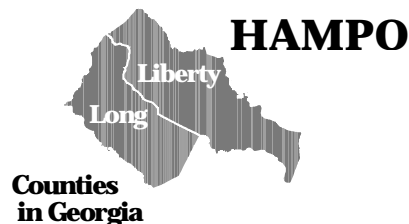


# Transportation Investment Act of 2010

## HAMPO – Unconstrained Project Applications





# Hinesville Area Metropolitan Planning Organization

205 East Court Street, Hinesville, Georgia 31313-8312  
Phone: 912-408-2030 Fax: 912-408-2072

Sonny Timmerman, P. E., AICP, Director

John D. McIver, Policy Committee Chairman

March 30, 2011

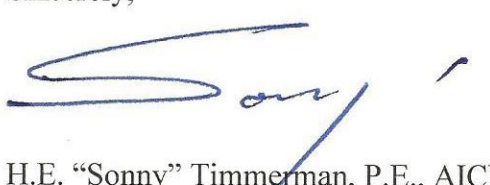
Mr. Todd Long  
Director of Planning  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street NW  
Atlanta, Georgia 30308

## RE: Transportation Investment Act (TIA) 2010 HAMPO Project Submittal

  
Dear Mr. Long,

Per the requirements established by your department and adopted by the Coastal Regional Round Table, please see enclosed digital and hard copies of the Hinesville Area Metropolitan Planning Organization's (HAMPO) TIA 2010 project applications. The enclosed applications have been submitted on behalf of all jurisdictions comprising the HAMPO study area including: City of Hinesville, City of Walthourville, City of Allenhurst, City of Flemington, City of Midway, City of Riceboro, City of Gum Branch, Fort Stewart, Liberty County and the urbanized area of Long County. At a special called HAMPO Technical and Policy Committee meeting held March 10, 2011 a comprehensive list of projects was approved for submittal to Georgia Department of Transportation through the Coastal Regional Commission. If you have any questions or concerns regarding the enclosed documents you may contact me by telephone 912-408-2033 or e-mail [stimmerman@thelcpc.org](mailto:stimmerman@thelcpc.org). Thank you for your time and consideration concerning these valuable regional projects.

Sincerely,

  
H.E. "Sonny" Timmerman, P.E., AICP  
Executive Director  
Hinesville Area Metropolitan Planning Organization

Enclosure

# Index - HAMPO TIA 2011 Applications

1	Flemington Loop		HAMPO #: 109
	limits: from US 84 to Fort Stewart Rd 47	Cost: \$12,138,977	GDOT PI#:
2	Hinesville Bypass		HAMPO #: 114, 115
	limits: from SR 196/Leroy Coffey Hwy to US 84	Cost: \$67,436,078	GDOT PI#: 522570
3	MidCoast Airport Access Road		HAMPO #: 129
	limits: from new Flemington Loop to Midcoast Regi	Cost: \$9,122,128	GDOT PI#:
4	US 84 Bridge at I-95		HAMPO #: 228
	limits: from I-95 Access Ramp to I-95 Access Ramp	Cost: \$15,905,846	GDOT PI#:
5.1	US 84 Access/Safety Improvements		HAMPO #: 308 to 311
	limits: from I-95 to US 17	Cost: \$10,871,587	GDOT PI#:
5.2	US 84 Access/Safety Improvements		HAMPO #: 312 to 313
	limits: from US 17 to SR 196	Cost: \$10,228,277	GDOT PI#:
5.3	US 84 Access/Safety Improvements		HAMPO #: 314 to 316
	limits: from SR 196 to Spires Drive	Cost: \$6,471,945	GDOT PI#:
5.4	US 84 Access/Safety Improvements		HAMPO #: 317 to 320
	limits: from Spires Drive to Flowers Drive	Cost: \$8,097,078	GDOT PI#:
5.5	US 84 Access/Safety Improvements		HAMPO #: 321 to 323
	limits: from Flowers Drive to Long County Line	Cost: \$10,336,379	GDOT PI#:
6	Existing Liberty Transit Systems Operations (20 years)		HAMPO #: T001
	limits: Urbanized Areas of Liberty County	Cost: \$18,700,000	GDOT PI#:
7	Existing Liberty Transit System Capital		HAMPO #: T002
	limits: Urbanized Areas of Liberty County	Cost: \$1,900,000	GDOT PI#:
8	Multi-Modal Transit Center Design and Construction		HAMPO #: T003
	limits: to be determined	Cost: \$7,400,000	GDOT PI#:
9	Expanded Liberty Transit System Capital		HAMPO #: T004
	limits: Liberty County	Cost: \$2,500,000	GDOT PI#:
10	Expanded Liberty Transit System Operations (20 years)		HAMPO #: T005
	limits: Liberty County	Cost: \$22,500,000	GDOT PI#:
11	Rural Transit Operations (20 years)		HAMPO #: T006
	limits: Liberty County	Cost: \$700,000	GDOT PI#:
12	15th Street Widening		HAMPO #: 201
	limits: from EG Miles Parkway to Fort Stewart Boun	Cost: \$24,135,177	GDOT PI#: 0010348
13	SR 119/E B Cooper Hwy Improvements		HAMPO #: 306, 325
	limits: from US 84 to Barrington Ferry Rd	Cost: \$6,198,964	GDOT PI#:
14	Barrington Ferry and US 17 Intersection Safety Improvements		HAMPO #: 324
	limits: from Lewis Frasier Rd SR 119	Cost: \$1,099,998	GDOT PI#:
15	SR 119 and US 17 Intersection Safety Improvements		HAMPO #: 326
	limits: from Railroad to Riceboro Creek	Cost: \$2,343,403	GDOT PI#:
16	MidCoast Regional Airport Runway/Taxiway Rehabilitation		HAMPO #: A001
	limits: Runway 15/33 & Taxiway B	Cost: \$3,005,000	GDOT PI#:
17	MidCoast Regional Airport Runway/Taxiway Extension		HAMPO #: A002
	limits: Runway 6/24 & Taxiway C	Cost: \$6,060,000	GDOT PI#:
18	Fort Stewart Bypass		HAMPO #: 112
	limits: from SR 144 to SR 144	Cost: \$50,729,108	GDOT PI#:
19	Frank Cochran Drive Widening (to be removed if funded near term TIP)		HAMPO #: 210, 211
	limits: from EG Miles Parkway to Wilson Ave on Fort	Cost: \$18,040,243	GDOT PI#: 550600
20	Islands Highway Widening		HAMPO #: 226
	limits: from I-95 to Tradeport East Boundry	Cost: \$8,791,808	GDOT PI#:

# HAMPO TIA2011 Applications - Program Area

## Roadway Capital

1	Flemington Loop	from US 84 to Fort Stewart Rd 47	\$12,138,977
2	Hinesville Bypass	from SR 196/Leroy Coffey Hwy to US 84	\$67,436,078
4	US 84 Bridge at I-95	from I-95 Access Ramp to I-95 Access Ramp	\$15,905,846
12	15th Street Widening	from EG Miles Parkway to Fort Stewart Boundry	\$24,135,177
18	Fort Stewart Bypass	from SR 144 to SR 144	\$50,729,108
19	Frank Cochran Drive Widening (to be removed if funded	from EG Miles Parkway to Wilson Ave on Fort Stewart	\$18,040,243
20	Islands Highway Widening	from I-95 to Tradeport East Boundry	\$8,791,808

**Roadway Capital \$197,177,237**

## Roadway & Bridge Maintenance

13	SR 119/E B Cooper Hwy Improvements	from US 84 to Barrington Ferry Rd	\$6,198,964
----	------------------------------------	-----------------------------------	-------------

**Roadway & Bridge Maintenance \$6,198,964**

## Safety and Traffic Operations

5.1	US 84 Access/Safety Improvements	from I-95 to US 17	\$10,871,587
5.2	US 84 Access/Safety Improvements	from US 17 to SR 196	\$10,228,277
5.3	US 84 Access/Safety Improvements	from SR 196 to Spires Drive	\$6,471,945
5.4	US 84 Access/Safety Improvements	from Spires Drive to Flowers Drive	\$8,097,078
5.5	US 84 Access/Safety Improvements	from Flowers Drive to Long County Line	\$10,336,379
14	Barrington Ferry and US 17 Intersection Safety Improve	from Lewis Frasier Rd SR 119	\$1,099,998
15	SR 119 and US 17 Intersection Safety Improvements	from Railroad to Riceboro Creek	\$2,343,403

**Safety and Traffic Operations \$49,448,667**

## Aviation

3	MidCoast Airport Access Road	from new Flemington Loop to Midcoast Regional Airport	\$9,122,128
16	MidCoast Regional Airport Runway/Taxiway Rehabilitati	Runway 15/33 & Taxiway B	\$3,005,000
17	MidCoast Regional Airport Runway/Taxiway Extension	Runway 6/24 & Taxiway C	\$6,060,000

**Aviation \$18,187,128**

## Transit Capital

7	Existing Liberty Transit System Capital	Urbanized Areas of Liberty County	\$1,900,000
8	Multi-Modal Transit Center Design and Construction	to be determined	\$7,400,000
9	Expanded Liberty Transit System Capital	Liberty County	\$2,500,000

**Transit Capital \$11,800,000**

## Transit Operations & Maintenance

6	Existing Liberty Transit Systems Operations (20 years)	Urbanized Areas of Liberty County	\$18,700,000
10	Expanded Liberty Transit System Operations (20 years)	Liberty County	\$22,500,000
11	Rural Transit Operations (20 years)	Liberty County	\$700,000

**Transit Operations & Maintenance \$41,900,000**

**Total All Projects \$324,711,996**



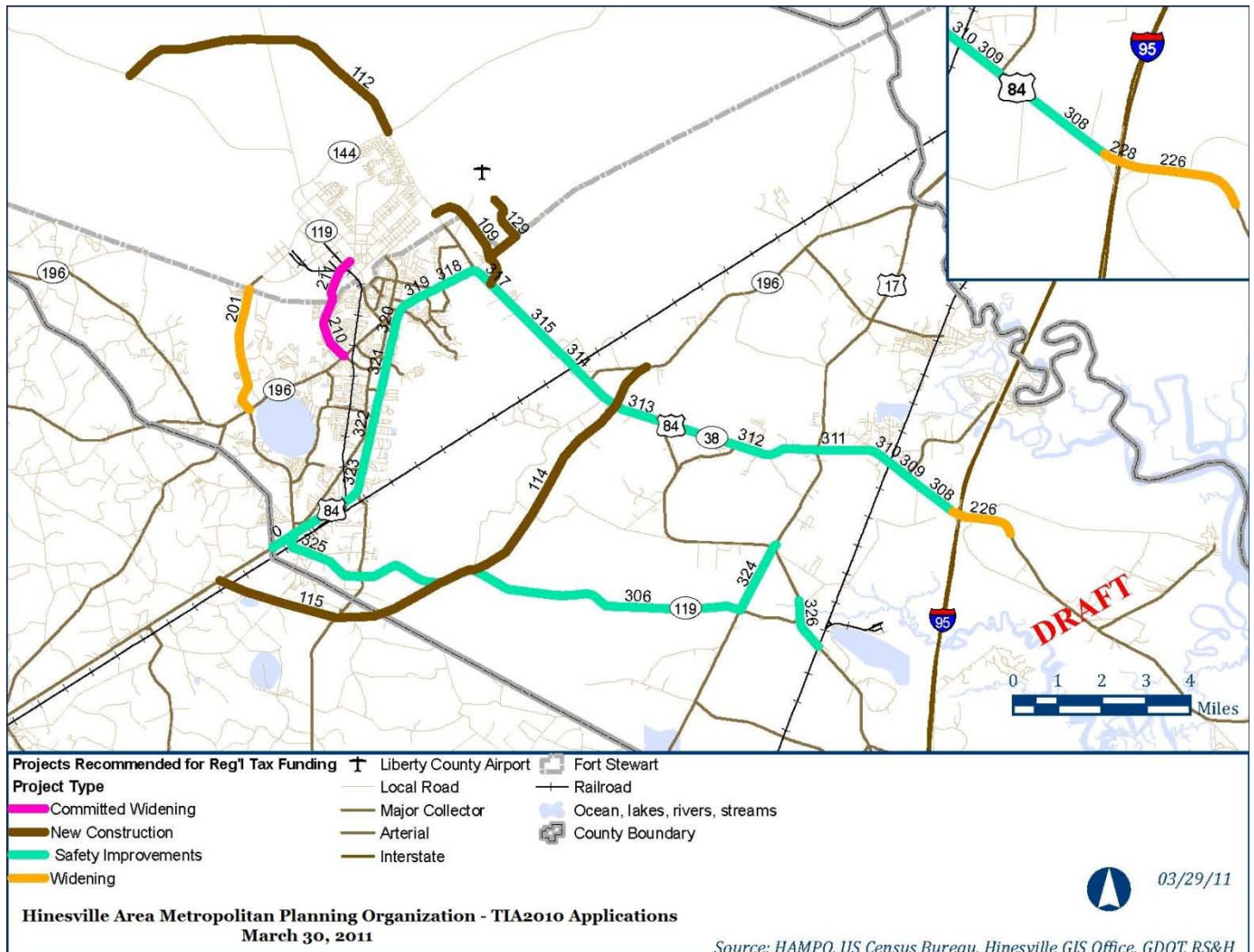


# Hinesville Area Metropolitan Planning Organization

205 East Court Street, Hinesville, Georgia 31313-8312  
Phone: 912-408-2030 Fax: 912-408-2072

Sonny Timmerman, P. E., AICP, Director

John D. McIver, Policy Committee Chairman



## Location Map – All Projects

1. **Project Name:** Flemington Loop (from US 84 to Fort Stewart Rd 47)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☒ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The primary purpose of this project is mitigation of substantial transportation circulation shifts and improved access to Fort Stewart's recently completed Cantonment Area with over 4,200 soldiers relocated to an area that was previously unoccupied.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

A primary focus of the Flemington Loop project is improved access to Fort Stewart home of the 3rd Infantry Division and the Army's Premier Power Projection Platform on the Atlantic Coast. The four-county area in cooperation with its 12 municipalities have formed the Fort Stewart Growth Management Partnership to foster economic growth and to promote the general welfare of the region. Fort Stewart/HAAF remains a vital link in the US army's current and future, training, force projection and deployment requirements and will continue to grow as a result of mission transformation. By 2013, Fort Stewart/HAAF will add 4,341 personnel, including active military, civilian workers, and contractors. With proximity to the Port of Savannah and Port of Brunswick, as well as major interstates, the region has also emerged as a transportation and distribution hub for the State of Georgia. These factors have combined to increase the area's population and attract economic investment. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The Flemington Loop also supports improved access to the 429 acre MidCoast Regional Airport that boasts a new 13,825-square-foot terminal building contains a civilian fixed base operation terminal and a military operations building which is leased to the Army Corps of Engineers. Over a 12-month period the airport had 5,600 aircraft operations, an average of 15 per day. Plans to expand aviation infrastructure will encourage economic

growth to our region.

**Ensure safety and security:**

To assess safety concerns associated with the Fort Stewart IBCT project, a crash analysis was conducted by the Fort Stewart Growth Management Partnership at the US 84 intersection of Old Sunbury Road and Old Hines Road, locally known as the "US 84 Curve". Recommendations to reduce the crash frequency and accidents resulting in bodily injury were provided in the study and included the construction of the Flemington Loop as identified in the 2035 Long Range Transportation Plan. The construction of the Flemington Loop will help to alleviate the demand on the US 84 curve; therefore reducing the volume of vehicles accessing Oglethorpe Highway (SR38/US84) with limited visibility and noted yield failure collisions. The Flemington Loop project will also substantially improve an existing hurricane evacuation route for the region.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The Flemington Loop project is intended to serve the expanded Fort Stewart Cantonment Area, improve access to the MidCoast Regional Airport, relieve congestion along SR 38/US 84 and improve access between SR 38/US 84 and 144. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor within the City of Flemington and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and Midcoast Regional Airport industrial center, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Flemington Loop as a vital transportation project.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay minimizing the negative impacts associated with congestion and emissions as well as providing a vital transportation route linking where people live to where they work. The Flemington Loop project will also address safety and livability by providing safe pedestrian and bicycle infrastructure in close proximity to fixed route transit allowing them to exercise daily thereby addressing obesity within the region and promotes a walkable community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Recommendations to reduce the crash frequency and accidents resulting in bodily injury were provided in the 4th IBTC traffic study and included the construction of the Flemington Loop as identified in the 2035 LRTP. The construction of the Flemington Loop will help to alleviate the demand on the US 84 curve; therefore reducing the volume of vehicles accessing Oglethorpe Highway

(SR38/US84) with limited visibility and noted yield failure collisions. Substantially improves an existing hurricane evacuation route.

