

Dougherty Area Regional Transportation Study (DARTS) 2050 Metropolitan Transportation Plan (MTP) System Performance Report (Updated July 2024)

Background

Pursuant to the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\) Act](#) enacted in 2012 and the [Fixing America's Surface Transportation Act \(FAST Act\)](#) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹ issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures², the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

¹ [23 CFR Part 450, Subpart B and Subpart C](#)

² [23 CFR 490.107](#)

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Dougherty Area Regional Transportation Study (DARTS) 2050 Metropolitan Transportation Plan (MTP) is anticipated to be adopted in November 2024. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the DARTS 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight/PM3 measures.

Highway Safety (PM1)

Effective April 14, 2016, the FHWA established the highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

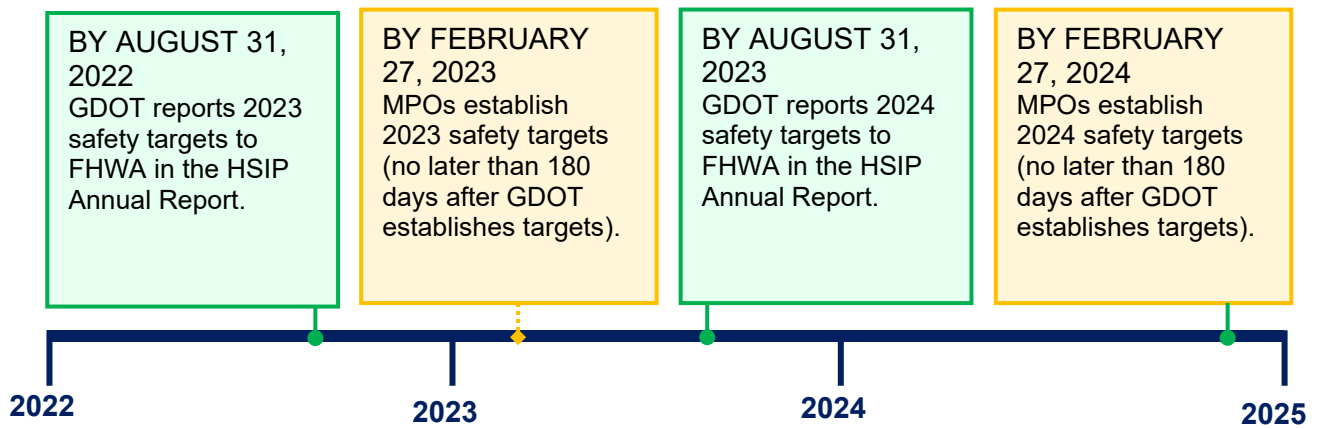
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods⁴. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023.⁵ The DARTS adopted/approved the Georgia statewide safety performance targets on January 19, 2023.

³ [23 CFR Part 490, Subpart B](#)

⁴ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

⁵ <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Safety Performance Targets Timeline (2022-2024)



The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1: Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802

Source: *GDOT's HSIP reports.*

The DARTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050

MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above-mentioned categories.⁶

The DARTS 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. One of the primary goals of the MTP has been identified as prioritizing safety and security improvements across the transportation system for all users. This is further supplemented by objectives that focus on reducing the frequency and severity of crashes, minimizing modal conflicts, and prioritizing projects that lower fatalities and serious injuries. These objectives are pursued through various strategies, such as implementing design improvements and infrastructure upgrades.

Key projects highlighted in the DARTS MTP include the NS Railroad Grade Separation at N. Slappey Blvd and several intersection safety improvements at critical locations like N. Westover Blvd and Nottingham Way, and N. Slappey Blvd at Gillionville Rd. These efforts are designed to reduce crash potential and enhance overall safety. Additionally, the installation of railroad crossing warning devices at five locations in Albany aims to preemptively manage traffic and reduce collision risks at rail crossings.

Moreover, the DARTS MTP includes pedestrian and bicycle infrastructure enhancements, such as the SR 234 corridor project, which involves adding pedestrian hybrid beacons and median sections to improve non-motorized user safety. The plan also calls for the construction of roundabouts at intersections like SR 133 and Lovers Lane Road, which are proven to reduce the likelihood of severe crashes by controlling traffic flow and reducing speed. In addition, DARTS completed an MPO-wide Bicycle and Pedestrian Plan in 2023. The recommended bicycle and

⁶ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

pedestrian projects from the plan have been integrated into the DARTS 2050 MTP Work Program. These projects will improve mobility of non-motorized road users while reducing conflicts with motorized traffic and hence improving overall safety and security of the MPO transportation system.

Please Refer to **Table 4** at the end of this document to review a list of projects in the DARTS 2050 MTP and the relevance to the PM1 objectives.

