	X			2033	\$40,198,000	\$32,158,400	\$8,039,600
Non-Interstate Widening	Laurens	SR 31 FM S POPLAR SPRINGS CHURCH RD TO S OF SR 117-PH II-TIA	0013578	Widening	Catalytic			X		X	X		X		X	\$60,503,916	\$12,015,600		X		2027	\$48,488,316	\$0	\$37,044,086
Non-Interstate Widening	Laurens	SR 31 FM S OF SR 46 TO N OF S POPLAR SPRINGS CHURCH RD-PH I	0019465	Widening	Catalytic			X		X	X		X		X	\$47,321,777	\$4,010,000		X		2027	\$43,311,777	\$0	\$33,311,777
Non-Interstate Widening	Liberty	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	522570-	Roadway Project	Catalytic			X		X	...		X			\$38,235,747	\$38,235,747		X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Long, Tattnall	SR 23 FM SR 57 IN LUDOWICI NW TO CL OF GLENNVILLE/TATTNALL	532670-	Widening	Catalytic			X		x	...		X			\$26,657,000	\$0				...	\$26,657,000	\$21,325,600	\$5,331,400
Non-Interstate Widening	Lowndes	CR 188/CR 781/N OAK STREET FROM SR 78U TO BRECKENRIDGE DRIVE	0013986	Widening	Catalytic			X		X	X		X	X	X	\$14,300,000	\$0				2035	\$14,300,000	\$8,000,000	\$2,000,000
Non-Interstate Widening	Lowndes	CS 1268/COUNTRY CLUB DRIVE FROM EAGER ROAD TO SR 7/US 41-TIA	0016282	Widening	Catalytic			X		X	X		X	X	X	\$8,800,800	\$800,800	X			2027	\$8,000,000	\$0	\$8,000,000
Non-Interstate Widening	Lowndes	SOUTH VALDOSTA TRUCK BYPASS	0016898	Roadway Project	Catalytic			X		X			X		X	\$10,000,000	\$1,000,000	X			...	\$9,000,000	\$0	\$7,000,000
Non-Interstate Widening	Lumpkin	SR 400 Widening north of Dawsonville	0013389	Widening	Catalytic			X		X	X		...	...	X	\$66,458,354	\$5,000,000	X			2032	\$61,458,354	\$0	\$61,458,354
Non-Interstate Widening	Meriwether, Pike	SR 109 FROM SR 41/MERIWETHER TO SR 18/PIKE	0013064	Widening	Catalytic			X		X	X		X			\$168,606,397	\$1,500,000	X			2034	\$167,106,397	\$0	\$167,106,397
Non-Interstate Widening	Meriwether, Troup	SR 109 FROM CHIPLEY MOUNTVILLE RD/TROUP TO SR 41/MERIWETHER	0013063	Widening	Catalytic			X		X	X					\$106,885,434	\$0				2034	\$106,885,434	\$0	\$106,885,434
Non-Interstate Widening	Morgan	NORTH MADISON BYPASS FROM SR 83 TO SR 24	0015984	Roadway Project	Catalytic			X		X	...	--	--	--	...	\$9,250,000	\$0				2034	\$9,250,000	\$0	\$9,250,000
Non-Interstate Widening	Morgan, Oconee	SR 24 FROM N OF SR 12/MORGAN TO N OF APALACHEE RIVER/OCONEE	0013617	Widening	Catalytic			X		X	X		X		X	\$93,470,688	\$6,380,000		X		2026	\$87,090,688	\$0	\$87,090,688
Non-Interstate Widening	Murray	SR 225 BYPASS FROM SR 52/US 76 TO SR 225	0003061	Roadway Project	Catalytic		X	X		X	...		X		X	\$16,280,556	\$0				2035	\$16,280,556	\$13,024,445	\$3,256,111