- ☒ **Congestion relief:** The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor within the City of Flemington and 751 – 1250 hours of delay nearing capacity projected by 2035. This project will relieve congestion by encouraging traffic to access Fort Stewart employment center utilizing the Flemington Bypass rather than continuing along Oglethorpe Hwy SR 38/US 84 in competition with local west bound trips. Pedestrian and bicycle facilities in conjunction with close proximity to the Liberty Transit fixed route bus service will further decrease congestion by promoting alternative transportation options.
- ☒ **Economic development:** Improved access to and from Fort Stewart's new IBCT employment center will support growth and economic development within the Hinesville urban area. Additionally, this roadway will become the primary access for the MidCoast Regional Airport encouraging development at the airport and at the airport's industrial park. With the proposed airport projects for runway rehabilitation, runway extension, and a new access road plus the military's plan to increase airport use will further support economic development.
- ☒ **Increase modal options:** Pedestrian and bicycle facilities in conjunction with close proximity to the Liberty Transit fixed route bus service promote alternative transportation options to and from a major employment center for the region.
- ☐ **Other (describe):**

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$651,869	\$651,869
Right-of-Way	\$698,181	\$698,181
Construction	\$10,788,927	\$10,788,927
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$12,138,977 \$12,138,977

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):



- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 109
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Fort Stewart Comprehensive Traffic Engineering Study (November 2010); Fort Stewart/HAAF Regional Growth Plan (July 2010); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning Workshop (January 2011); Hurricane Evacuation Route

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	24
Construction	24

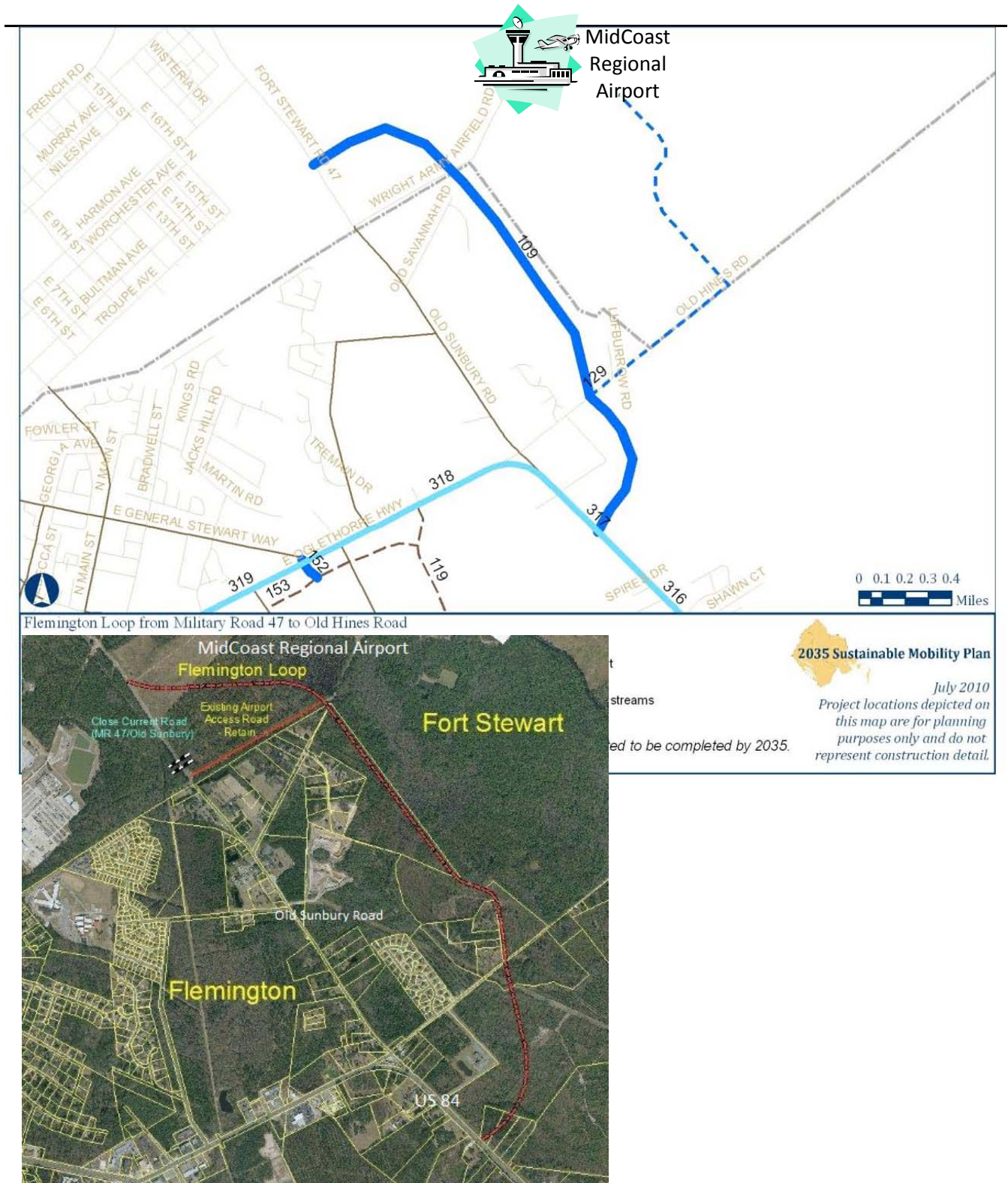
## 7. Project Description Summary for Flemington Loop.

The Flemington Loop project is intended to serve the expanded Fort Stewart Cantonment Area, improve access to the MidCoast Regional Airport, relieve congestion in Flemington and improve access between designated Strategic Highway Networks SR 38 and 144.

The project is located within the corporate limits of the City of Flemington and Fort Stewart/HAAF the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast. With 284,923 acres of land, Fort Stewart is also the largest installation east of the Mississippi River projecting 33,524 military, contractor, and civilian jobs by 2013. The completion and subsequent occupation of the new brigade area north of SR 144, east of SR 119 and outside the existing cantonment area will introduce up to 4,200 soldiers in an area that is currently unoccupied. The soldiers, along with supporting civilian and contract employees, will create substantial shifts in the circulation patterns and rely upon corridors that currently serve significantly less volumes of military related traffic.

The project is 1.87 miles of standard two lane section of roadway with a new signalized intersection at the Oglethorpe Highway (SR38/US84). Pedestrian and bicycle facilities will be incorporated into the design supported by Liberty Transit fixed route service currently located along Oglethorpe Hwy (SR38/US84). This proposed project has been recognized by Flemington, Liberty County and HAMPO as necessary to both ensure the viability of downtown Flemington and to safely and efficiently carry increasing commercial and military traffic through the city from US 84 to Fort Stewart.

**Project Location Map for the Flemington Loop (#109)**



1. **Project Name:** Hinesville Bypass (from SR 196/Leroy Coffey Hwy to US 84)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The Hinesville Bypass is a high priority new construction project in Liberty and Long counties intended to provide a vital freight connection between the port of Savannah, the inland port of Tifton, and major industrial centers west of I-95 while relieving truck traffic on local and rural roads.

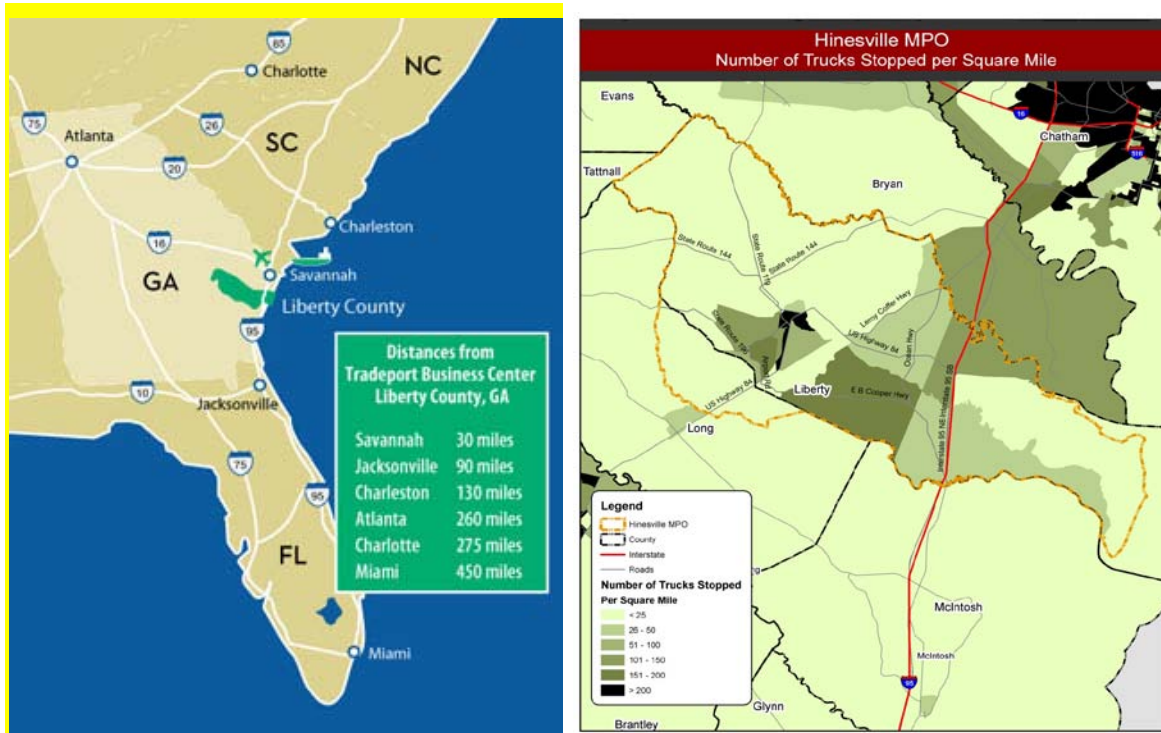
5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. He further states that "A strategic approach is needed to guide thoughtful, well-planned transportation investments to accommodate freight growth and logistics needs statewide." The preliminary plan data shows that if Georgia can regain its historical 21% market share of the southeast regional freight economy the State would gain \$20 billion in economic output for freight-related sectors between 2010 and 2020. The Hinesville Bypass strongly supports the freight initiatives by providing a vital freight connection between the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad. In addition, Liberty County's existing industries are aggressive exporters, exporting to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. Furthermore, the Hinesville Bypass will offer additional infrastructure to support the Fort Stewart military base which is a significant transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense. The development of this project will help to maintain the competitive location of Fort Stewart for



military strategy and subsequently supporting our regional economy.



### **Ensure safety and security:**

The Hinesville Bypass project was proposed as an improved corridor for movement of goods as well as a solution to safety concerns associated with heavy volumes of freight movement throughout Liberty County. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 3000 trucks. This is a significant presence of industry moving through the community daily. Furthermore, the strategic location of timber industry centers along Hwy 17 in Riceboro and SR 38/US 84 in Wayne County causes a large presence of logging freight to utilize local routes from harvest locations to manufacturing plants and Interstate access. Construction of the Hinesville Bypass will provide a critical connection for these movements alleviating the heavy levels of truck traffic on rural routes not intended for this use. The reduced freight traffic will improve the longevity of road beds throughout Liberty and Long Counties creating safer driving conditions as well as removing the presence of large freight loaded trucks from routes with insufficient safety elements such as sufficient Right of Way, pedestrian facilities, traffic control devices and lighting.

### **Maximize the value of Georgia's assets, getting the most out of the existing network:**

The Hinesville Bypass project is intended to provide a vital freight connection between regional ports and major industrial centers west of I-95 while relieving truck traffic on local and rural roads. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military

cooperative MidCoast Regional Airport. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Ongoing alignment studies have gone through public comment and take extreme caution to avoid vital environmentally sensitive habitats as well as minimal displacement activity.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The Bypass project will also improve livability in the region by providing a vital transportation route that will remove the abundant presence of freight movement through local communities increasing safety and road maintenance cost associated with wear and tear. The Hinesville Bypass project will also address safety and livability by providing safe pedestrian and bicycle infrastructure allowing residents to exercise daily thereby addressing obesity within the region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Construction of the Hinesville Bypass will help to alleviate the demand on the US 84 corridor that is currently identified by Hinesville Area MPO as a high priority safety improvement project for the region as well as many supporting local roads. The reduced freight traffic will improve the longevity of road beds throughout Liberty and Long Counties creating safer driving conditions as well as removing the presence of large freight loaded trucks from routes with insufficient safety elements such as sufficient Right of Way, pedestrian facilities, traffic control devices and lighting.
- ☒ Congestion relief: The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor within Liberty County and 751 – 1250 hours of delay nearing capacity projected by 2035. This project will relieve congestion by encouraging through traffic to access industrial and employment centers utilizing the Hinesville Bypass rather than continuing along Oglethorpe Hwy SR 38/US 84 and local routes in competition with local trips. Pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The Hinesville Bypass strongly supports the freight initiatives by providing a vital freight connection between the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense. The development of this project will help to maintain

the competitive location of Fort Stewart for military strategy and subsequently supporting our regional economy.

- ☒ Increase modal options: The Hinesville Bypass creates a direct link to the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$1,537,800	\$1,537,800
Right-of-Way	\$8,330,706	\$8,330,706
Construction	\$57,567,572	\$57,567,572
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$67,436,078 \$67,436,078

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☒ GDOT State Transportation Improvement Program (STIP): 522570
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 114, 115
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Hinesville By-Pass Project (July 2010); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): in public comment phase (50%)

ii. Design plans (if applicable): alignment determined (10%)

iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	24
Construction	36



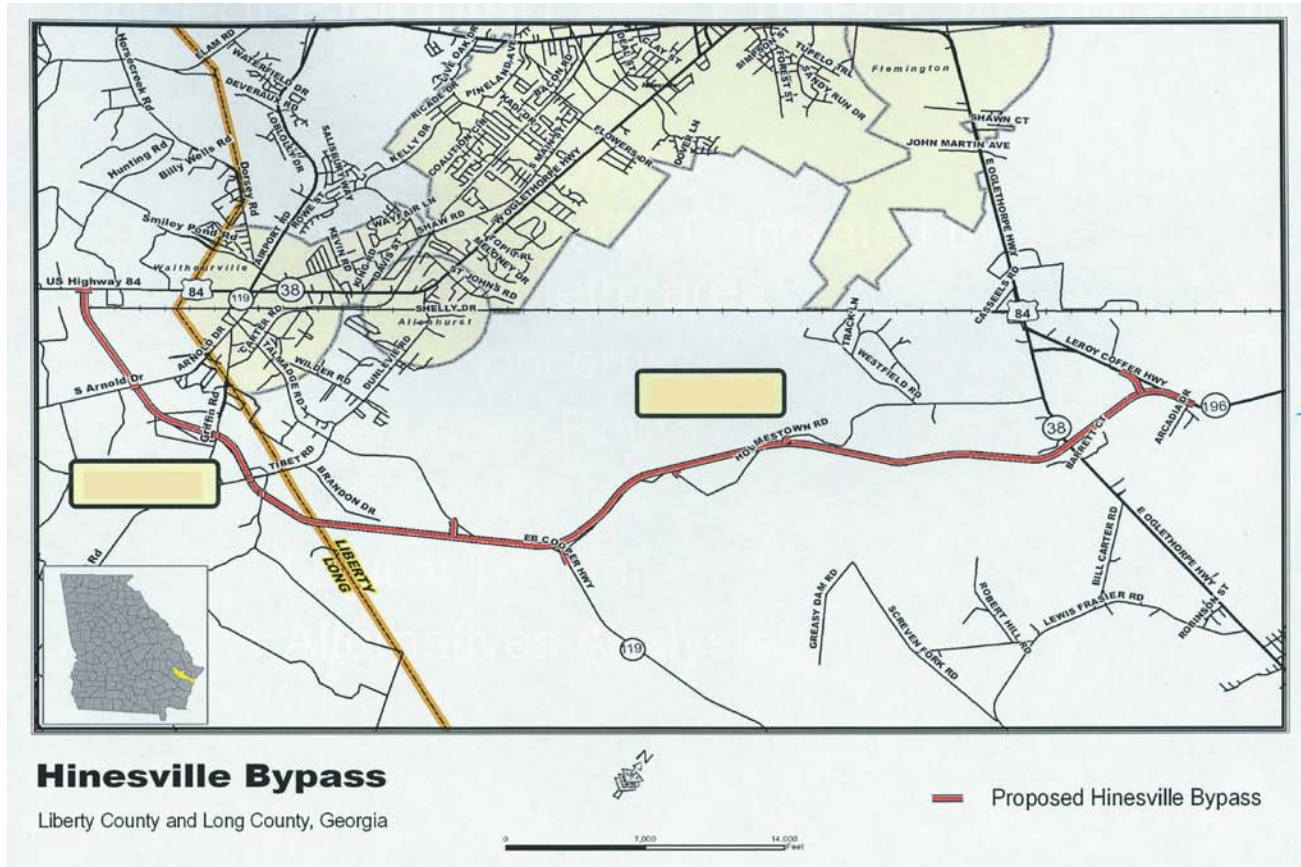
## **7. Project Description Summary for the Hinesville Bypass.**

The Hinesville Bypass is a regional high priority new construction project in Liberty and Long counties intended to provide a vital freight connection between the Savannah Ports and major industrial centers west of I-95. Due to the abundant presence of our industry providers in Liberty and surrounding counties such as Chemtall, Interstate Paper, Tire Rack, Firth Rixson, Target Distribution, International Greetings, Hugo Boss, Rayonier and many others it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition to providing a vital connection for industry the proposed bypass also mitigates congestion along the SR 38/US 84 corridor which is designated in the Governors Road Improvement Program; as well as offering support to the hurricane evacuation system and the Strategic Highway Network. The Hinesville Bypass will provide improved access to Fort Stewart military base, the US Army's premier power projection platform on the Atlantic coast, a significant transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.

The project is a new 4 lane with 44' grass median roadway located in un-incorporate areas of Liberty and Long Counties. It begins with a new intersection on US 84 just west of the Liberty/Long County line, continuing east for 14 miles intersecting both SR 119 and US 84, and ending on SR 196 east of US 84.

The project has local support through SPLOST funding for NEPA and a \$1.8 Million Congressional Earmark for preliminary engineering and ROW acquisition.

**Project Location Map for the Hinesville Bypass**



**1. Project Name:** MidCoast Airport Access Road (from new Flemington Loop to Midcoast Regional Airport)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☒ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The MidCoast Regional Airport Access Road is a new construction project located intended to provide improved access to existing cooperative public and military aviation based infrastructure as well as a planned industrial center.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The MidCoast Regional Airport Access Road project is proposed to provide improved access to existing aviation infrastructure and a future industrial park within the City of Flemington and Fort Stewart military base. The existing airport facilities provide service to a multitude of planes including single engine, multi-engine and helicopters and has proposed improvements including parallel taxiway construction, runway rehabilitation and extension that will allow additional classifications of planes to utilize the facilities. The strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with the plans to expand aviation infrastructure and construction of an adjacent industrial park will encourage economic growth throughout our region.

**Ensure safety and security:**

The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the movement of goods and people. Furthermore, the airport access road is directly linked to the Flemington Loop project intended to

relieve congestion and accident rates on Oglethorpe Hwy SR 38/US 84 and Old Sunbury road in Flemington. The combination of the loop and access road will allow trips to and from the airport and future industrial park to effectively navigate without negatively impacting the safety of local trips or compromise the level of service on local roads.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The MidCoast Regional Airport is a cooperative project between Liberty County local governments and the Department of Defense and is an innovative approach to maximizing the resources available in our community while eliminating duplication of facilities and infrastructure within the Coastal Region. During the consolidation of aviation infrastructure in 2007 access to the airport was maintained in the current location within the Fort Stewart installation boundary with the intent that a supplemental access road would be constructed at a later date. The construction of the MidCoast Regional Airport Access road in conjunction with the Flemington Loop will provide a vital connection to an expanding industrial center and key Strategic Highway Network and NHS Intermodal Connector corridors.



**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart, the expanded service proposed for the airport and the future industrial park activity the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the airport access road as a vital transportation project.

**Livability:**

The airport access project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. The access road in conjunction with the Flemington Loop project will reduce the volume of traffic generated by Fort Stewart and MidCoast Regional Airport aiding in the preservation of Flemington's historic downtown along Old Sunbury Road consistent with the City's planned initiatives.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the



movement of goods and people while allowing trips to and from the airport and future industrial park to effectively navigate without negatively impacting the safety of local trips.