Pavement and Bridge Condition (PM2)

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁷ and bridge condition⁸ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest

⁷ [23 CFR Part 490, Subpart C](#)

⁸ [23 CFR Part 490, Subpart D](#)

rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

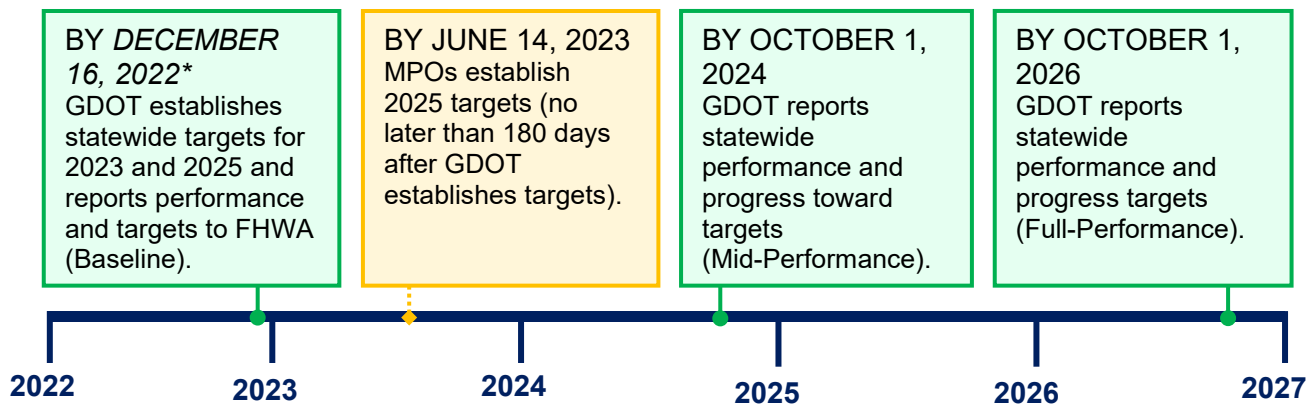
To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ran through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The DARTS adopted/approved the Georgia statewide PM2 targets on April 20, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the DARTS will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2: Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

The 2050 recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia’s Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT’s TAMP describes Georgia’s current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT’s statewide

pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁹

The DARTS 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. In alignment with the PM2, Goal 6 of the MTP focuses on System Preservation and Maintenance, aiming to uphold acceptable bridge ratings and roadway maintenance standards, and ensuring that multimodal facilities meet necessary standards.

Key bridge improvement projects include the replacement of the SR 520BU bridge over the Flint River in Albany. This project not only addresses the structural integrity of the bridge by providing a new, more robust structure but also enhances its functionality by incorporating wider lanes, pedestrian pathways, and shared-use paths, thereby maintaining acceptable bridge ratings and improving overall safety. Another significant project involves widening Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Forrester Pkwy, which will enhance the road's capacity and structural condition along with improvement of bridge along the section.

Similarly, pavement improvement projects such as the widening of Liberty Expressway from North Slappey Boulevard to Clark Avenue and North Jefferson Street from Roosevelt Avenue to 7th Avenue are critical in maintaining and improving roadway conditions. These projects expand roadway capacity, reducing congestion and wear on existing pavement by distributing traffic more effectively. The widening of Old Leesburg Road from Philema Road to Forrester Parkway is another significant initiative aimed at enhancing roadway durability and accommodating increased traffic volumes, which helps prevent premature deterioration of the pavement.

Please Refer to **Table 4** at the end of this document to review a list of projects in the DARTS 2050 MTP and the relevance to the PM2 objectives.

⁹ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System¹⁰, freight movement on the Interstate system¹¹, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹². This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The DARTS MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle

¹⁰ [23 CFR Part 490, Subpart E](#)

¹¹ [23 CFR Part 490, Subpart F](#)

¹² [23 CFR Part 490, Subparts G and H](#)

occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

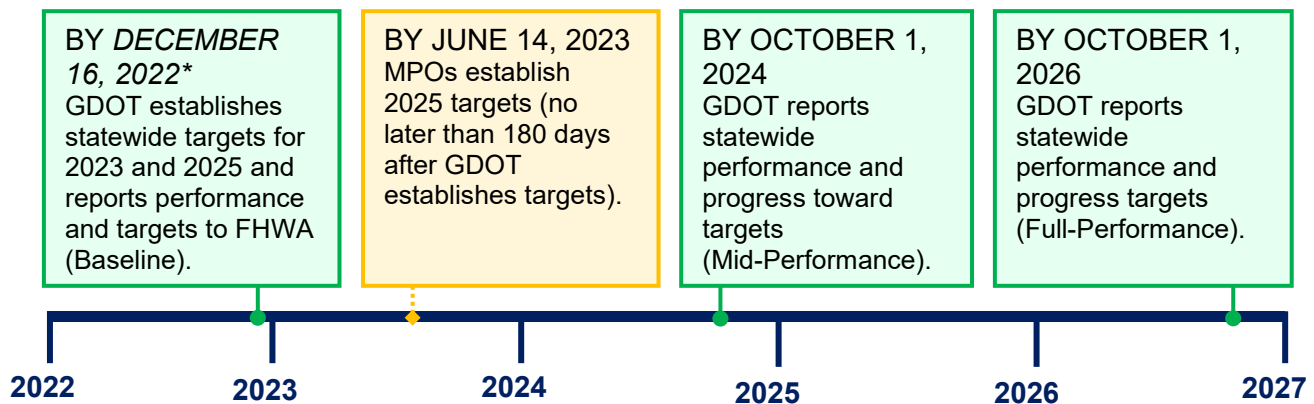
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and ended on December 31, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;

- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted it to FHWA by December 16, 2022. The DARTS adopted/approved the Georgia statewide PM3 targets on April 20, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the DARTS will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3: System Performance/Freight Movement (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%

The DARTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies

from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹³

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹⁴

The DARTS 2050 MTP addresses reliability, freight movement, and congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The goals and objectives outlined in the DARTS 2050 MTP align closely with performance measures aimed at enhancing system reliability and truck reliability. Specifically, Goal 7 highlights system management and operation, encouraging the implementation of strategies such as Transportation Systems Management (TSM) and Transportation Demand Management (TDM) to optimize network efficiency and reduce congestion. This objective is further reinforced by Goal 8 which targets reliability and resiliency, promoting improvements that enhance the livability of the transportation system. Goal 3, which aims to maximize mobility for residents and businesses in the region, while Goal 5 focuses on environmental stewardship and quality of life, aiming to limit adverse impacts from transportation system development, which is essential for maintaining community resources amidst growing traffic volumes. By addressing congestion and improving access to critical facilities, the MTP ensures that performance measures related to travel time reliability and freight movement are prioritized, ultimately supporting a more efficient transportation network.

The MTP incorporates a variety of project types that play a crucial role in mitigating congestion and enhancing overall traffic flow. Key initiatives include road widening projects, such as those planned for Liberty Expressway and N. Jefferson St, which will increase lane capacity and facilitate smoother vehicular movement. Additionally, new connections and intersections are being strategically designed to improve access and reduce bottlenecks. Signal upgrades at multiple locations throughout the region will enhance the efficiency of traffic flow by optimizing signal timings and reducing delays at intersections, thereby improving system reliability and ensuring a more responsive transportation network.

Truck reliability is specifically addressed through targeted projects designed to accommodate freight movement more effectively. For example, the widening of Liberty Expressway will provide a more robust corridor for heavy vehicles, reducing the likelihood of congestion-related delays. Furthermore, railroad grade separations, such as those proposed at N. Slappey Blvd, will eliminate at-grade crossings, significantly improving safety and reliability for truck traffic. Moreover, safety improvements and signal upgrades at intersections along these corridors aim to reduce truck delays and enhance operational efficiency, ensuring smoother and more reliable freight movement throughout the region.

¹³ <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹⁴ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

Please Refer to **Table 4** at the end of this document to review a list of projects in the DARTS 2050 MTP and the relevance to the PM3 objectives.

Appendix A: DARTS 2050 MTP Projects

The matrix below presents a list of recommended projects included in the DARTS 2050 MTP Work Program and their alignment with each of the PMs based on the respective project characteristics and anticipated benefit yields.

** The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. DARTS MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.*

Table 4: DARTS 2050 MTP Projects That Support Each Performance Measure Targets

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Widen Liberty Expressway (US 19/US 82/SR 3/SR 520) From N. Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520)			✓	✓	✓
Widen N. Jefferson St (SR 91) from 2 to 4 Lanes from Roosevelt Ave to 7th Ave			✓	✓	
NS Railroad Grade Separation @ N. Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N. Jefferson St (SR 91)	✓			✓	
Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with Access Management			✓	✓	
SR 520BU from SR 91 to CS 905/Thornton Drive			✓	✓	
Signal System Upgrade @ 16 Locations - Phase IV				✓	
SR 520BU @ Flint River in Albany		✓		✓	✓
Safety Improvements - Intersection of N. Westover Blvd @ Nottingham Way	✓				
Westover Blvd from Albany Mall to North Of Ledo Road			✓	✓	
Widen Liberty Expressway (US 82/SR 520) from Dawson Rd. to N. Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps			✓	✓	✓
Safety Improvements - Intersection of N. Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234)	✓				