Non-Interstate Widening	Newton	CR 518/CROWELL ROAD FROM CR 511/BROWN BRIDGE ROAD TO I-20	0007859	Widening	Catalytic			X		X	X		X	X	X	\$37,048,641	\$0				2037	\$37,048,641	\$26,854,252	\$6,713,563
Non-Interstate Widening	Newton	SR 142 FROM NISSHINO DRIVE TO SR 81	0014128	Widening	Catalytic			X		X	X		X		X	\$37,135,000	\$0				2042	\$37,135,000	\$0	\$37,135,000
Non-Interstate Widening	Newton	SR 162 FROM CR 511/BROWN BRIDGE ROAD TO CR 34/OLD SALEM ROAD	231210-	Widening	Catalytic			X		X	X		X	X	X	\$76,133,398	\$76,133,398		X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Newton, Rockdale	SR 162 FROM CR 55/FLAT SHOALS ROAD TO CR 34/OLD SALEM ROAD	0013628	Widening	Catalytic			X		X	X		X	X	X	\$35,678,073	\$35,678,073		X	X	2025	\$0	\$0	\$0
Non-Interstate Widening	Rockdale, Walton	SR 138 FROM HI ROC ROAD TO SR 81	0015575	Widening	Catalytic			X		X	X		X	X	X	\$112,292,000	\$0				2044	\$112,292,000	\$0	\$112,292,000
Non-Interstate Widening	Newton, Walton	SR 81 FROM SR 142 TO SR 138	0014124	Widening	Catalytic			X		X	X		X		X	\$55,163,000	\$0				2039	\$55,163,000	\$0	\$55,163,000
Non-Interstate Widening	Oconee	SR 24/US 129 FROM N OF APALACHEE RIVER TO CS 7/ASTONDALE RD	0013613	Widening	Catalytic			X		X	X		X		X	\$57,830,065	\$7,480,000		X		2026	\$50,350,065	\$0	\$50,350,065
Non-Interstate Widening	Oconee	SR 24/US 441 FROM SR 186 TO CS 7/ASTONDALE ROAD	0015925	Widening	Catalytic			X		X	X		X		X	\$11,554,293	\$0				2033	\$11,554,293	\$0	\$11,554,293
Non-Interstate Widening	Oconee	WATKINSVILLE TRUCK BYPASS FROM SR 24 TO SR 15	0017970	Roadway Project	Catalytic			X		X	...	...	...	...	...	\$15,000,000	\$3,000,000	X			...	\$12,000,000	\$0	\$12,000,000
Non-Interstate Widening	Paulding	SR 92 FROM DUE WEST ROAD TO OLD BURNT HICKORY ROAD-PHASE V	0007692	Widening	Catalytic			X		X	X		X	X	X	\$88,131,120	\$38,885,446	X	X		2028	\$49,245,674	\$0	\$49,245,674
Non-Interstate Widening	Paulding	SR 61 FM S OF CR 467/DALLAS NEBO RD TO SR 6	0013702	Widening	Catalytic			X		X	X		X		X	\$70,576,217	\$220,816	X			2025	\$70,355,401	\$0	\$70,355,401
Non-Interstate Widening	Paulding	SR 92 FM S OF MAXWELL RD TO EAST PAULDING MIDDLE SCHOOL-PH I	0020050	Widening	Catalytic			X		X	X		X		X	\$30,983,037	\$0				2025	\$30,983,037	\$0	\$30,983,037
Non-Interstate Widening	Paulding	SR 92 FROM HIRAM PARK DRIVE TO S OF MAXWELL ROAD - PHASE II	0020051	Widening	Catalytic			X		X	X		X	X	X	\$39,618,449	\$0				2026	\$39,618,449	\$0	\$39,618,449
Non-Interstate Widening	Paulding	SR 92 FROM NEBO ROAD TO HIRAM PARK DRIVE - PHASE IV	621720-	Widening	Catalytic			X		X	X		X		X	\$123,855,151	\$37,640,901	X	X		2027	\$86,214,251	\$0	\$86,214,251