- ☒ **Congestion relief:** The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor within Liberty County and 751 – 1250 hours of delay nearing capacity projected by 2035. This project will relieve congestion by encouraging through traffic to access industrial and employment centers utilizing the Flemington Loop and MidCoast Regional Airport access road rather than continuing along Oglethorpe Hwy SR 38/US 84 and Old Sunbury Road in competition with local trips. Pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ **Economic development:** The strategic location of the MidCoast Regional Airport on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with plans to expand aviation infrastructure and construction of an adjacent industrial park will encourage economic growth throughout our region. The close proximity and cooperative nature of the airport with Fort Stewart military base provides direct access to a major job center and import/export generator for the region.
- ☒ **Increase modal options:** This project will include pedestrian and bicycle facilities. Additionally, this project is within and will be served by the expanded Liberty Transit fixed route system if expanded transit service area is funded.
- ☒ **Other (describe):** The MidCoast Regional Airport Access Road project creates a direct link to the cooperative public and military airport in Liberty County. The airport has plans for expanded facilities and infrastructure that will promote increased aviation based passenger and goods transport throughout our region.

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$877,516	\$877,516
Right-of-Way	\$474,763	\$474,763
Construction	\$7,769,849	\$7,769,849
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$9,122,128 \$9,122,128

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 129
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning Workshop (January 2011)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	24
Construction	24

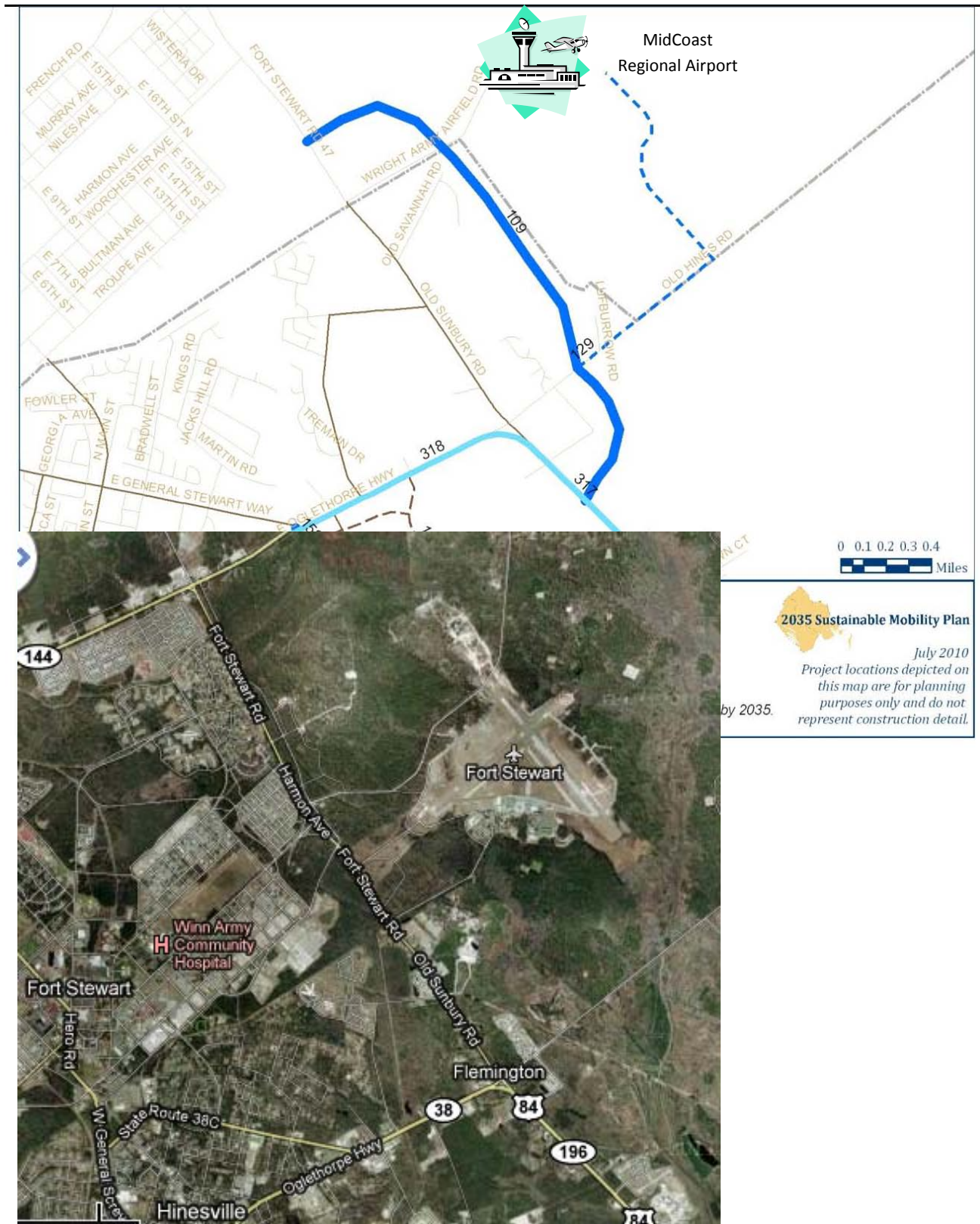
## **7. Project Description Summary for MidCoast Airport Access Road.**

The MidCoast Regional Airport Access Road is a new construction project located within the corporate limits of the City of Flemington, GA and Fort Stewart/HAAF and is intended to provide improved access to existing cooperative public and military aviation based infrastructure as well as a planned industrial center. The name MidCoast refers to the strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport making it a key link to aviation related transport. The airport covers an area of 429 acres and maintains four asphalt paved runways with plans of runway extension and reinforcement submitted to FAA. A new 13,825-square-foot terminal building contains a civilian fixed base operation terminal and a military operations building which is leased to the Army Corps of Engineers. The airport has 12 T-hangars, 5 box hangars, and a 10,000-square-foot bulk hangar. The civilian general aviation part of the development also includes a large ramp, with plans for self-fueling and aircraft wash facilities. Over a 12-month period the airport had 5,600 aircraft operations, an average of 15 per day: 89% general aviation and 11% military.

This cooperative project between local governments and the Department of Defense is an innovative approach to maximizing the resources available in a community and eliminating duplication of facilities and infrastructure within the Coastal Region.

The project is 1.7 miles of new 2 lane roadway including pedestrian and bicycle facilities.

**Project Location Map for the MidCoast Airport Access Road (#129)**





1. **Project Name:** US 84 Bridge at I-95 (from I-95 Access Ramp to I-95 Access Ramp)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The US 84 overpass bridge at I-95 is a road widening project located within the corporate limits of the City of Midway, GA. The increased lane capacity will improve access to the existing industrial centers directly adjacent to I-95 as well as increasing capacity along Oglethorpe Highway SR 38/US 84 and Islands Highway.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. He further states that "A strategic approach is needed to guide thoughtful, well-planned transportation investments to accommodate freight growth and logistics needs statewide." The US 84 bridge widening at I-95 interchange strongly supports the State of Georgia's freight initiatives to regain its historical 21% market share of regional freight economy by providing a vital increase in capacity between the inland port of Savannah and major lumber and production industrial centers east and west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad and aggressively export to over 70 countries throughout the world. Furthermore, the US 84 bridge widening at I-95 interchange will offer additional infrastructure to support the Fort Stewart military base which is a significant transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense. The development of this project will help to maintain the competitive location of Fort Stewart for military strategy and subsequently support our regional economy.

**Ensure safety and security:**

The existing bridge at the US 84 and I-95 interchange is a two lane structure abutted by 4 lane GRIP Oglethorpe Highway SR 38/US 84 on the west and rural major collector Islands Highway on the east. The plans to widen support the Tradeport East Industrial Park. Widening of the bridge at US 84 and I-95 will eliminate the bottleneck that creates dangerous travel conditions for motorists and provide safe conditions for local trips interacting with freight movement.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The US 84 bridge at I-95 is widening project is intended to provide a vital freight connection between regional ports and major industrial centers west of I-95 while relieving congestion on local and rural roads associated with the bottleneck created by the decrease in travel lanes at the existing overpass. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer improvements directly adjacent to the Tradeport East Industrial Center on Islands Highway. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and I-95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart, the expanded service proposed for Tradeport East and increases in local industrial activity the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the US 84 bridge at I-95 widening as a vital transportation project.

**Livability:**

The US 84 bridge at I-95 widening project addresses livability by aiding in the reduction of traffic delay on local roads and access to the interstate minimizing the negative impacts associated with congestion and emissions. Widening of the bridge will also aide in supporting new jobs to the region created by growing industrial ports in Liberty County and accessibility of local businesses within proximity to the I-95 interchange.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Widening of the bridge at US 84 and I-95 will eliminate the bottleneck caused by lane reductions that creates dangerous travel conditions for motorists and provide safe conditions for local trips interacting with freight movement.
- ☒ Congestion relief: The US 84 bridge at I-95 is a widening project intended to improve the critical freight connection between regional ports and major industrial centers west of I-95 while relieving congestion on

local and rural roads associated with the bottleneck created by a reduction in travel lanes from 4 to 2 at the existing overpass.

- ☒ Economic development: The US 84 bridge widening at I-95 interchange strongly supports the State of Georgia's freight initiatives to regain its historical 21% market share of the Southeast regional freight economy by providing a vital increase in capacity between the inland port of Savannah and major lumber and production industrial centers west of I-95.
- ☒ Increase modal options: The US 84 bridge widening at I-95 interchange will provide expanded infrastructure that will promote increased capacity to transport goods and people throughout our region. This project is directly adjacent to Tradeport East Industrial Center that provides over 650 jobs and is included within rural transit service area of the Coastal Regional Coaches promoting alternative modes of transportation within our region. Bicycle and pedestrian facilities will be included.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$1,178,210	\$1,178,210
Right-of-Way	\$0	\$0
Construction	\$14,727,636	\$14,727,636
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$15,905,846 \$15,905,846

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 228
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:

☐ Transportation Study:

☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); US 84 SR 38 Corridor Study and Master Plan (May 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Hurricane Evacuation Route; Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

i. Environmental documentation (if applicable) : not started (0%)

ii. Design plans (if applicable): not started (0%)

iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	24
Right-of-Way (if applicable)	0
Construction	24

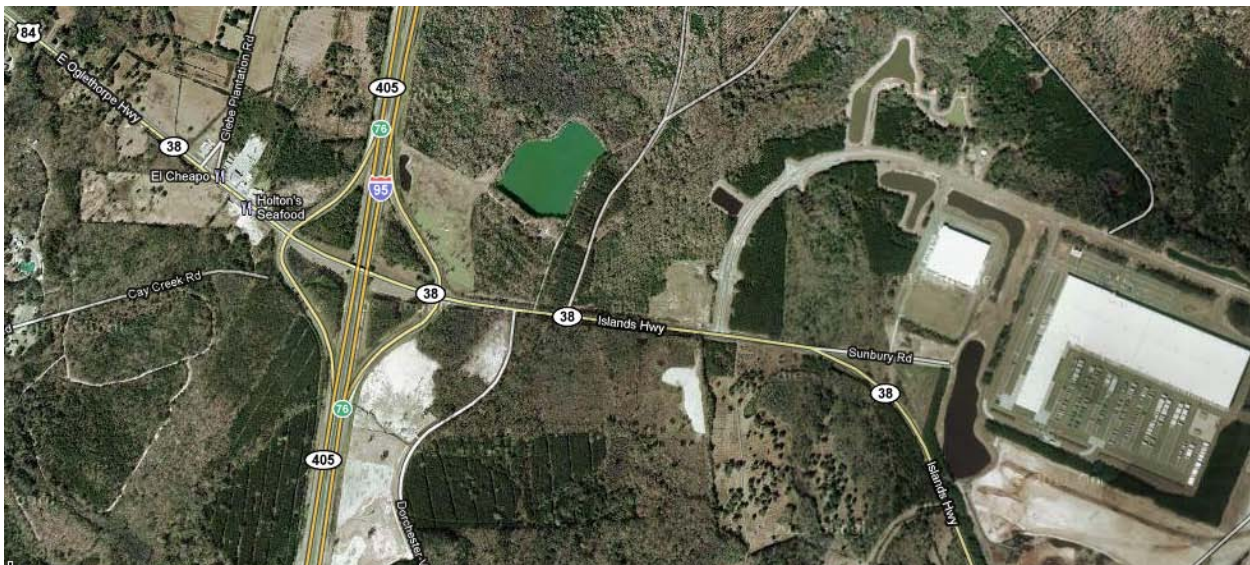
## 7. Project Description Summary for US 84 Bridge at I-95.

The US 84 bridge at I-95 is a proposed widening project located within the corporate limits of the City of Midway, GA and is intended to provide improved access to existing Tradeport industrial centers directly adjacent to I-95 as well as increased capacity along Oglethorpe Highway SR 38/US 84 designated in the Governors Road Improvement Program. The interchange at I-95 and SR 38/ US 84 is a critical freight connection between the Savannah Port and major industrial centers west of the interstate vital to the East/West movement of goods through our region. With increasing emphasis on freight and logistics planning in Georgia, the need for infrastructure investments to support the growing industry is vital. Oglethorpe Highway SR 38/US 84 is currently a four lane highway supported by a two lane interstate bridge and a planned widening project for major rural collector Islands Highway west of the I-95 interchange will further exasperate the necessity of the proposed bridge widening. The growing industrial presence in the Coastal Region depends heavily on I-95 and Strategic Highway Network SR 38/US 84 to move goods and people safely and efficiently. As capacity needs associated with increased industry grows the interchange at I-95 and SR 38/US 84 will be a vital link that will impact the regions ability to support the growth.

The existing overpass was designed in anticipation of doubling capacity by adding the second bridge. The new bridge will mirror the existing and include provisions for bicycle and pedestrian facilities.



**Project Location Map for the US 84 Bridge at I-95**





**1. Project Name:** US 84 Access/Safety Improvements (from I-95 to US 17)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County constructing raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 is a Governors Road Improvement Program (GRIP) transportation corridor.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad making the efficiency of infrastructure a vital component of economic competitiveness. In addition, Liberty County's existing industries aggressively export to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition, US 84 provides access to Ft. Stewart and is an important national defense facility. The implementation of access management and safety improvements will help to support the deployment and redeployment activities of Fort Stewart and subsequently support our regional economy.

Employers located within this 3.6 mile segment of the US 84 corridor include the Midway Industrial Park

(International Greetings, Hugo Boss, Truss Mart, etc.) and the City of Midway's commercial district.

**Ensure safety and security:**

The US 84 Access management and Safety Improvement plan is intended to reduce accidents and enhance safety for vehicular and pedestrian traffic throughout the corridor. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 42,560 (2008 counts) of which up to 12% is heavy freight related trucks. This is a significant presence of industry moving through the community daily that without improved safety measures creates unsafe driving conditions for motorists. A high number of access points can contribute to both congestion and safety and when combined with high volumes of traffic, the issues of congestion and safety are exacerbated. The Georgia Department of Transportation (GDOT) has identified that between 20 and 25 access points per mile is the standard for access points along a facility. In the more urban sections of US 84 the number of access points far exceeds the GDOT standard with as many as 100 access points per mile. There are also a number of areas in the more rural areas where the GDOT standard is exceeded. The safety improvement plan and access management plan for US 84 takes all of these concerns into consideration and provides solutions to improve safety and accessibility for this critical corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The SR 38/US 84 corridor projects provides a vital freight connection between regional ports and major industrial centers west of I-95 supports Fort Stewart military base and is a hurricane evacuation route. Improving the capacity and safety of this corridor is vital to the continued support needed to carry local and regional trips effectively. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military cooperative MidCoast Regional Airport and many local job centers. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Alignment studies indicate that the proposed improvements can be accomplished almost exclusively within the existing right of way which will prevent the project from heavily impacting the environment in surrounding areas. Additional benefits associated with the corridor improvements include planted medians which will aide in the reduction of impervious paving that contributes to runoff pollution and heat island effect.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The US 84 access management and safety improvements will also improve livability in the region by improving the safety of a vital transportation route. Project recommendations include a planted median that will improve the aesthetics throughout the corridor as well as provide safer pedestrian facilities encouraging residents to exercise daily thereby addressing obesity within the region and providing multimodal opportunities. Additional benefits of the planted median include a reduction in impervious paving that contributes to runoff pollution and heat island effect that can contribute to negative impacts within a community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The US 84 Access management and Safety Improvement will reduce accidents and enhance safety for vehicular and pedestrian traffic. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security.
- ☒ Congestion relief: This project will relieve congestion by implementing a reduction in access points along the corridor and improvements to major intersections will further facilitate movement of local and through trips. Fixed route transit, pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, regional ports and industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant Transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.
- ☒ Increase modal options: The US 84 corridor supports the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. US 84 is a major route of travel for the Liberty Transit fixed route transit system, the Coastal Regional Coaches rural transit, and Greyhound Intercity transport. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$1,162,803	\$1,162,803



Right-of-Way	\$1,181,558	\$1,181,558
Construction	\$8,527,226	\$8,527,226
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$10,871,587 \$10,871,587

Source used for cost estimate: 2010 corridor study + 15% pe, 10% ce&I, \$5mil r/w

## 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 308 to 311
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); US 84 SR 38 Corridor Study and Master Plan (May 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning Workshop (January 2011); Hurricane Evacuation Route; Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): not started (0%)
- ii. Design plans (if applicable): corridor study completed (10%)
- iii. Right of way acquisition (if applicable): not started (0%)

## 10. If funding were available today, provide the estimated completion time for each phase:

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	18



## **7. Project Description Summary for US 84 Access/Safety Improvements.**

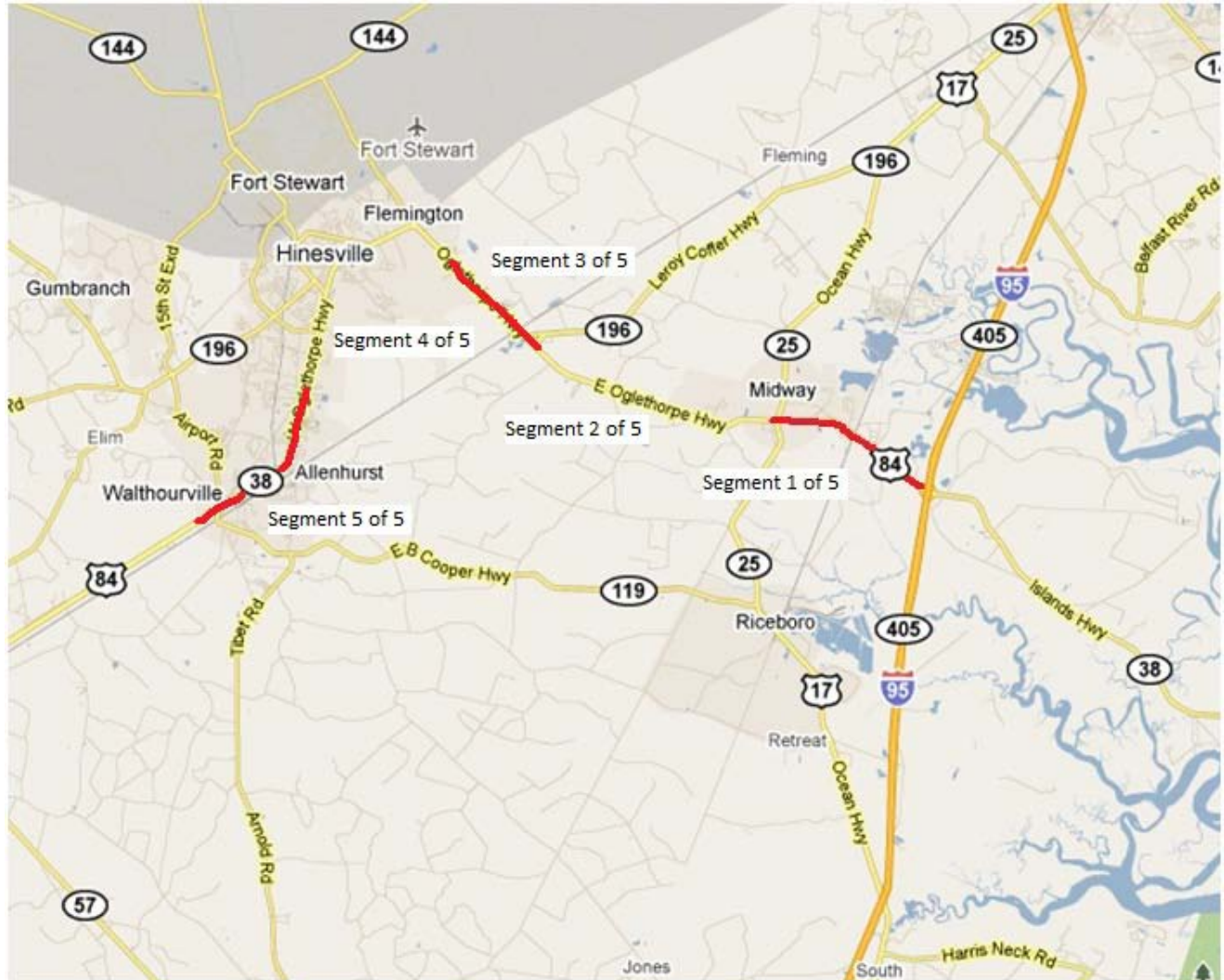
The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County intended to construct raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 in Liberty County is a Governors Road Improvement Program (GRIP) designated corridor. US 84 is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the region. The corridor is the major east west facility providing the major connection for Liberty County to Interstate 95. In addition, US 84 provides access to Ft. Stewart and is designated as a Strategic Highway (STRAHNET). It is a designated disaster evacuation route, and is the key connection between the communities within the region.