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
SR 133 from North of CR 459/County Line Road to North of CR 540/Holly Drive			✓		✓
Signal System Upgrade @ 17 Locations - Phase V				✓	
Widen Nottingham Way from 2 to 4 Lanes between Whispering Pines Rd and N. Westover Blvd	✓		✓	✓	
Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N. Westover Blvd and extending the ramp and merge onto expressway.			✓	✓	✓
Signal System Upgrade @ 12 CS Locations - Phase III				✓	
SR 234 from CS 773/Cedar Ave. to CS 664/W Whitney Ave. - VRU	✓			✓	
Widen Stuart Ave from 2 to 4 Lanes between Barnesday Way and Whatley Ln			✓	✓	
Widen Ledo Rd from 2 to 4 Lanes between Nottingham Way and N. Slappey Blvd (US 19/SR 3)			✓	✓	
Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Forrester Pkwy		✓		✓	
Safety Improvements - Intersection of W. Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S. Jefferson St (SR 91)	✓				
SB ramp from Liberty Expressway (US 82/US 19/SR 3/SR 520) to N. Jefferson St (SR 91) @ Frontage Rd & to Philema Rd (SR 91): Additional off ramp lane to minimize backup on to expressway with dual left-turns at intersection with N. Jefferson St (SR 91) NB.			✓	✓	✓
Albany to Sasser Multi-Use Trail	✓				
Safety Improvements - Intersection of N. Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W. Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU)	✓				
Widen Palmyra Rd Turn Lanes			✓	✓	

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
CS 1297/E Broad Ave. @ GFR #723239K in Albany	✓				
Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management			✓	✓	
Safety Improvements - Intersection of Dawson Rd @ Stuart Ave	✓				
Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expressway (US 82/SR 520) and Fussell Rd, potential access management			✓	✓	✓
Widen Whispering Pines Rd from 2 to 3 Lanes between Nottingham Way and N. Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU)			✓	✓	
Widen US 19/SR 3 from 4 to 6 Lanes, from Liberty Expressway (US 82/SR 520) southside ramps to Cedric St, potential access management			✓	✓	
Signal System Upgrade @ 9 CS Locations - Phase VI				✓	
11th Ave @ N. Jefferson St (SR 91) Intersection Improvement - Minor Widening and Channelization				✓	
SR 3/SR 300/US 19 @ CR 39/Nelms Road - VRU	✓			✓	
Widen and Channelize Turn Lanes on W. Gordon Ave @ S. Slappey Blvd (SR 234) with Safety Enhancements	✓		✓	✓	
SR 133 @ CR 234/Lovers Lane Road - Roundabout	✓		✓	✓	
Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N. Doublegate Dr /Oakland Pkwy	✓				
Leesburg SR 32 Realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR	✓				
SR 133 @ CR 109/Cedric Street	✓		✓	✓	
SR 133 from North of SR 112 to North of CR 459/County Line Road			✓	✓	

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
CR 76/Honeysuckle Drive @ GFR #723228X	✓			✓	
Widen Westgate Dr from 2 lanes to 4 lanes from N. Westover Blvd to Dawson Rd			✓	✓	
Southern Bypass - New 2 Lane Alignment from Oakhaven Dr to Liberty Expressway (US 19/SR 3/SR 300)/Williamsburg Rd			✓	✓	
Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements	✓				
CR 466/Gravel Hill Road @ GFR #723227R	✓			✓	
Realign intersection Newton Rd (SR 91) @ Lily Pond Rd	✓			✓	
Gillionville Rd (SR 234) @ S. Westover Blvd - Add Westbound Right Turn and Southbound Left Turn lanes	✓			✓	
Widen Broad Ave/Camp Ln from 2 to 3 Lanes between Magnolia St and Walnut St			✓	✓	
Add grade separation and ramps on US 19/SR 3 @ Holly Dr	✓			✓	✓
Misc. operational, active transportation projects resulting from Leesburg Connectivity Study	✓				
2 Lane Extension of Westover Rd from Fussell Rd to Oakland Rd			✓	✓	
Kinchafoonee Creek Rd. - New 2 Lane Alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmyra Rd to Creekside Dr			✓	✓	
Signal upgrade at the intersections of SR 133, SR 234, SR 520 & SR 520 BU @ 13 Locations in Dougherty County.	✓		✓	✓	
Widen Doublegate Dr from 2 to 3 Lanes between Martindale Dr and Dawson Rd			✓	✓	
Widen and Realign Intersection of Sands Dr @ Radium Springs Rd	✓		✓	✓	
Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr			✓		

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd			✓	✓	✓
All Bicycle and Pedestrian Projects from DARTS Bicycle and Pedestrian Plan, 2023	✓				