Non-Interstate Widening	Peach	SR 96 FROM CR 107/FIRE TOWER ROAD TO CR 83/HOUSES MILL ROAD	0008387	Widening	Catalytic			X		X	X		X		X	\$37,500,577	\$3,883,109	X			2029	\$33,617,468	\$0	\$33,617,468
Non-Interstate Widening	Pickens	SR 53BU FROM CR 75/CAMP ROAD TO SR 53/SR 108	0007932	Widening	Catalytic			X		X	X		X		X	\$33,475,145	\$0				2044	\$33,475,145	\$0	\$33,475,145
Non-Interstate Widening	Pickens	SR 53 FROM SR 515 TO SR 53BU	0007935	Widening	Catalytic			X		X	X		X		X	\$29,968,012	\$0				2039	\$29,968,012	\$0	\$29,968,012
Non-Interstate Widening	Pickens	SR 53BU FROM SR 515 TO E SPRING STREET/BURNT MTN ROAD	621490-	Widening	Catalytic			X		X	X		X		X	\$39,752,013	\$0				2027	\$39,752,013	\$0	\$39,752,013
Non-Interstate Widening	Quitman	SR 50 FM W OF SR 39/SR 27 TO E OF SR 39 EAST OF GEORGETOWN	0002981	Widening	Catalytic				X	X			X		X	\$26,670,791	\$775,000	X			2034	\$25,895,791	\$0	\$25,895,791
Non-Interstate Widening	Rabun	SR 15 FROM N OF KELLY CREEK RD TO N CAROLINA STATE LINE-PH I	0019022	Widening	Catalytic			X		X	X		...	...	X	\$52,033,127	\$52,033,127			X	2024	\$0	\$0	\$0
Non-Interstate Widening	Rabun	SR 15 FROM S OF PINNACLE DRIVE TO CATHEY ROAD - PHASE II	0019023	Widening	Catalytic			X		X	X		X		X	\$97,314,333	\$97,314,333			X	2025	\$0	\$0	\$0
Non-Interstate Widening	Rabun	SR 15 FROM CATHEY ROAD TO N OF KELLY CREEK ROAD - PHASE III	122090-	Widening	Catalytic			X		X	X		X		X	\$47,754,360	\$0				2028	\$47,754,360	\$38,203,488	\$9,550,872

Table 4: 2025 Freight and Logistics Implementation Plan Project List

Priority (HB617 Category (HB617 32-2-41-4e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	ICI Framework (HB617 32-2-41-4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB617 32-2-41-4(e)(3)(H))	Risk	Safety	Security	Reliability	AVIT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB617 32-2-41-4(b))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Non-Interstate Widening	Richmond	SR 4/US 1 FM CR 1503/TOBACCO ROAD TO CR 95/MEADOWBROOK DRIVE	0008356	Widening	Catalytic			X		X	X		X		X	\$53,402,520	\$0				2034	\$53,402,520	\$0	\$53,402,520
Non-Interstate Widening	Rockdale	SR 20 FROM CR 435/SIGMAN ROAD TO CR 440/PLEASANT HILL ROAD	0007869	Widening	Catalytic			X		X	X		X		X	\$129,889,107	\$0				2038	\$129,889,107	\$103,911,286	\$25,977,821
Non-Interstate Widening	Rockdale	SR 20 & SIGMAN ROAD FROM CS 442/IRWIN BRIDGE ROAD TO SR 138	0013594	Widening	Catalytic			X		X	X		X		X	\$49,821,035	\$1,450,000	X			2028	\$48,371,035	\$27,082,378	\$5,790,594
Non-Interstate Widening	Sumter	SR 30/US 280 FROM FERGUSON STREET TO LAKE BLACKSHEAR - TIA	0013530	Widening	Catalytic			X		X	X					\$74,538,122	\$5,677,001	X			2032	\$68,861,122	\$40,688,897	\$10,172,224