A multi-jurisdictional study was conducted concurrently with the Liberty County Comprehensive Plan and included Liberty County, a small portion of Long County, and five municipalities to provide specific recommendations for improved safety and efficiency of this important corridor. Improvement recommendations were made for the 21 miles of US 84 in the county. The project is being submitted in five separate applications.

This application is the first of five and starts at Interstate 95 and proceeds west to include the intersection of US 17. Segment length is 3.6 miles and is entirely within the corporate limits of the City of Midway.



**Project Location Map for the US 84 Access/Safety Improvements**  
(1 of 5: from I-95 to US 17)



**1. Project Name:** US 84 Access/Safety Improvements (from US 17 to SR 196)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County constructing raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 is a Governors Road Improvement Program (GRIP) transportation corridor.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad making the efficiency of infrastructure a vital component of economic competitiveness. In addition, Liberty County's existing industries aggressively export to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition, US 84 provides access to Ft. Stewart and is an important national defense facility. The implementation of access management and safety improvements will help to support the deployment and redeployment activities of Fort Stewart and subsequently support our regional economy.

**Ensure safety and security:**

The US 84 Access management and Safety Improvement plan is intended to reduce accidents and enhance safety for vehicular and pedestrian traffic throughout the corridor. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 42,560 (2008 counts) of which up to 12% is heavy freight related trucks. This is a significant presence of industry moving through the community daily that without improved safety measures creates unsafe driving conditions for motorists. A high number of access points can contribute to both congestion and safety and when combined with high volumes of traffic, the issues of congestion and safety are exacerbated. The Georgia Department of Transportation (GDOT) has identified that between 20 and 25 access points per mile is the standard for access points along a facility. In the more urban sections of US 84 the number of access points far exceeds the GDOT standard with as many as 100 access points per mile. There are also a number of areas in the more rural areas where the GDOT standard is exceeded. The safety improvement plan and access management plan for US 84 takes all of these concerns into consideration and provides solutions to improve safety and accessibility for this critical corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The SR 38/US 84 corridor projects provides a vital freight connection between regional ports and major industrial centers west of I-95 supports Fort Stewart military base and is a hurricane evacuation route. Improving the capacity and safety of this corridor is vital to the continued support needed to carry local and regional trips effectively. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military cooperative MidCoast Regional Airport and many local job centers. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Alignment studies indicate that the proposed improvements can be accomplished almost exclusively within the existing right of way which will prevent the project from heavily impacting the environment in surrounding areas. Additional benefits associated with the corridor improvements include planted medians which will aide in the reduction of impervious paving that contributes to runoff pollution and heat island effect.



**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The US 84 access management and safety improvements will also improve livability in the region by improving the safety of a vital transportation route. Project recommendations include a planted median that will improve the aesthetics throughout the corridor as well as provide safer pedestrian facilities encouraging residents to exercise daily thereby addressing obesity within the region and providing multimodal opportunities. Additional benefits of the planted median include a reduction in impervious paving that contributes to runoff pollution and heat island effect that can contribute to negative impacts within a community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The US 84 Access management and Safety Improvement will reduce accidents and enhance safety for vehicular and pedestrian traffic. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security.
- ☒ Congestion relief: This project will relieve congestion by implementing a reduction in access points along the corridor and improvements to major intersections will further facilitate movement of local and through trips. Fixed route transit, pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, regional ports and industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant Transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.
- ☒ Increase modal options: The US 84 corridor supports the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. US 84 is a major route of travel for the Liberty Transit fixed route transit system, the Coastal Regional Coaches rural transit, and Greyhound Intercity transport. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$1,093,996	\$1,093,996



Right-of-Way	\$1,111,641	\$1,111,641
Construction	\$8,022,640	\$8,022,640
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$10,228,277 \$10,228,277

Source used for cost estimate: 2011 corridor study + 15% pe, 10% ce&I, \$5mil r/w

## 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 312 to 313
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); US 84 SR 38 Corridor Study and Master Plan (May 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Hurricane Evacuation Route; Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): corridor study completed (10%)
- iii. Right of way acquisition (if applicable): not started (0%)

## 10. If funding were available today, provide the estimated completion time for each phase:

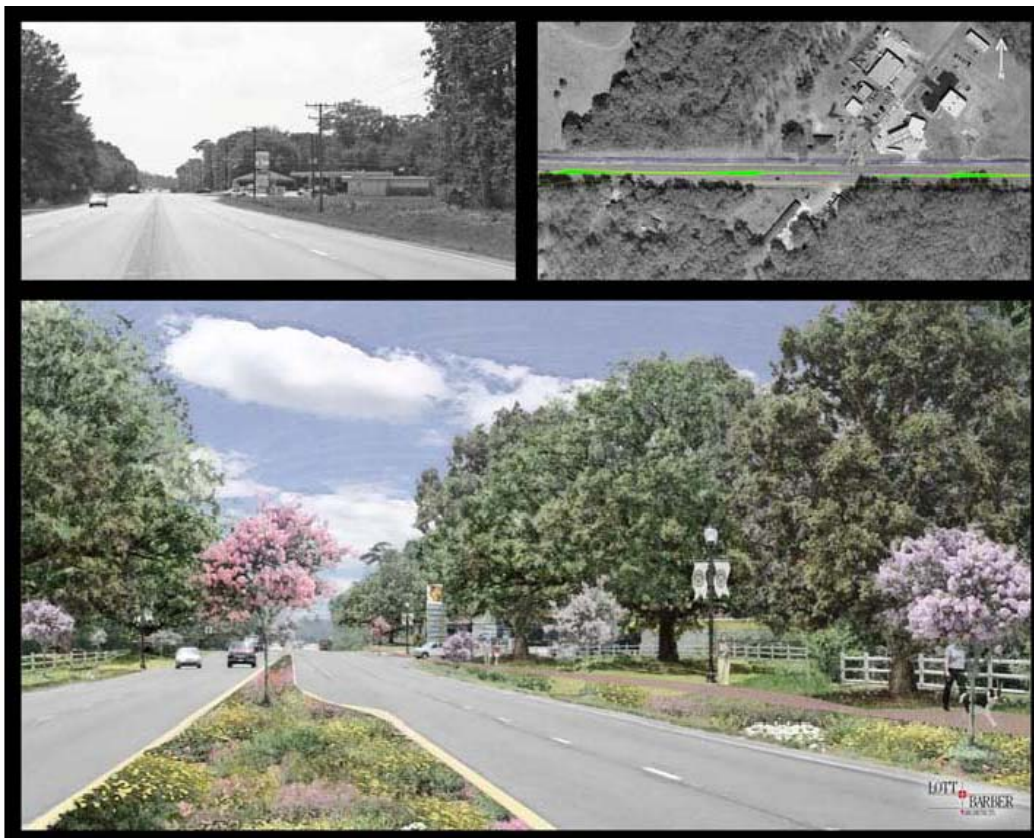
Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	18

## **7. Project Description Summary for US 84 Access/Safety Improvements.**

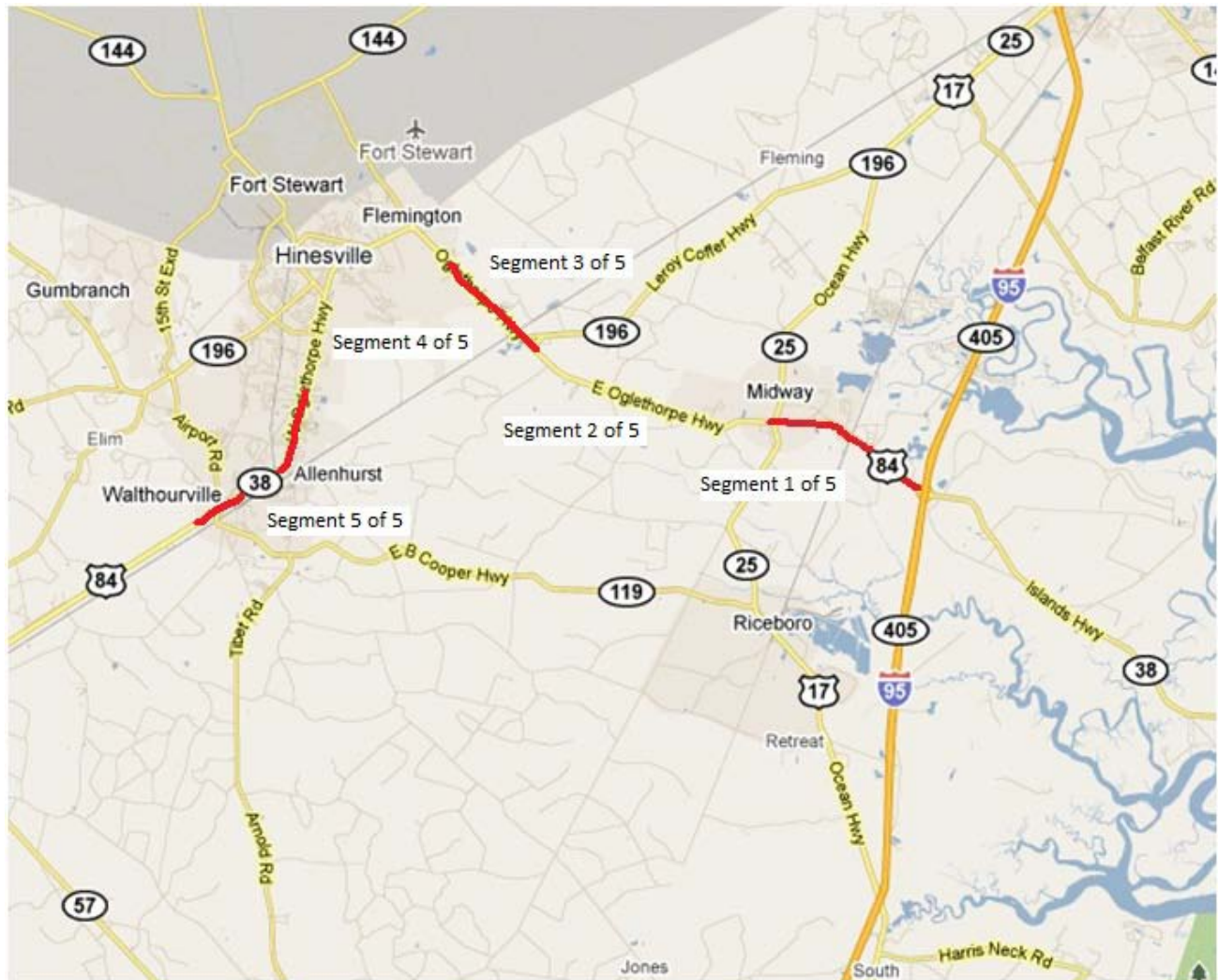
The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County intended to construct raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 in Liberty County is a Governors Road Improvement Program (GRIP) designated corridor. US 84 is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the region. The corridor is the major east west facility providing the major connection for Liberty County to Interstate 95. In addition, US 84 provides access to Ft. Stewart and is designated as a Strategic Highway (STRAHNET). It is a designated disaster evacuation route, and is the key connection between the communities within the region.

A multi-jurisdictional study was conducted concurrently with the Liberty County Comprehensive Plan and included Liberty County, a small portion of Long County, and five municipalities to provide specific recommendations for improved safety and efficiency of this important corridor. Improvement recommendations were made for the 21 miles of US 84 in the county. The project is being submitted in five separate applications.

This application is the second of five and starts at west of US 17 proceeding to the recently completed and relocated SR 196 / US 84 intersection. Segment length is 5.5 miles and is in the City of Midway and unincorporated Liberty County.



**Project Location Map for the US 84 Access/Safety Improvements**  
(2 of 5: from US 17 to SR 196)



1. **Project Name:** US 84 Access/Safety Improvements (from SR 196 to Spires Drive)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County constructing raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 is a Governors Road Improvement Program (GRIP) transportation corridor.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad making the efficiency of infrastructure a vital component of economic competitiveness. In addition, Liberty County's existing industries aggressively export to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition, US 84 provides access to Ft. Stewart and is an important national defense facility. The implementation of access management and safety improvements will help to support the deployment and redeployment activities of Fort Stewart and subsequently support our regional economy.

Employers and traffic generators located within this 2.8 mile segment of the US 84 corridor include Liberty



County High School , LaFarge Concrete and Martin Marietta Aggregates.

**Ensure safety and security:**

The US 84 Access management and Safety Improvement plan is intended to reduce accidents and enhance safety for vehicular and pedestrian traffic throughout the corridor. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 42,560 (2008 counts) of which up to 12% is heavy freight related trucks. This is a significant presence of industry moving through the community daily that without improved safety measures creates unsafe driving conditions for motorists. A high number of access points can contribute to both congestion and safety and when combined with high volumes of traffic, the issues of congestion and safety are exacerbated. The Georgia Department of Transportation (GDOT) has identified that between 20 and 25 access points per mile is the standard for access points along a facility. In the more urban sections of US 84 the number of access points far exceeds the GDOT standard with as many as 100 access points per mile. There are also a number of areas in the more rural areas where the GDOT standard is exceeded. The safety improvement plan and access management plan for US 84 takes all of these concerns into consideration and provides solutions to improve safety and accessibility for this critical corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The SR 38/US 84 corridor projects provides a vital freight connection between regional ports and major industrial centers west of I-95 supports Fort Stewart military base and is a hurricane evacuation route. Improving the capacity and safety of this corridor is vital to the continued support needed to carry local and regional trips effectively. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military cooperative MidCoast Regional Airport and many local job centers. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Alignment studies indicate that the proposed improvements can be accomplished almost exclusively within the existing right of way which will prevent the project from heavily impacting the environment in surrounding areas. Additional benefits associated with the corridor improvements include planted medians which will aide in the reduction of impervious paving that contributes to runoff pollution and heat island effect.



**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The US 84 access management and safety improvements will also improve livability in the region by improving the safety of a vital transportation route. Project recommendations include a planted median that will improve the aesthetics throughout the corridor as well as provide safer pedestrian facilities encouraging residents to exercise daily thereby addressing obesity within the region and providing multimodal opportunities. Additional benefits of the planted median include a reduction in impervious paving that contributes to runoff pollution and heat island effect that can contribute to negative impacts within a community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The US 84 Access management and Safety Improvement will reduce accidents and enhance safety for vehicular and pedestrian traffic. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security.
- ☒ Congestion relief: This project will relieve congestion by implementing a reduction in access points along the corridor and improvements to major intersections will further facilitate movement of local and through trips. Fixed route transit, pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, regional ports and industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant Transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.
- ☒ Increase modal options: The US 84 corridor supports the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. US 84 is a major route of travel for the Liberty Transit fixed route transit system, the Coastal Regional Coaches rural transit, and Greyhound Intercity transport. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.

☐ Other (describe):

:

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$692226	\$692226
Right-of-Way	\$703391	\$703391
Construction	\$5076328	\$5076328
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$6471945 \$6471945  
Source used for cost estimate: 2009 corridor study + 15% pe, 10% ce&I, \$5mil r/w

### 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 314 to 316
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: US 84 SR 38 Corridor Study and Master Plan (May 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Hurricane Evacuation Route; Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): corridor study completed (10%)
- iii. Right of way acquisition (if applicable): not started (0%)

### 10. If funding were available today, provide the estimated completion time for each phase:

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	18

## **7. Project Description Summary for US 84 Access/Safety Improvements.**

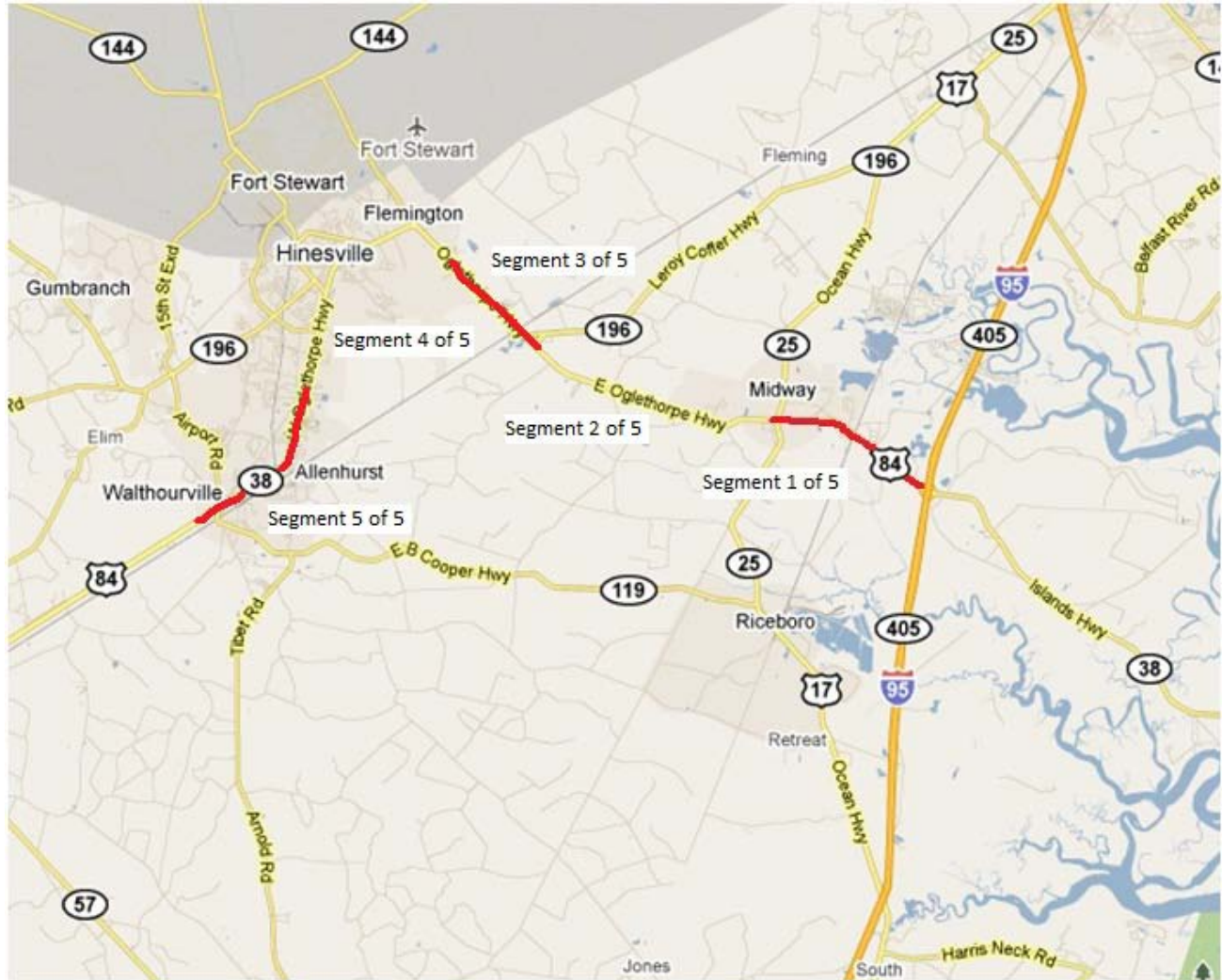
The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County intended to construct raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 in Liberty County is a Governors Road Improvement Program (GRIP) designated corridor. US 84 is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the region. The corridor is the major east west facility providing the major connection for Liberty County to Interstate 95. In addition, US 84 provides access to Ft. Stewart and is designated as a Strategic Highway (STRAHNET). It is a designated disaster evacuation route, and is the key connection between the communities within the region.

A multi-jurisdictional study was conducted concurrently with the Liberty County Comprehensive Plan and included Liberty County, a small portion of Long County, and five municipalities to provide specific recommendations for improved safety and efficiency of this important corridor. Improvement recommendations were made for the 21 miles of US 84 in the county. The project is being submitted in five separate applications.

This application is the third of five beginning at the US 84 / SR 198 intersection proceeding west to Spires Drive just inside the City of Flemington. Segment length is 2.8 miles and is in the City of Flemington and unincorporated Liberty County.



**Project Location Map for the US 84 Access/Safety Improvements**  
(3 of 5: SR 196 to Spires Drive)





1. **Project Name:** US 84 Access/Safety Improvements (from Spires Drive to Flowers Drive)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County constructing raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 is a Governors Road Improvement Program (GRIP) transportation corridor.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad making the efficiency of infrastructure a vital component of economic competitiveness. In addition, Liberty County's existing industries aggressively export to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition, US 84 provides access to Ft. Stewart and is an important national defense facility. The implementation of access management and safety improvements will help to support the deployment and redeployment activities of Fort Stewart and subsequently support our regional economy.

Large employers located within this 4.9 mile segment of the US 84 corridor include large retail centers,



medical facilities, judicial and municipal services, education centers (Pre-K – Post secondary), military, hospitality, and many others.

**Ensure safety and security:**

The US 84 Access management and Safety Improvement plan is intended to reduce accidents and enhance safety for vehicular and pedestrian traffic throughout the corridor. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 42,560 (2008 counts) of which up to 12% is heavy freight related trucks. This is a significant presence of industry moving through the community daily that without improved safety measures creates unsafe driving conditions for motorists. A high number of access points can contribute to both congestion and safety and when combined with high volumes of traffic, the issues of congestion and safety are exacerbated. The Georgia Department of Transportation (GDOT) has identified that between 20 and 25 access points per mile is the standard for access points along a facility. In the more urban sections of US 84 the number of access points far exceeds the GDOT standard with as many as 100 access points per mile. There are also a number of areas in the more rural areas where the GDOT standard is exceeded. The safety improvement plan and access management plan for US 84 takes all of these concerns into consideration and provides solutions to improve safety and accessibility for this critical corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The SR 38/US 84 corridor projects provides a vital freight connection between regional ports and major industrial centers west of I-95 supports Fort Stewart military base and is a hurricane evacuation route. Improving the capacity and safety of this corridor is vital to the continued support needed to carry local and regional trips effectively. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military cooperative MidCoast Regional Airport and many local job centers. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Alignment studies indicate that the proposed improvements can be accomplished almost exclusively within the existing right of way which will prevent the project from heavily impacting the environment in surrounding areas. Additional benefits associated with the corridor improvements include planted medians which will aide

in the reduction of impervious paving that contributes to runoff pollution and heat island effect.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The US 84 access management and safety improvements will also improve livability in the region by improving the safety of a vital transportation route. Project recommendations include a planted median that will improve the aesthetics throughout the corridor as well as provide safer pedestrian facilities encouraging residents to exercise daily thereby addressing obesity within the region and providing multimodal opportunities. Additional benefits of the planted median include a reduction in impervious paving that contributes to runoff pollution and heat island effect that can contribute to negative impacts within a community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The US 84 Access management and Safety Improvement will reduce accidents and enhance safety for vehicular and pedestrian traffic. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security.
- ☒ Congestion relief: This project will relieve congestion by implementing a reduction in access points along the corridor and improvements to major intersections will further facilitate movement of local and through trips. Fixed route transit, pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, regional ports and industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant Transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.
- ☒ Increase modal options: The US 84 corridor supports the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. US 84 is a major route of travel for the Liberty Transit fixed route transit system, the Coastal Regional Coaches rural transit, and Greyhound Intercity transport. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
-------------	-----------------	-----------------------------

Design	\$866,047	\$866,047
Right-of-Way	\$880,016	\$880,016
Construction	\$6,351,015	\$6,351,015
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$8,097,078 \$8,097,078

Source used for cost estimate: 2008 corridor study + 15% pe, 10% ce&I, \$5mil r/w

## 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 317 to 320
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: US 84 SR 38 Corridor Study and Master Plan (May 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Hurricane Evacuation Route; Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): corridor study completed (10%)
- iii. Right of way acquisition (if applicable): not started (0%)

## 10. If funding were available today, provide the estimated completion time for each phase:

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	18

## **7. Project Description Summary for US 84 Access/Safety Improvements.**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County intended to construct raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 in Liberty County is a Governors Road Improvement Program (GRIP) designated corridor. US 84 is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the region. The corridor is the major east west facility providing the major connection for Liberty County to Interstate 95. In addition, US 84 provides access to Ft. Stewart and is designated as a Strategic Highway (STRAHNET). It is a designated disaster evacuation route, and is the key connection between the communities within the region.

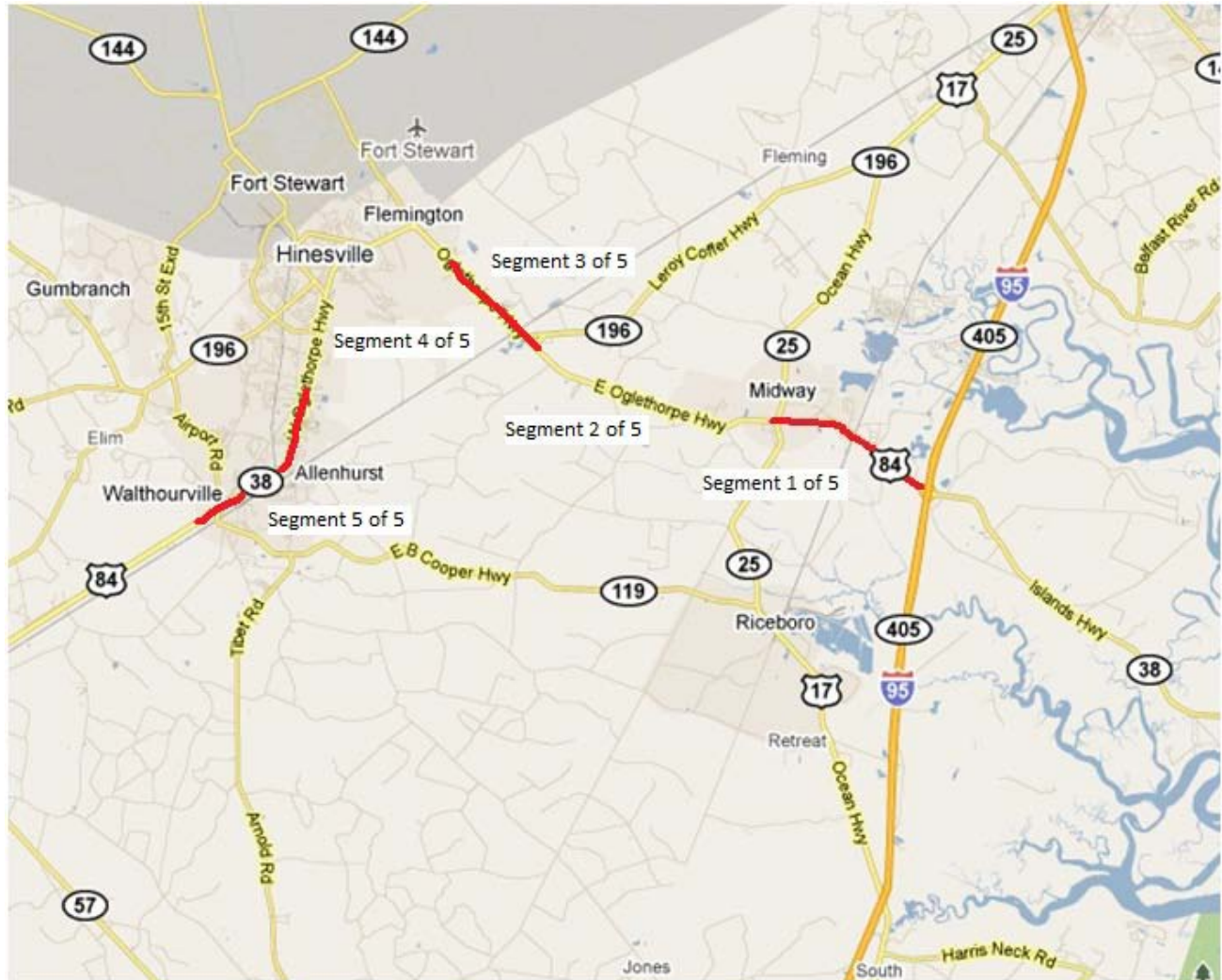
A multi-jurisdictional study was conducted concurrently with the Liberty County Comprehensive Plan and included Liberty County, a small portion of Long County, and five municipalities to provide specific recommendations for improved safety and efficiency of this important corridor. Improvement recommendations were made for the 21 miles of US 84 in the county. The project is being submitted in five separate applications.

This application is the fourth of five beginning at Spires Drive proceeding west to the Flowers Drive. Segment length is 4.9 miles and is in both Flemington and Hinesville.





**Project Location Map for the US 84 Access/Safety Improvements**  
(4 of 5: from Spires Drive to Flowers Drive)





1. **Project Name:** US 84 Access/Safety Improvements (from Flowers Drive to Long County Line)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County constructing raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 is a Governors Road Improvement Program (GRIP) transportation corridor.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, the inland port of Tifton, the port of Savannah and major lumber and production industrial centers west of I-95. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad making the efficiency of infrastructure a vital component of economic competitiveness. In addition, Liberty County's existing industries aggressively export to over 70 countries throughout the world. Due to the abundant presence of industry providers in South East Georgia it is evident that improved freight and logistical infrastructure is necessary to support the growing needs of our region. In addition, US 84 provides access to Ft. Stewart and is an important national defense facility. The implementation of access management and safety improvements will help to support the deployment and redeployment activities of Fort Stewart and subsequently support our regional economy.

**Ensure safety and security:**

The US 84 Access management and Safety Improvement plan is intended to reduce accidents and enhance safety for vehicular and pedestrian traffic throughout the corridor. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security. Statewide data shows that Oglethorpe Highway in Liberty County carries an annual average daily traffic count of up to 42,560 (2008 counts) of which up to 12% is heavy freight related trucks. This is a significant presence of industry moving through the community daily that without improved safety measures creates unsafe driving conditions for motorists. A high number of access points can contribute to both congestion and safety and when combined with high volumes of traffic, the issues of congestion and safety are exacerbated. The Georgia Department of Transportation (GDOT) has identified that between 20 and 25 access points per mile is the standard for access points along a facility. In the more urban sections of US 84 the number of access points far exceeds the GDOT standard with as many as 100 access points per mile. There are also a number of areas in the more rural areas where the GDOT standard is exceeded. The safety improvement plan and access management plan for US 84 takes all of these concerns into consideration and provides solutions to improve safety and accessibility for this critical corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The SR 38/US 84 corridor projects provides a vital freight connection between regional ports and major industrial centers west of I-95 supports Fort Stewart military base and is a hurricane evacuation route. Improving the capacity and safety of this corridor is vital to the continued support needed to carry local and regional trips effectively. This project will provide relief to congestion along GRIP designated SR 38/US 84 and offer a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export as well as the public and military cooperative MidCoast Regional Airport and many local job centers. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Hinesville Bypass as a vital transportation project. Alignment studies indicate that the proposed improvements can be accomplished almost exclusively within the existing right of way which will prevent the project from heavily impacting the environment in surrounding areas. Additional benefits associated with the corridor improvements include planted medians which will aide in the reduction of impervious paving that contributes to runoff pollution and heat island effect.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions. The US 84 access management and safety improvements will also improve livability in the region by improving the safety of a vital transportation route. Project recommendations include a planted median that will improve the aesthetics throughout the corridor as well as provide safer pedestrian facilities encouraging residents to exercise daily thereby addressing obesity within the region and providing multimodal opportunities. Additional benefits of the planted median include a reduction in impervious paving that contributes to runoff pollution and heat island effect that can contribute to negative impacts within a community.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The US 84 Access management and Safety Improvement will reduce accidents and enhance safety for vehicular and pedestrian traffic. The proposed improvements will also support a regional hurricane evacuation route and strategic network for military deployment critical for national security.
- ☒ Congestion relief: This project will relieve congestion by implementing a reduction in access points along the corridor and improvements to major intersections will further facilitate movement of local and through trips. Fixed route transit, pedestrian and bicycle facilities will further decrease congestion by promoting alternative transportation options.
- ☒ Economic development: The US 84 Access Management and Safety Improvement plan strongly supports statewide freight initiatives by improving a vital connection between local employment centers, regional ports and industrial centers west of I-95. The project will also offer additional support to the Fort Stewart military base which is a significant Transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense.
- ☒ Increase modal options: The US 84 corridor supports the MidCoast Regional Airport in Flemington, GA as well as an improved corridor of travel from I-95 to the CSX passenger train station in Wayne County. US 84 is a major route of travel for the Liberty Transit fixed route transit system, the Coastal Regional Coaches rural transit, and Greyhound Intercity transport. Pedestrian and bicycle facilities promote alternative transportation options to and from a major industry and employment centers for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$1,105,558	\$1,105,558

Right-of-Way	\$1,123,390	\$1,123,390
Construction	\$8,107,431	\$8,107,431
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$10,336,379 \$10,336,379

Source used for cost estimate: 2012 corridor study + 15% pe, 10% ce&I, \$5mil r/w

## 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 321 to 323
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); US 84 SR 38 Corridor Study and Master Plan (May 2007); Fort Stewart/HAAF Regional Growth Plan (July 2010); Governors Road Improvement Program (GRIP); National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): corridor study completed (10%)
- iii. Right of way acquisition (if applicable): not started (0%)

## 10. If funding were available today, provide the estimated completion time for each phase:

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	18

## **7. Project Description Summary for US 84 Access/Safety Improvements.**

The US 84 Access Management and Safety Improvement plan is a high priority project in Liberty County intended to construct raised medians, pedestrian and bicycle facilities, and intersection improvements designed to reduce accidents and enhance safety for vehicular and pedestrian traffic. US 84 in Liberty County is a Governors Road Improvement Program (GRIP) designated corridor. US 84 is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the region. The corridor is the major east west facility providing the major connection for Liberty County to Interstate 95. In addition, US 84 provides access to Ft. Stewart and is designated as a Strategic Highway (STRAHNET). It is a designated disaster evacuation route, and is the key connection between the communities within the region.