Non-Interstate Widening	Sumter	SR 30/US 280 FM FELDER STREET TO E OF DISTRICT LINE ROAD-TIA	0013579	Widening	Catalytic			X		X	X		X			\$27,406,782	\$2,000,000	X			2029	\$25,406,782	\$17,156,064	\$4,289,016
Non-Interstate Widening	Sumter	SR 30/US 280 FROM LAMAR ROAD TO FERGUSON STREET - TIA	0013580	Widening	Catalytic			X		X	X					\$85,884,000	\$5,000,000	X			2032	\$80,884,000	\$48,563,200	\$12,140,800
Non-Interstate Widening	Tattnall	REIDSVILLE NW BYPASS FROM SR 30 TO LYNNTOWN ROAD - TIA	0018766	Roadway Project	Catalytic				X	X	X	X	...	...	...	\$1,673,100	\$0				2030	\$1,673,100	\$0	\$0
Non-Interstate Widening	Telfair	SR 31 FROM N OF OCMULGEE RIVER TO CR 240/MILAN WORKMAN RD	0013585	Widening	Catalytic				X	X					X	\$50,920,000	\$0				2030	\$50,920,000	\$0	\$50,920,000
Non-Interstate Widening	Tift	MT OLIVE CHURCH RD/OLD OCILLA RD FROM KENNEDY RD TO SR 35	0016318	Widening	Catalytic			X		X	X					\$20,050,000	\$0				2032	\$20,050,000	\$0	\$20,050,000
Non-Interstate Widening	Toombs	SR 4 FROM S OF CS 637/MCDILDA RD TO CR 334/RASMONDO RD-TIA	522200-	Widening	Catalytic				X	X	X		...	...	X	\$35,134,017	\$35,134,017	X	X	X	2024	\$0	\$0	\$0
Non-Interstate Widening	Troup	SR 109 FM CR 206/CALLAWAY CHURCH TO CR 238/CHIPLEY MT-VILLE	0008674	Widening	Catalytic			X		X	X		X		X	\$31,735,660	\$0				2031	\$31,735,660	\$0	\$31,735,660
Non-Interstate Widening	Troup	LAGRANGE BYPASS FROM E OF CR 282/YOUNGS MILL ROAD TO SR 1	0014077	Roadway Project	Catalytic			X		X	...		X		X	\$46,241,766	\$4,430,000		X		2027	\$41,811,766	\$0	\$41,811,766
Non-Interstate Widening	Troup	LAGRANGE BYPASS/N DAVIS RD FM SR 14/US 29 TO YOUNGS MILL RD	0014078	Widening	Catalytic			X		X	X					\$48,407,848	\$2,010,000	X			2027	\$46,397,848	\$0	\$46,397,848
Non-Interstate Widening	Troup	SR 14 SPUR FROM S OF SR 109 TO SR 14/US 29	0014079	Widening	Catalytic			X		X	X		X		X	\$44,119,618	\$10,870,000		X		2026	\$33,249,618	\$0	\$33,249,618
Non-Interstate Widening	Troup	SR 14/US 29 FM CR 403/UPPER GLASS BRIDGE TO OLD VERNON RD	321715-	Widening	Catalytic			X		X	X		X		X	\$63,427,765	\$2,000,000	X			2029	\$61,427,765	\$0	\$61,427,765
Non-Interstate Widening	Turner	SR 107 FROM CR 250/WATERLOO ROAD TO I-75	0014892	Widening	Catalytic				X	X		X	...	...	X	\$44,800,000	\$2,500,000	X			2029	\$42,300,000	\$30,400,000	\$11,900,000
Non-Interstate Widening	Union	SR 11 FROM CR 236/GUMLOG ROAD TO SR 325	0018220	Widening	Catalytic				X	X	X		...	...	X	\$36,070,318	\$0				2033	\$36,070,318	\$28,856,255	\$7,214,064
Non-Interstate Widening	Union	SR 11 FROM SR 515 TO CR 236/GUMLOG ROAD	122200-	Widening	Catalytic				X	X	X		...	...	X	\$118,217,589	\$0				2030	\$118,217,589	\$70,560,471	\$47,657,118