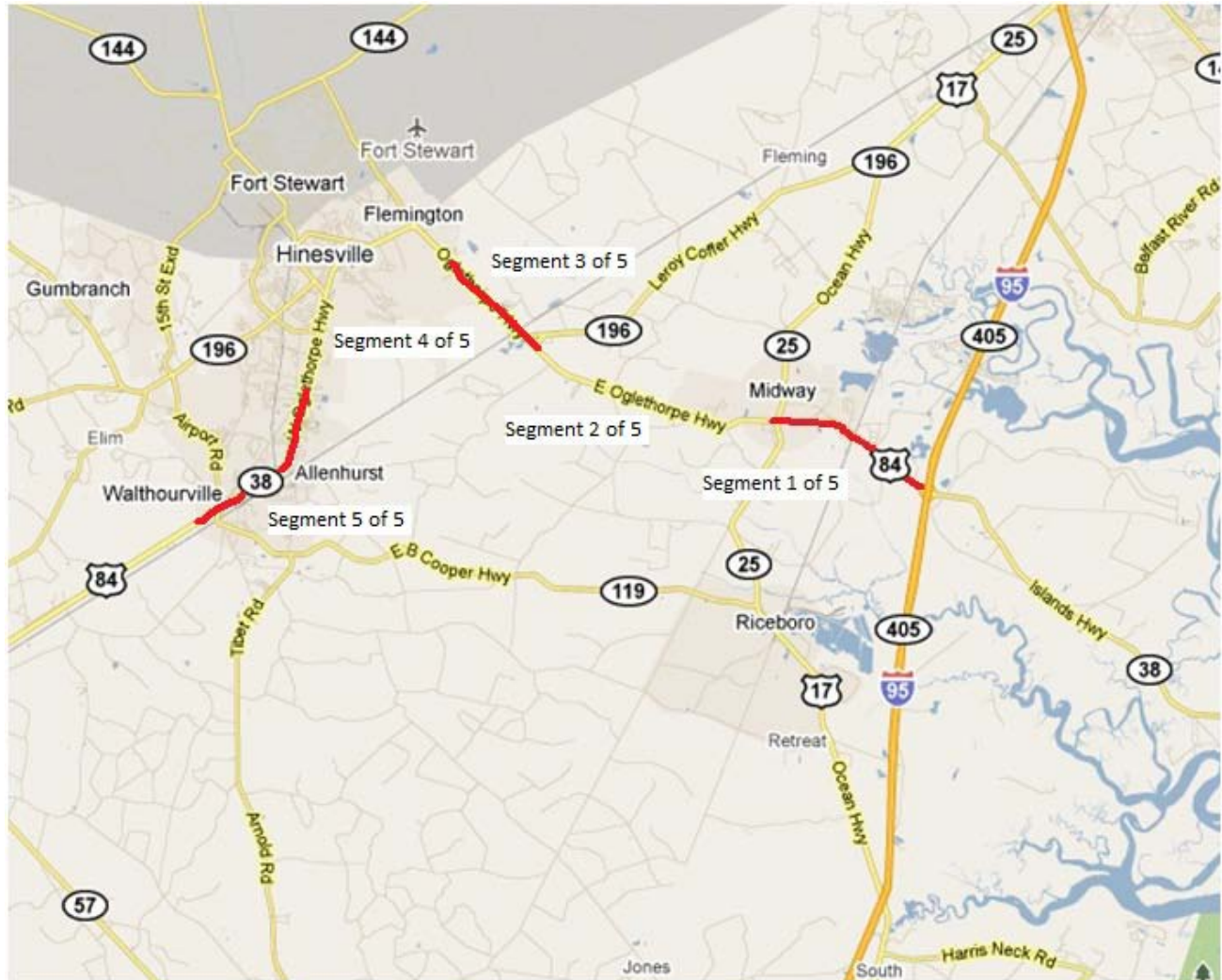
A multi-jurisdictional study was conducted concurrently with the Liberty County Comprehensive Plan and included Liberty County, a small portion of Long County, and five municipalities to provide specific recommendations for improved safety and efficiency of this important corridor. Improvement recommendations were made for the 21 miles of US 84 in the county. The project is being submitted in five separate applications.

This application is the fifth of five beginning at Flower Drive proceeding west to the Long County Line. Segment length is 4.9 miles and is in Hinesville, Allenhurst, Walthourville and Long County.





**Project Location Map for the US 84 Access/Safety Improvements**  
(5 of 5: from Flowers Drive to Long County Line)



**1. Project Name:** Existing Liberty Transit Systems Operations (20 years) (Urbanized Areas of Liberty County)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☒ Transit Operations & Maintenance

**4. Project Purpose:**

The Transportation Investment act of 2010 will provide a stable dedicated funding source for the operations of the Liberty Transit System that will assist in ensuring this vital service is maintained for the region.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast. With 284,923 acres of land, Fort Stewart is also the largest installation east of the Mississippi River projecting 33,524 military, contractor, and civilian jobs by 2013. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installation as well as medical facilities, judicial services, education centers, industry parks, and large commercial centers make Liberty Transit a vital tool for economic growth in the Region. Liberty Transit also provides coordinated services for rural transit users through designated transfers providing a regional presence within the fixed route structure. Maintaining a fixed route transit system that can efficiently support trips to and from major employment centers will continue to support the economic competitiveness for the Coastal Region.

**Ensure safety and security:**

VeoliaTransdev is the competitively selected operations management firm for Liberty Transit. One of the driving factors in the selection process was effective safety policies and procedures. VeoliaTransdev states that caring for the safety of our employees and the passengers we serve, is the most important thing that we do every day. Safety is our moral, ethical and legal obligation and is at the core of everything that we do. We are relentless in our ongoing pursuit of World-Class Safety and are committed to continuing to elevate our performance.

Many initiatives reinforce our commitment to safety:

- Continuous training and coaching.
- Employee engagement through many visible programs and initiatives.
- Clear operating procedures and guidelines.
- Continued management focus.
- Insistence upon accountability at all levels.
- Rigorous audit processes with action plans and coaching sessions designed to foster continuous improvement.
- Requiring accurate reporting and measurement.
- Sharing best practices among all our operations.

These initiatives help build a culture of safety, where every employee takes personal responsibility for safety, every minute. Through safety focused programs such as the Operator Development Training Program, DriveCam security footage for training, 300:29:1 initiative, National Safety ensures federal compliance with Federal requirements, and DRIVE program Liberty Transit staff promotes safety as our most deeply held value and top priority. Our managers and supervisors believe that achieving “world-class safety” status is dependent upon building a culture where every employee considers safe practices a priority.

**Maximize the value of Georgia’s assets, getting the most out of the existing network:**

With substantial regional population growth projected by the Office of Planning and Budget, increases in industrial freight transport and military growth, the need to promote alternative modes of transportation to mitigate the impacts to the existing network is critical. Liberty Transit is a vital tool used to mitigate substantial transportation circulation shifts resulting from growth at Fort Stewart military base as well as reassignment of soldiers to the recently completed 4th IBTC with over 4,200 soldiers relocated to an area that was previously unoccupied. Liberty Transit offers service to over 21 square miles with eight 30 passenger vehicles operating between the hours of 5:30 AM and 6:30 PM with extended hours of operation on Friday and Saturday. Transit service will reduce the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic. The service area of Liberty Transit provides relief to many critical regional networks such as the National Highway System, Governors Road Improvement Program Corridor, and the Strategic Highway Network.

**Minimize the impacts to the environment:**

With increased transportation demands associated with Fort Stewart, the Midcoast Regional Airport and industrial park, large commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. All Liberty Transit vehicles run on diesel fuel which delivers great fuel economy, 20 to 30 percent better than comparable vehicles with gasoline engines. Because of their lower per-mile fuel consumption, diesel engines generally release less carbon dioxide. With improved efficiency and a reduction in the number of vehicles operating on the existing network, Liberty Transit can make a substantial difference in the negative impacts to the environment. Both environmental and environmental justice concerns were addressed throughout the 2035 Sustainable Mobility Plan planning process that endorses the continued operation of the Liberty Transit fixed route system.

**Livability:**

Liberty Transit fixed route service addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes will allow residents and visitors to exercise daily thereby addressing obesity within the region. Each bus is equipped with an ADA-compliant wheelchair lift and two wheelchair spaces in order to provide deviated curb-to-curb service to eligible passengers who cannot access regular bus stop locations. This service provides assistance to those with impaired mobility creating more flexibility and freedom to move within our region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The operation of Liberty Transit is managed by VeoliaTransdev, a world renowned transit management firm, dedicated to the safety and security of employees and the people they serve. Through progressive safety initiatives, Liberty Transit provides secure and dependable service.
- ☒ Congestion relief: Liberty Transit fixed route service will assist in reducing the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic.
- ☒ Economic development: The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast. With 284,923 acres of land, Fort Stewart is also the largest installation east of the Mississippi River projecting 33,524 military, contractor, and civilian jobs by 2013. Liberty Transit provides safe and efficient transportation to a growing population in the Coastal Region.
- ☒ Increase modal options: Liberty Transit provides fixed route service coordinated with regional rural on demand service provided by Coastal Regional Coaches and intercity service provided by Greyhound. With these cooperative initiatives working together an efficient and comprehensive multimodal network is made possible.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations	\$18,700,000	\$18,700,000
Transit Capital		

TOTAL COST: \$18,700,000 \$18,700,000

Source used for cost estimate: TIP Projections

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): n/a
- ii. Design plans (if applicable): n/a
- iii. Right of way acquisition (if applicable): n/a



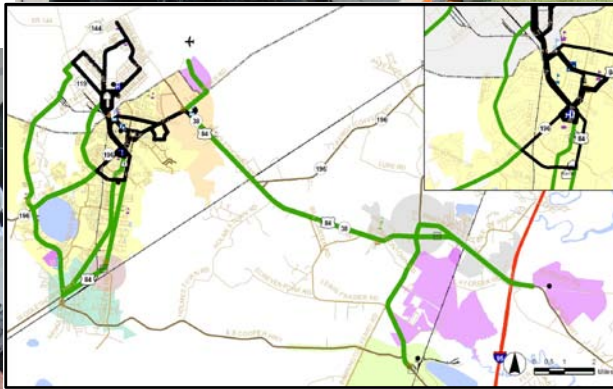
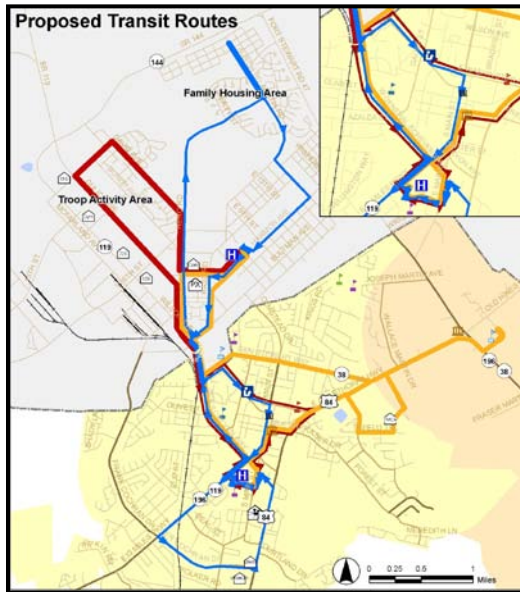
**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	0
Right-of-Way (if applicable)	0
Construction	0

**7. Project Description Summary for Existing Liberty Transit Systems Operations (20 years).**

Liberty Transit is a new public fixed route bus system serving areas of Hinesville, Flemington, and Fort Stewart, owned and operated by the City of Hinesville. At a county wide planning workshop in 2003 it was determined by elected officials that public fixed route transit in Liberty County was desirable. Subsequent feasibility studies indicated that the 2005 median household income for the City of Hinesville was \$33,800 (down from \$ 35,013 in 2000) compared to the State of Georgia's average of \$ 45,404. This represents an average median income less than 75% of the statewide average. Additionally, the prevalence of younger individuals and families within the Hinesville/Flemington/Ft. Stewart community contributes to the need for additional transportation options for residents. The median age in Liberty County in 2005 was about 25.9 years compared with the State of Georgia's median residential age of 33.4 years. Based on such factors as median household income, median age, personal surveys, and proximity to regional job centers such as Fort Stewart, it is clear that an alternative to the private auto is needed in the Hinesville urban area. Liberty Transit currently operates using a combination of federal 5307 transit funds, local funds, and fare revenue. Liberty Transit is also receiving federal stimulus funds through the American Recovery and Reinvestment Act (ARRA). The Transportation Investment Act of 2010 will provide a 20 year stable dedicated funding source for the operations of the Liberty Transit System that will assist in ensuring this vital service is maintained for the region.

**Project Location Map for the Existing Liberty Transit Systems Operations (20 years)**  
(Urbanized Areas of Liberty County)



1. **Project Name:** Existing Liberty Transit System Capital (Urbanized Areas of Liberty County)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☒ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The Transportation Investment act of 2010 will provide a 20 year stable dedicated funding source to maintain the capital equipment needs of the Liberty Transit System that will assist in ensuring this vital service is maintained for the region.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast. With 284,923 acres of land, Fort Stewart is also the largest installation east of the Mississippi River projecting 33,524 military, contractor, and civilian jobs by 2013. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installation as well as medical facilities, judicial services, education centers, industry parks, and large commercial centers make Liberty Transit a vital tool for economic growth in the Region. Liberty Transit also provides coordinated services for rural transit users through designated transfers providing a regional presence within the fixed route structure. Maintaining a fixed route transit system that can efficiently support trips to and from major employment centers will continue to support the economic competitiveness for the Coastal Region.

**Ensure safety and security:**

By providing a dedicated funding source for capital equipment investments necessary to sustain fixed route transit service, timely replacement of revenue service vehicles and support equipment will ensure the safety and security for users and employees.

**Minimize the impacts to the environment:**

With increased transportation demands associated with Fort Stewart, the MidCoast Regional Airport and industrial park, large commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. All Liberty Transit vehicles run on diesel fuel which delivers great fuel economy, 20 to 30 percent better than comparable vehicles with gasoline engines. Because of their lower per-mile fuel consumption, diesel engines generally release less carbon dioxide. With improved efficiency and a reduction in the number of vehicles operating on the existing network, Liberty Transit can make a substantial difference in the negative impacts to the environment. With a commitment to timely replacement of service vehicles and support equipment, the most competitive and technologically advanced emissions control rated vehicles can be utilized to protect the environment from harmful emissions.

**Livability:**

Liberty Transit fixed route service addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes will allow residents and visitors to exercise daily thereby addressing obesity within the region. Each bus is equipped with an ADA-compliant wheelchair lift and two wheelchair spaces in order to provide deviated curb-to-curb service to eligible passengers who cannot access regular bus stop locations. This service provides assistance to those with impaired mobility creating more flexibility and freedom to move within our region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: By providing a dedicated funding source for capital equipment investments necessary to sustain fixed route transit service, timely replacement of revenue service vehicles and support equipment will ensure the safety and security for users and employees.
- ☒ Congestion relief: Liberty Transit fixed route service will assist in reducing the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic.
- ☒ Economic development: The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast. With 284,923 acres of land, Fort Stewart is also the largest installation east of the Mississippi River projecting 33,524 military, contractor, and civilian jobs by 2013. Liberty Transit provides safe and efficient transportation to a growing



population in the Coastal Region and ongoing capital investments to maintain the current level of service will support a multitude of manufacturing based jobs.

- ☒ Increase modal options: Liberty Transit provides fixed route service coordinated with regional rural on demand service provided by Coastal Regional Coaches and intercity service provided by Greyhound. With these cooperative initiatives working together an efficient and comprehensive multimodal network is made possible.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations		
Transit Capital	\$1,900,000	\$1,900,000

TOTAL COST: \$1,900,000 \$1,900,000

Source used for cost estimate: TIP Projections

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): n/a
- ii. Design plans (if applicable): n/a
- iii. Right of way acquisition (if applicable): n/a

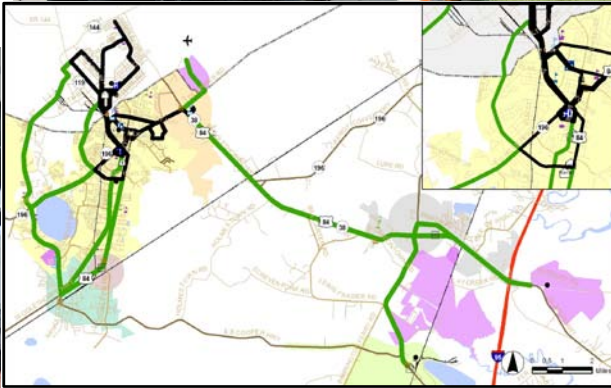
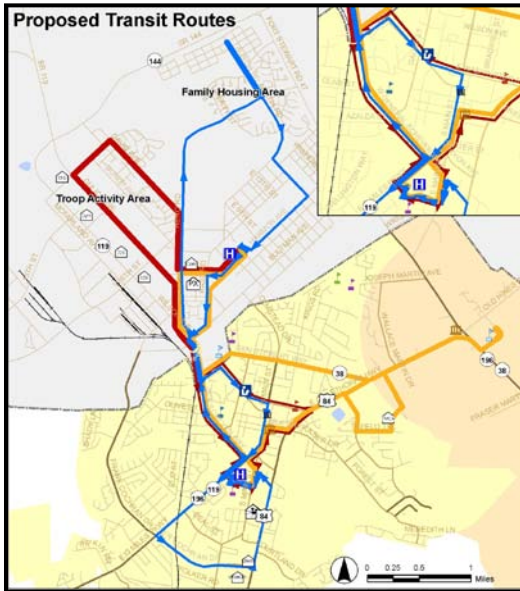
**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	0
Right-of-Way (if applicable)	0
Construction	0

## **7. Project Description Summary for Existing Liberty Transit System Capital.**

Liberty Transit is a new public fixed route bus system serving areas of Hinesville, Flemington, and Fort Stewart, owned and operated by the City of Hinesville. At a county wide planning workshop in 2003 it was determined by elected officials that public fixed route transit in Liberty County was desirable. Subsequent feasibility studies indicated that the 2005 median household income for the City of Hinesville was \$33,800 (down from \$ 35,013 in 2000) compared to the State of Georgia's average of \$ 45,404. This represents an average median income less than 75% of the statewide average. Additionally, the prevalence of younger individuals and families within the Hinesville/Flemington/Ft. Stewart community contributes to the need for additional transportation options for residents. The median age in Liberty County in 2005 was about 25.9 years compared with the State of Georgia's median residential age of 33.4 years. Based on such factors as median household income, median age, personal surveys, and proximity to regional job centers such as Fort Stewart, it is clear that an alternative to the private auto is needed in the Hinesville urban area. Liberty Transit currently operates using a combination of federal 5307 transit funds, local funds, and fare revenue. Liberty Transit is also receiving federal stimulus funds through the American Recovery and Reinvestment Act (ARRA). The Transportation Investment act of 2010 will provide a 20 year stable dedicated funding source to maintain the capital equipment needs of the Liberty Transit System that will assist in ensuring this vital service is maintained for the region.

**Project Location Map for the Existing Liberty Transit System Capital**  
(Urbanized Areas of Liberty County)



1. **Project Name:** Multi-Modal Transit Center Design and Construction (location to be determined)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☒ Transit Capital
- ☒ Transit Operations & Maintenance

4. **Project Purpose:**

A key component of providing seamless regional transportation service is establishing a centrally located station that provides a designated terminal for all modes of transportation.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast projecting 33,524 military, contractor, and civilian jobs by 2013. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installation, medical facilities, judicial services, education centers, industry parks, and large commercial centers, as well as the central strategic location between Savannah/Hilton Head International Airport and Brunswick Golden Isles Airport, makes Liberty County a key link to the regional transportation network. Developing a "MidCoast Regional" multimodal center in Liberty County will provide a valuable transfer hub for Liberty Transit fixed route service, Coastal Regional Coaches rural transit, Greyhound intercity bus service, and all other modes of local transportation including but not limited to bicycle, pedestrian, carpool, and taxi services. A Liberty County multimodal center offers an opportunity to overcome problems that have plagued Coastal Regional cities for decades including traffic congestion, dependence on foreign oil, air and noise pollution and their impact on efficiency, economics and health. Investments in capital infrastructure to support



the regional alternative transportation network in order to provide a dependable and affordable network for alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.