Non-Interstate Widening	Walton	SR 81 FROM SR 138 TO SR 10/US 78	0014125	Widening	Catalytic			X		X	X		X		X	\$67,906,000	\$0				2039	\$67,906,000	\$0	\$67,906,000
Non-Interstate Widening	Walton	SR 81 FROM SR 20 TO CR 461/CR 462/BOLD SPRINGS ROAD	0014126	Widening	Catalytic			X		X	X		X	X	X	\$79,772,000	\$0				2044	\$79,772,000	\$0	\$79,772,000
Non-Interstate Widening	Walton	SR 138 & CR 1448/CHARLETTE ROWELL BLVD FROM SR 81 TO SR 11	0015576	Widening	Catalytic			X		X	X		X			\$129,593,000	\$0				2044	\$129,593,000	\$0	\$129,593,000
Non-Interstate Widening	Walton	SR 20 FM 0.19 MI S OF CR 118/TUCK RD TO CS 507/COVINGTON ST	0016387	Widening	Catalytic			X		X	X		X		X	\$38,633,221	\$7,660,000		X		2025	\$30,973,221	\$0	\$30,973,221
Non-Interstate Widening	Washington	WEST WARTHEN BYPASS FROM S OF CR 43/MT ZION ROAD TO SR 15	0008018	Roadway Project	Catalytic			X		X	...					\$21,232,022	\$0				2029	\$21,232,022	\$0	\$21,232,022
Non-Interstate Widening	Washington	SR 15 FROM CR 67/RIDGE ROAD TO S OF CR 43/MT ZION ROAD	0008019	Widening	Catalytic			X		X	X					\$44,678,953	\$3,550,000		X		2027	\$41,128,953	\$0	\$41,128,953
Non-Interstate Widening	Wilkes	SR 17 FROM N WASHINGTON BYPASS TO TIGNALL CITY LIMITS - PH I	0019893	Widening	Catalytic				X	X					X	\$49,091,463	\$0				2027	\$49,091,463	\$0	\$49,091,463
Non-Interstate Widening	Wilkes	SR 17 FROM TIGNALL CITY LIMIT TO VINSON RD/NORMAN RD-PH II	0019894	Widening	Catalytic				X	X					X	\$26,017,136	\$0				2028	\$26,017,136	\$0	\$26,017,136
Railroad Improvements	Chatham	SR 307 @ SR 21 & @ CSX 632473Y	0020770	Grade Separation	Catalytic	X		X		X	...		X		X	\$75,000,000	\$0				2032	\$75,000,000	\$56,000,000	\$19,000,000
Railroad Improvements	Gwinnett	SR 316 at CR 5661/FENCE RD & NEW LOC FROM FENCE RD TO SR 8	0013896	Realignment	Catalytic			X		X	...	...	...	...	...	\$8,812,652	\$0	X	X		2025	\$7,452,652	\$0	\$7,452,652
Railroad Improvements	Gwinnett	SR 316/US 29 at CR 238/DROWNING CREEK ROAD	0013901	Interchange	Catalytic			X		X	X		X		X	\$44,173,695	\$2,881,445	X			2028	\$41,292,250	\$0	\$41,292,250
Railroad Improvements	Jenkins	CITY OF MILLEN RAILROAD CROSSINGS at 3 LOCS - SCOPING ONLY	0019181	Scoping	Catalytic			X		X	...	...	...		...	\$26,000,000	\$4,000,000	X			...	\$22,000,000	\$12,000,000	\$10,000,000
Railroad Improvements	Ware	SR 48U/US 18U/US 238U at CSX #637621H - GRADE SEPARATION	0013539	Bridges	Catalytic			X		X	...		X		X	\$54,014,706	\$11,779,419	X	X	X	...	\$42,235,287	\$0	\$42,235,287
Railroad Improvements	Ware	RAIL CROSSING UPGRADE STUDY IN WARE COUNTY - SCOPING ONLY	0021160	Scoping	Catalytic			X		X	...		X		X	\$2,000,000	\$0				...	\$2,000,000	\$0	\$2,000,000
Truck Parking & Safety	All Counties	TRUCK PARKING PILOT	0019350	Truck Parking	Innovative	X	X	X			...	X	...	...	...	\$4,030,000	\$30,000	X			2025	\$4,000,000	\$0	\$4,000,000
Truck Parking & Safety	All Counties	I-85; I-185; I-985/SR 316&SR 400 - C-V2X INSTALLATION-PH III	0020038	ITS	Innovative		X	X			X	X	...	...	...	\$128,000,000	\$0				2028	\$128,000,000	\$102,400,000	\$25,600,000
Truck Parking & Safety	All Counties	C-V2X INSTALLATION at 5 INTERSTATE LOCS & 3 SR LOCS-PHASE IV	0020039	ITS	Innovative			X			X	X	...	...	...	\$52,000,000	\$0				2028	\$52,000,000	\$41,600,000	\$10,400,000
Truck Parking & Safety	Bibb	REST AREA #19 at I-475 NB IN BIBB COUNTY	0020272	Truck Parking	Foundational			X			...		X		X	\$3,150,069	\$600,000	X			2028	\$2,550,069	\$2,040,055	\$510,014
Truck Parking & Safety	Bryan	WEIGH STATION at I-16 WB IN BRYAN COUNTY	0020271	Truck Parking	Foundational	X		X			...		X		X	\$2,987,000	\$350,000	X			2026	\$2,637,000	\$2,109,600	\$527,400
Truck Parking & Safety	Catoosa	WELCOME CENTER at I-75 SB IN CATOOSA COUNTY	0020364	Truck Parking	Foundational			X			...		X		X	\$11,709,000	\$1,600,000	X			2033	\$10,109,000	\$8,087,200	\$2,021,800

Table 4: 2025 Freight and Logistics Implementation Plan Project List

Primary/HB17 Category (HB17 32-2-41(e)(3)(A-F))	County	Project Name	GDOT Project ID	GDOT Primary Work Type	FCI Framework (HB17 32-2-41.4(b)(1-3))	International Ocean Trade Zone	Inland Port Zone	Commercial and Industrial Impact Zone	Projects Outside of Economic Zones with Strategic Economic Benefit (HB17 32-2-41.4(e)(3)(H))	Risk	Safety	Security	Reliability	AVTT	Congestion Cost	Total Project Cost (YOE)	Total Amount Previously Authorized	PE & SCP	ROW	UTL & CST	Programmed CST Year (HB17 32-2-41(f))	Remaining Cost to Complete (YOE)	Federal Amount Currently Programmed for Remaining Cost	State Amount Currently Programmed for Remaining Cost
Truck Parking & Safety	Catoosa	WEIGH STATION at I-75 SB IN CATOOSA COUNTY	0020365	Truck Parking	Foundational			X			...		X		X	\$4,634,000	\$0				2033	\$4,634,000	\$3,707,200	\$926,800
Truck Parking & Safety	Cook	REST AREA #5 at I-75 NB IN COOK COUNTY	0020366	Truck Parking	Foundational			X			...		X		X	\$8,817,000	\$1,100,000	X			2033	\$7,717,000	\$6,173,600	\$1,543,400
Truck Parking & Safety	Dooley	REST AREA #13 at I-75 NB IN DOOLEY COUNTY	0020367	Truck Parking	Foundational			X			...		X		X	\$3,639,768	\$700,000	X			2027	\$2,939,768	\$2,351,814	\$587,954
Truck Parking & Safety	Dooley	REST AREA #14 at I-75 SB IN DOOLEY COUNTY	0020368	Truck Parking	Foundational			X			...		X		X	\$3,258,180	\$700,000	X			2032	\$2,558,180	\$2,046,544	\$511,636