**Ensure safety and security:**

Existing multimodal conditions in Liberty County do not include an accessible transit station for Liberty Transit, rural transit providers, or intercity bus service. Current intercity bus stations have been relocated 3 times within the last 48 months due to cooperative location business closure, security concerns and funding shortfalls. The current intercity bus terminal is located at a convenience store along US 84 with no waiting room facilities for passengers. Coastal Regional Coaches has expressed interest in determining where a safe transfer facility can be located in Liberty County in order to integrate passengers from rural service into the Liberty Transit fixed route service in a climate controlled and secure environment. One San Francisco Bay Area transit agency reports that more than 50 percent of bicycles parked in areas with no security are stolen every year with a very small rate of recovery. Developing a multimodal center with staff available to monitor theft activities will offer additional comfort and security of utilizing a highly promoted form of alternative transportation in our region. Furthermore, "MidCoast Regional" multimodal station project will be fully ADA compliant insuring safety to citizens with a wide range of mobility impairments.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

With substantial regional population growth projected by the Office of Planning and Budget, increases in industrial freight transport and military growth, the need to promote alternative modes of transportation to mitigate the impacts to the existing network is critical. By developing a transfer location for Intercity, Rural and Fixed route transit service, as well as facilities for bicycle and pedestrian travel, a reduction in the number of vehicles on the road will aide in protecting the existing transportation network for local and regional through traffic. By linking these modes of transportation a truly regional approach to the movement of people and goods will be achieved and seamless transport will facilitate reduced impacts to our current infrastructure investments.

**Minimize the impacts to the environment:**

With increased transportation demands associated with military bases, large industrial centers, regional ports, commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. Diesel fueled engines providing the majority of transit service today boasts a fuel economy 20 to 30 percent better than comparable vehicles with gasoline engines. Furthermore, Chatham Area Transit has recently implemented hybrid and electric vehicles taking regional environmental benefits associated with mass transit to a new level. With improved efficiency and a reduction in the number of vehicles operating on the existing network, cooperative mass transit projects can make a substantial difference in the negative impacts to the environment. By developing a multimodal transfer location in Liberty County the viability of utilizing mass transit to travel regionally becomes seamless and more practical for users thereby reducing the number of single occupancy vehicles in the network.

**Livability:**

The “MidCoast Regional” multimodal transit center addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes in Liberty County allows residents and visitors to exercise daily thereby addressing obesity within the region. ADA compliant vehicles that will provide service at the multimodal center assist those with impaired mobility creating more flexibility and freedom to move within our region. By taking a regional approach to multimodal transportation the benefits of transit can positively impact the quality of life for those living and working within the Coastal Region and aiding in the freedom to move.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: ADA compliant and security monitored facilities at the proposed multimodal center in Liberty County will enhance the level of safety associated with public transportation in the Coastal Region.
- ☒ Congestion relief: Developing a multimodal transit center in Liberty County will create a truly regional approach for the movement of people and goods that will create seamless transport facilitating reduced impacts to our current infrastructure investments.
- ☒ Economic development: Investments in capital infrastructure to support the regional alternative transportation network in order to provide a dependable and affordable network for alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.
- ☒ Increase modal options: A combination of rural , fixed route urban and intercity transit offering coordinated services at a strategically located facility in the Coastal Region offers safe, dependable and affordable transportation options for those living and working throughout the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		

Transit Operations		
Transit Capital	\$7,400,000	\$7,400,000
TOTAL COST:	\$7,400,000	\$7,400,000
Source used for cost estimate: HAMPO Estimate		

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); CORE MPO Long Range Visioning Plan; Coastal Mobility Center Master Plan Report (December 2010)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	24
Right-of-Way (if applicable)	12
Construction	30

## **7. Project Description Summary for Multi-Modal Transit Center Design and Construction.**

Liberty Transit is a new public fixed route bus system serving areas of Hinesville, Flemington, and Fort Stewart, owned and operated by the City of Hinesville. A commitment to development, improvement and maintenance of mass transit systems is at the heart of any plan to reduce our dependence on automobiles and prevent ecological damage from emissions. But mass transit will not succeed unless we can overcome the challenge of the “first and last mile.” Moving forward into the future of mass transit based investments we must keep in mind that not much is accomplished if people have to drive from their homes to the transit station, park in a lot, and then take a cab or another car to get to their place of work or recreation. A key component of providing seamless transportation service is a centrally located station that provides a designated terminal for all modes of transportation. The first steps in developing a regional multimodal transit center in Liberty County was identifying the need, determining what kinds of facilities each mode of transit requires, and determining suitable locations for the facility. The City of Hinesville has identified the potential users of a multimodal center and has acquired letters of commitment from Greyhound intercity and Coastal Regional Coaches rural transit to partner with Liberty Transit fixed route urban system and is cited in the Coastal Regional MPO’s long range vision for providing a multimodal connection from Savannah to Liberty County. The Transportation Investment act of 2010 will provide a dedicated funding source needed to design and construct this important investment in the future of multimodal regional transit service.





1. **Project Name:** Expanded Liberty Transit System Capital (Urbanized Areas of Liberty County)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☒ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The Transportation Investment Act of 2010 will provide a stable dedicated funding source for the operations of the expanded Liberty Transit System that will assist in ensuring this vital service is provided to areas in need of public transit.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast projecting 33,524 military, contractor, and civilian jobs by 2013. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installation as well as medical facilities, judicial services, education centers, industry parks, and large commercial centers make Liberty Transit a vital tool for economic growth in the Region. Major industrial job centers such as Tradeport East and SNF Chemtal as well as post secondary education centers such as Savannah Technical College Liberty Campus and large planned unit developments of regional impact are currently outside of the Liberty Transit service area and have expressed the growing need for fixed route transit support. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.

**Ensure safety and security:**

VeoliaTransdev is the competitively selected operations management firm for Liberty Transit. One of the driving factors in the selection process was effective safety policies and procedures. VeoliaTransdev states that caring for the safety of our employees and the passengers we serve, is the most important thing that we do every day. Safety is our moral, ethical and legal obligation and is at the core of everything that we do. We are relentless in our ongoing pursuit of World-Class Safety and are committed to continuing to elevate our performance.

**Many initiatives reinforce our commitment to safety:**

- Continuous training and coaching.
- Employee engagement through many visible programs and initiatives.
- Clear operating procedures and guidelines.
- Continued management focus.
- Insistence upon accountability at all levels.
- Rigorous audit processes with action plans and coaching sessions designed to foster continuous improvement.
- Requiring accurate reporting and measurement.
- Sharing best practices among all our operations.

These initiatives help build a culture of safety, where every employee takes personal responsibility for safety, every minute. Through safety focused programs such as the Operator Development Training Program, DriveCam security footage for training, 300:29:1 initiative, National Safety ensures federal compliance with Federal requirements, and DRIVE program Liberty Transit staff promotes safety as our most deeply held value and top priority. Our managers and supervisors believe that achieving “world-class safety” status is dependent upon building a culture where every employee considers safe practices a priority.

**Maximize the value of Georgia’s assets, getting the most out of the existing network:**

With substantial regional population growth projected by the Office of Planning and Budget, increases in industrial freight transport and military growth, the need to promote alternative modes of transportation to mitigate the impacts to the existing network is critical. By increasing the service area currently provided by Liberty Transit, a reduction in the number of vehicles on the road will aide in protecting the existing transportation network for local and regional through traffic. The expanded service area of Liberty Transit provides relief too many critical regional networks such as the National Highway System, Governors Road Improvement Program Corridor, and the Strategic Highway Network.

**Minimize the impacts to the environment:**

With increased transportation demands associated with Fort Stewart, large industrial parks, commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. All Liberty Transit vehicles run on diesel fuel which delivers great fuel economy, 20 to 30 percent better than comparable vehicles with gasoline

engines. Because of their lower per-mile fuel consumption, diesel engines generally release less carbon dioxide than gasoline powered vehicles. With improved efficiency and a reduction in the number of vehicles operating on the existing network, Liberty Transit can make a substantial difference in the negative impacts to the environment. By increasing the service area of fixed route transit system, additional reductions in the number of personally owned vehicles contributing to emissions and pollution can be realized. Both environmental and environmental justice concerns were addressed throughout the 2035 Sustainable Mobility Plan planning process that endorses the expanded operation service area of the Liberty Transit fixed route system.

**Livability:**

Liberty Transit fixed route service addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes allows residents and visitors to exercise daily thereby addressing obesity within the region. Each bus is equipped with an ADA-compliant wheelchair lift and two wheelchair spaces in order to provide deviated curb-to-curb service to eligible passengers who cannot access regular bus stop locations. This service provides assistance to those with impaired mobility creating more flexibility and freedom to move within our region. By expanding the existing service area the benefits of fixed route transit can positively impact the quality of life for those living and working within the Coastal Region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The operation of Liberty Transit is managed by VeoliaTransdev, a world renowned transit management firm, dedicated to the safety and security of employees and the people they serve. Through progressive safety initiatives, Liberty Transit provides secure and dependable service.
- ☒ Congestion relief: Liberty Transit fixed route service will assist in reducing the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic.
- ☒ Economic development: Major industrial job centers, post secondary education campuses and large planned unit developments of regional impact are currently outside of the Liberty Transit service area and have expressed the growing need for fixed route transit support. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.
- ☒ Increase modal options: Liberty Transit offers safe, dependable and affordable transportation options for those within the service area. Through the 2035 Sustainable Mobility Plan initiatives the need for expanded service to major employment centers, education campuses and housing areas was expressed to increase the modal options for those living and working outside of the current service area.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations		
Transit Capital	\$2,500,000	\$2,500,000
<b>TOTAL COST:</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>

Source used for cost estimate: TIP Projections

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): n/a
- ii. Design plans (if applicable): n/a
- iii. Right of way acquisition (if applicable): n/a

**10. If funding were available today, provide the estimated completion time for each phase:**

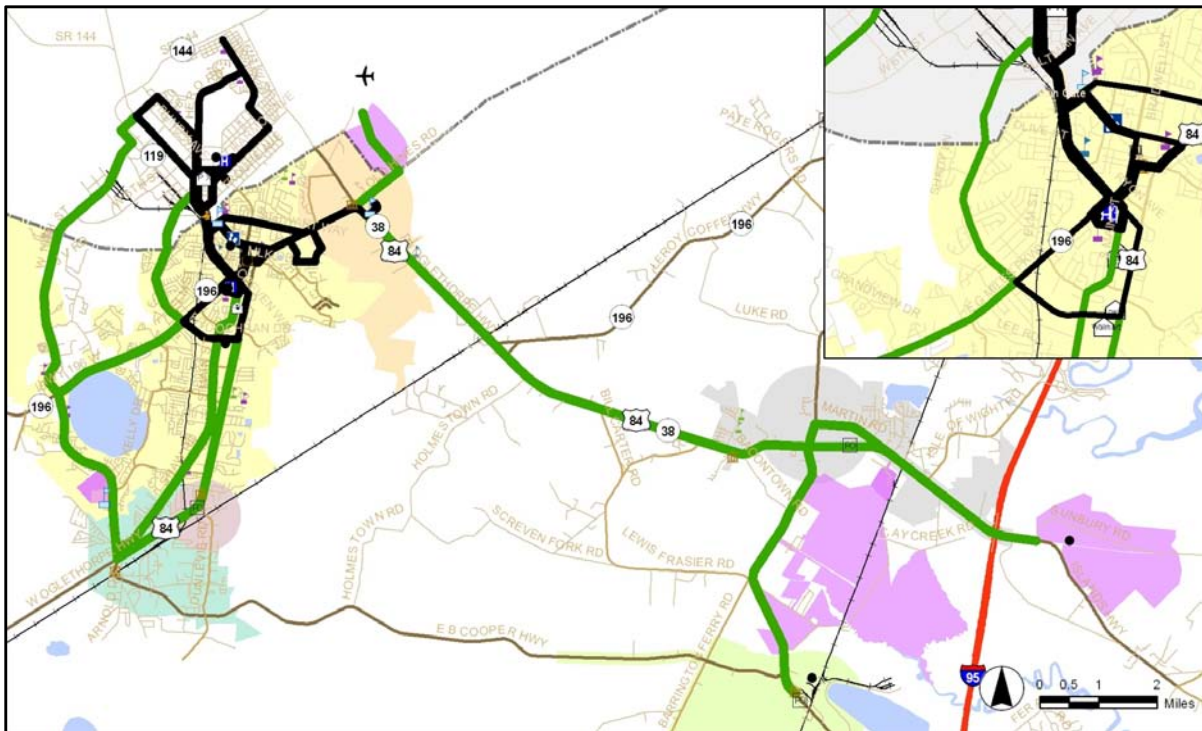
Phase	Number of Months
Design (if applicable)	0
Right-of-Way (if applicable)	0
Construction	0

## **7. Project Description Summary for Expanded Liberty Transit System Capital.**

Liberty Transit is a new public fixed route bus system serving areas of Hinesville, Flemington, and Fort Stewart, owned and operated by the City of Hinesville. At a county wide planning workshop in 2003 it was determined by elected officials that public fixed route transit in Liberty County was desirable. Subsequent feasibility studies based on such factors as median household income, median age, personal surveys, and proximity to regional job centers such as Fort Stewart indicated that an alternative to the private auto is needed in the Hinesville urban area. Liberty Transit currently operates using a combination of federal 5307 transit funds, local funds, and fare revenue. Liberty Transit is also receiving federal stimulus funds through the American Recovery and Reinvestment Act (ARRA). The most recent update the Hinesville Area Metropolitan Planning Organization's Long Range Transportation Plan, known as the 2035 Sustainable Mobility Plan, indicates a need for expanded service throughout the county. Concerns expressed by the HAMPO Policy Committee, elected officials and Liberty County residents during the planning effort supports the concept of Liberty Transit expansion into areas with large industrial employment centers, education centers (Pre-K – Post Secondary) and multiple developments of regional impact that will house more than 25,000 residential units collectively. The Transportation Investment act of 2010 will provide a stable dedicated funding source for the operations of the expanded Liberty Transit System that will assist in ensuring this vital service is provided to areas in need of public transit.



**Project Location Map for the Expanded Liberty Transit System Capital**  
(Urbanized Areas of Liberty County)



Existing routes are black, expanded green.

1. **Project Name:** Expanded Liberty Transit System Operations (20 years) (Liberty County)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☒ Transit Operations & Maintenance



4. **Project Purpose:**

The Transportation Investment act of 2010 will provide a stable dedicated funding source to maintain the capital equipment needs of the Liberty Transit System that will assist in ensuring this vital service is provided to areas in need of fixed route public transit.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The current Liberty Transit route structure is located within the corporate limits of the City of Flemington, the City of Hinesville and Fort Stewart the home of the 3rd infantry Division and the army's Premier Power Projection Platform on the Atlantic Coast projecting 33,524 military, contractor, and civilian jobs by 2013. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installation as well as medical facilities, judicial services, education centers, industry parks, and large commercial centers make Liberty Transit a vital tool for economic growth in the Region. Major industrial job centers such as Tradeport East and SNF Chemtal as well as post secondary education centers such as Savannah Technical College Liberty Campus and large planned unit developments of regional impact are currently outside of the Liberty Transit service area and have expressed the growing need for fixed route transit support. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region. Investments in capital equipment will be a key component in order to expand fixed route service.

**Ensure safety and security:**

By providing a dedicated funding source for capital equipment investments necessary to expand fixed route transit service in Liberty County, timely procurement of revenue service vehicles and support equipment will ensure the safety and security of multimodal travel for users and employees.

Maximize the value of Georgia's assets, getting the most out of the existing network

With substantial regional population growth projected by the Office of Planning and Budget, increases in industrial freight transport and military growth, the need to promote alternative modes of transportation to mitigate the impacts to the existing network is critical. By increasing the service area currently provided by Liberty Transit, a reduction in the number of vehicles on the road will aid in protecting the existing transportation network for local and regional through traffic. The expanded service area of Liberty Transit provides relief to many critical regional networks such as the National Highway System, Governors Road Improvement Program Corridor, and the Strategic Highway Network.

**Minimize the impacts to the environment:**

With increased transportation demands associated with Fort Stewart, large industrial parks, commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. All Liberty Transit vehicles run on diesel fuel which delivers great fuel economy, 20 to 30 percent better than comparable vehicles with gasoline engines. Because of their lower per-mile fuel consumption, diesel engines generally release less carbon dioxide than gasoline powered vehicles. With improved efficiency and a reduction in the number of vehicles operating on the existing network, Liberty Transit can make a substantial difference in the negative impacts to the environment. By increasing the service area of fixed route transit system, additional reductions in the number of personally owned vehicles contributing to emissions and pollution can be realized. Both environmental and environmental justice concerns were addressed throughout the 2035 Sustainable Mobility Plan planning process that endorses the expanded operation service area of the Liberty Transit fixed route system.

**Livability:**

Liberty Transit fixed route service addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes allows residents and visitors to exercise daily thereby addressing obesity within the region. Each bus is equipped with an ADA-compliant wheelchair lift and two wheelchair spaces in order to provide deviated curb-to-curb service to eligible passengers who cannot access regular bus stop locations. This service provides assistance to those with impaired mobility creating more flexibility and freedom to move within our region. By expanding the existing service area the benefits of fixed route transit can positively impact the quality of life for those living and working within the Coastal Region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: By providing a dedicated funding source for capital equipment investments necessary to expand the fixed route transit service area, procurement of revenue service vehicles and support equipment will ensure the safety and security for users and employees.
- ☒ Congestion relief: Capital equipment to support expanded Liberty Transit fixed route service will assist in reducing the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic.
- ☒ Economic development: Major industrial job centers, post secondary education campuses and large planned unit developments of regional impact are currently outside of the Liberty Transit service area and have expressed the growing need for fixed route transit support. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.
- ☒ Increase modal options: Liberty Transit offers safe, dependable and affordable transportation options for those within the service area. Through the 2035 Sustainable Mobility Plan initiatives the need for expanded service to major employment centers, education campuses and housing areas was expressed to increase the modal options for those living and working outside of the current service area.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations	\$22,500,000	\$22,500,000
Transit Capital		

TOTAL COST: \$22,500,000 \$22,500,000

Source used for cost estimate: TIP Projections

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):

HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010

- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): n/a
- ii. Design plans (if applicable): n/a
- iii. Right of way acquisition (if applicable): n/a

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	0
Right-of-Way (if applicable)	0
Construction	0

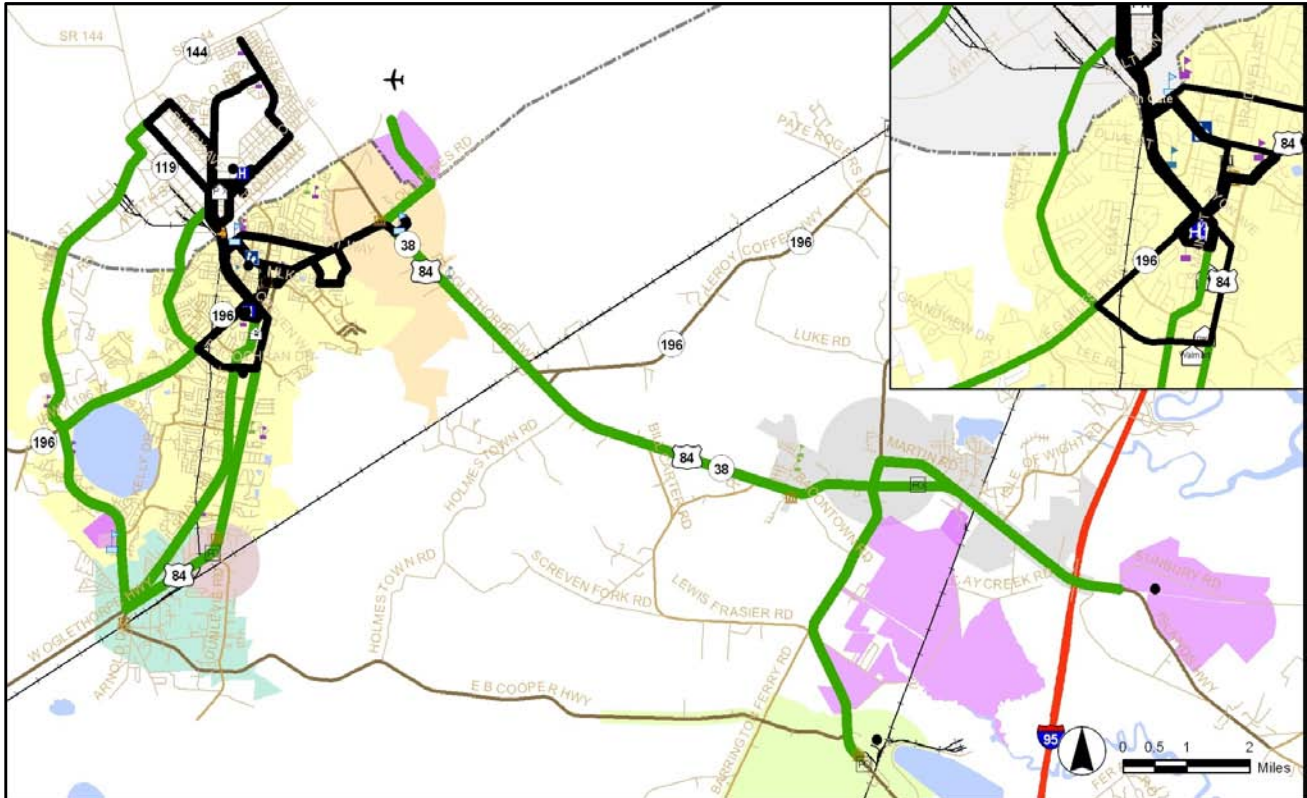


**7. Project Description Summary for Expanded Liberty Transit System Operations (20 years).**

Liberty Transit is a new public fixed route bus system serving areas of Hinesville, Flemington, and Fort Stewart, owned and operated by the City of Hinesville. Prior to system start-up, feasibility studies were performed prior based on such factors as median household income, median age, personal surveys, and proximity to regional job centers such as Fort Stewart. These studies indicated that an alternative to the private auto is needed in the Hinesville urban area. Liberty Transit currently operates using a combination of federal 5307 transit funds, local funds, and fare revenue. Liberty Transit is also receiving federal stimulus funds through the American Recovery and Reinvestment Act (ARRA). The most recent update the Hinesville Area Metropolitan Planning Organization's Long Range Transportation Plan, known as the 2035 Sustainable Mobility Plan, indicates a need for expanded service throughout the county. Concerns expressed by the HAMPO Policy Committee, elected officials and Liberty County residents during the planning effort supports the concept of Liberty Transit expansion into areas with large industrial employment centers, education centers (Pre-K – Post Secondary) and multiple developments of regional impact that will house more than 25,000 residential units collectively. Continued uncertainty surrounding current intermodal funding from the State of Georgia and Federal Transit Administration supports the necessity to seek funding through other sources. The Transportation Investment act of 2010 will provide a stable dedicated funding source to maintain the capital equipment needs of the Liberty Transit System that will assist in ensuring this vital service is provided to areas in need of fixed route public transit.



**Project Location Map for the Expanded Liberty Transit System Operations (20 years)**  
(Liberty County)



Existing route system is shown in black, expanded in green.

1. **Project Name:** Rural Transit Operations (20 years) (Liberty County)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☒ Transit Operations & Maintenance

4. **Project Purpose:**

The Transportation Investment Act of 2010 will provide a stable dedicated funding source for the Liberty County local operations contribution that will assist in ensuring this vital service is provided to areas in need of rural on-demand public transit.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

With proximity to the Port of Savannah and Port of Brunswick, as well as major interstates, the Coastal Region has emerged as a transportation and distribution hub for the State of Georgia. These factors have combined to increase the area's population and attract economic investment. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The large military installations of Fort Stewart/HAAF as well as medical facilities, judicial services, education centers, industry parks, and large commercial centers make the Coastal Region a vital tool for economic growth in the Region. With the projected economic growth comes greater need for public transit to support a multitude of modal options to transport goods and people. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.



**Ensure safety and security:**

Coastal Regional Coaches provides on demand transit service that meets and/or exceeds all federal and state requirements for safety. All CRC vehicles are handicapped service equipped and staff is highly trained to ensure the comfort and security of all passengers.

**Minimize the impacts to the environment:**

With increased transportation demands associated with Fort Stewart, large industrial parks, commercial centers, and education/municipal service centers, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles. With improved efficiency and a reduction in the number of vehicles operating on the existing network, Coastal Regional Coaches can make a substantial difference in the negative impacts to the environment. Both environmental and environmental justice concerns were addressed throughout the 2035 Sustainable Mobility Plan planning process that supports the operations of the rural on demand service provided by the CRC.

**Livability:**

Coastal Regional Coaches rural on-demand transit service addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region. In addition, the existing pedestrian and bicycle infrastructure in close proximity to fixed route transit routes allows residents and visitors to exercise daily thereby addressing obesity within the region. Each bus is equipped with ADA-compliant amenities in order to provide curb-to-curb service to passengers in rural areas. This service provides assistance to those with impaired mobility creating more flexibility and freedom to move within our region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Coastal Regional Coaches provides on demand transit service that meets and/or exceeds all federal and state requirements for safety. All CRC vehicles are handicapped service equipped and staff is highly trained to ensure the comfort and security of all passengers.
- ☒ Congestion relief: Coastal Regional Coaches rural on-demand service will assist in reducing the number of vehicles on the road therefore protecting the existing transportation network for local and regional through traffic.
- ☒ Economic development: Major industrial job centers, post secondary education campuses and large planned unit developments of regional impact located outside of urban transit service areas indicate a growing need for rural transit support. Providing a dependable and affordable mode of alternative transportation to major job centers will promote economic competitiveness and encourage a more sustainable reverse commute population for the region.
- ☒ Increase modal options: Coastal Regional Coaches offers safe, dependable and affordable transportation options for those living and/or working outside designated urban transit service areas. This service in

conjunction with fixed route transit providers supports a comprehensive multimodal network.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations	\$700,000	\$700,000
Transit Capital		

TOTAL COST: \$700,000 \$700,000

Source used for cost estimate: current cost 24k/yr for 20 yrs with 4% inflation

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Transit Implementation Study (January 2007); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): n/a
- ii. Design plans (if applicable): n/a
- iii. Right of way acquisition (if applicable): n/a

**10. If funding were available today, provide the estimated completion time for each phase:**

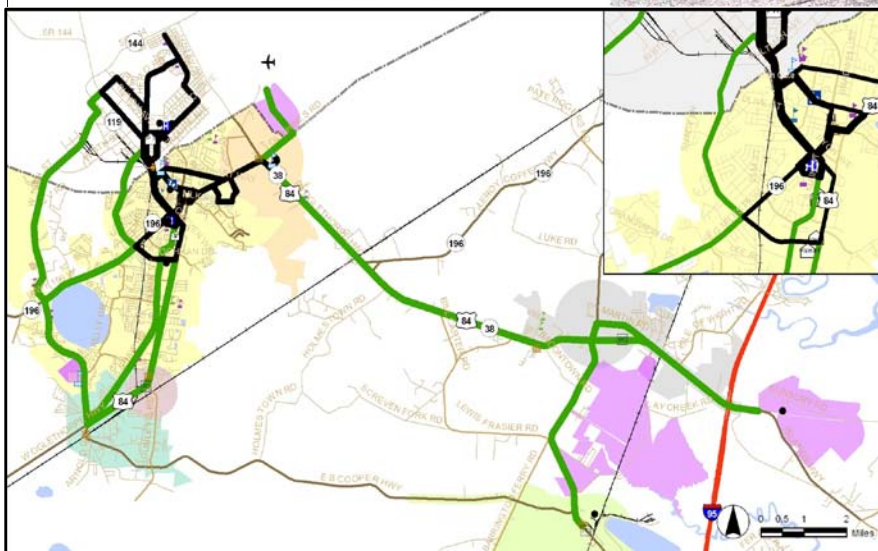
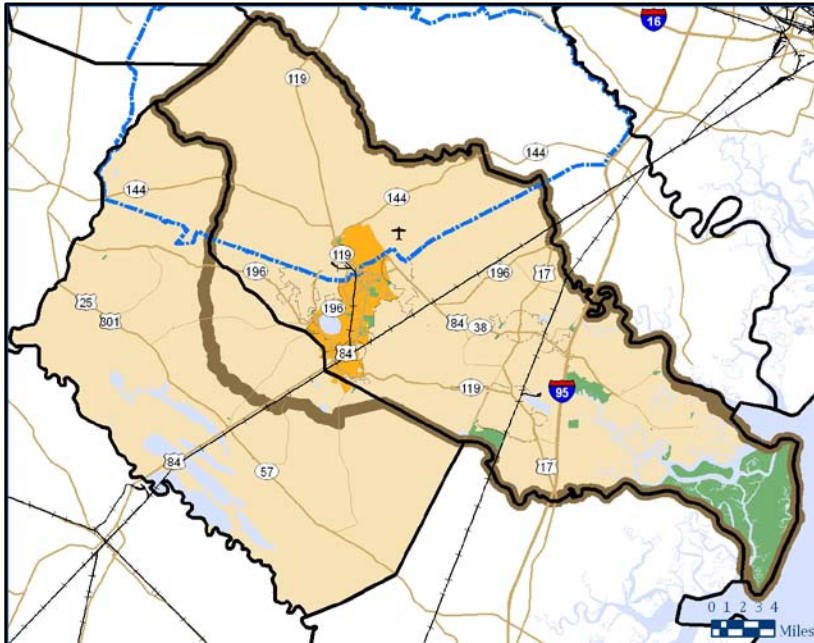


Phase	Number of Months
Design (if applicable)	0
Right-of-Way (if applicable)	0
Construction	0

**7. Project Description Summary for Rural Transit Operations (20 years).**

The Coastal Regional Coaches transit system began operating within the Coastal Region in 2009 providing regional rural and coordinated public transit. Coastal Regional Coaches is a demand-response, door-to-door, advance reservation transportation program available to residents in the rural areas of Bryan, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven counties. As this is public transit, there are no eligibility criteria; the service is available to anyone in the rural areas of the region, for any purpose, and to any destination within the coastal region. CRC will significantly enhance mobility for the elderly, persons with disabilities, and low-income house-holds. Residents in the nine participating counties can use the service for medical appointments, shopping, visiting, or just for social outings. Coastal Regional Coaches also acts as a “feeder system” into areas with operating mass (urban) transit systems such as Liberty Transit fixed route service in the Hinesville urban area, making transportation seamless throughout the region. The CRC has initiated a multitude of activities to expand service provided to the region. The fare for ridership on CRC is \$3 per one-way trip with an additional \$3 added for each county boundary crossed. Operations of the on demand transit service are funded through a combination of Federal funds, fare revenue and participating County contributions. The Transportation Investment act of 2010 will provide a stable dedicated funding source for the Liberty County local operations contribution that will assist in ensuring this vital service is provided to areas in need of rural on-demand public transit.

**Project Location Map for the Rural Transit Operations (20 years)**  
(Liberty County)



1. **Project Name:** 15th Street Widening (from EG Miles Parkway to Fort Stewart Boundry)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The intent of the project is to increase the roadway capacity, impacted predominantly by growth at Fort Stewart and the Planned Unit Development Independence, to an acceptable level of service.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

A primary focus of the 15th Street widening project is improved access to Fort Stewart home of the 3rd Infantry Division and the Army's Premier Power Projection Platform on the Atlantic Coast. Fort Stewart/HAAF remains a vital link in the US army's current and future, training, force projection and deployment requirements and will continue to grow as a result of mission transformation. By 2013, Fort Stewart/HAAF will add 4,341 personnel, including active military, civilian workers, and contractors. With proximity to the Port of Savannah and Port of Brunswick, as well as major interstates, the region has also emerged as a transportation and distribution hub for the State of Georgia. The current freight access control gate for the entire installation is located on 15th Street further supporting the necessity for increased capacity as industry grows in our region. 15th Street also provides a direct connection to SR 38/US 84 which is a critical component of the regional transportation system playing a vital role in the movement of people and goods through and within the area.

**Ensure safety and security:**

15th Street is a two lane roadway abutted on each end by funded 4 lanes projects; to the south between SR 119

and SR 38/US 84 (Airport Road Improvements PI # 0004917) and the planned widening of 15th Street within the Fort Stewart boundary by Department of Defense. This discrepancy in travel lanes creates a bottleneck for traffic entering and exiting the Fort Stewart military base. Widening of this section of 15th Street will eliminate the bottleneck that creates dangerous travel conditions for motorists and improve the supporting network for Fort Stewart's national defense deployment activities. The proposed improvements along the 15th Street corridor will also include pedestrian facilities that will provide safe accommodations for alternative transportation options that are currently not present through this corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The proposed 15th Street widening project will provide relief to congestion along a direct link to Fort Stewart's freight access control gate, a major importer and exporter of goods and people throughout the region. This project is also an extension of a State Transportation Improvement Plan funded widening of Airport Road that is a critical connection between two State Routes including SR 38/US 84 and SR 196. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and will support one of the largest developments of regional impact in Liberty County.

**Minimize the impacts to the environment:**

With increased demand associated with Fort Stewart and surrounding commercial and residential growth, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles impacted by increases in vehicle hours of delay. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the 15th Street widening as one of the highest transportation projects.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay minimizing the negative impacts associated with congestion and emissions as well as providing a vital transportation route linking where people live to where they work. The 15th Street widening project will also address safety and livability by providing safe pedestrian infrastructure in close proximity to future fixed route transit allowing them to exercise daily thereby addressing obesity within the region. The widening project also supports the Independence planned unit development along 15th Street that will promote a model of combined live work opportunities to minimize the distance of travel to and from the work place that can negatively impact quality of life.

Public Benefit (Check all that apply and explain how the project can achieve that goal):

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Widening of this section of 15th Street will eliminate the bottleneck that creates dangerous travel conditions for motorists while adding infrastructure to support pedestrian accessibility.
- ☒ Congestion relief: The proposed Frank Cochran Drive widening project will eliminate a bottleneck created by an inefficient number of lanes and provide relief to congestion along a direct link to Fort Stewart and



within a Development of Regional Impact.

- ☒ Economic development: Improved access to and from Fort Stewart, a regional employment center will support growth and economic development within the Hinesville urban area and the Coastal Region and additional infrastructure will support the Planned Unit Development Independence.
- ☒ Increase modal options: Pedestrian facilities in conjunction with close proximity to the future service area of Liberty Transit, as identified in the 2035 LRTP, promotes alternative transportation options to and from a major employment centers for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$825,941	\$825,941
Right-of-Way	\$4,324,145	\$4,324,145
Construction	\$18,985,091	\$1,8985,091
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$24,135,177 \$2,4135,177

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☒ GDOT State Transportation Improvement Program (STIP): 0010348
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 201
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Fort Stewart Comprehensive Traffic Engineering Study (November 2010); Fort Stewart/HAAF Regional Growth Plan (July 2010); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning

Workshop (January 2011)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

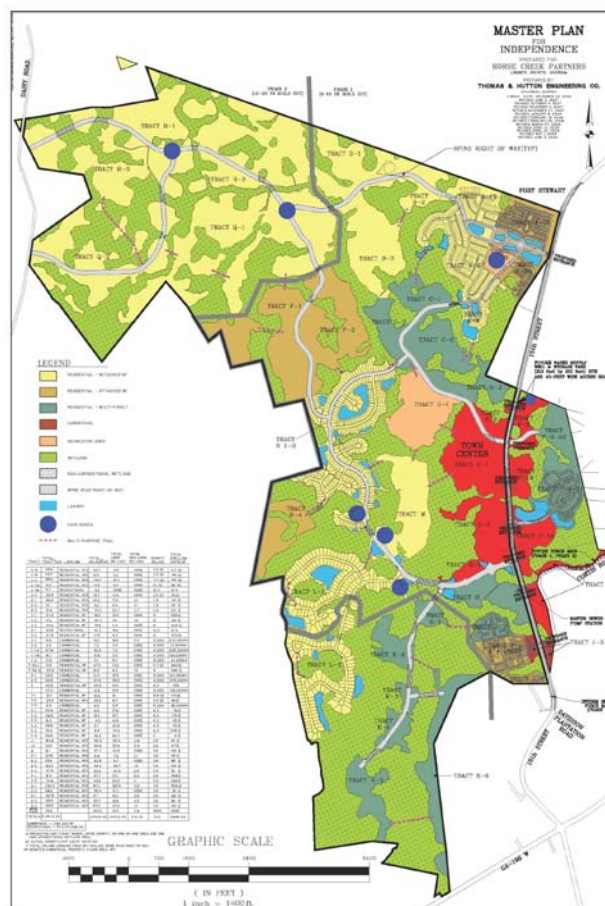
**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	18
Construction	24

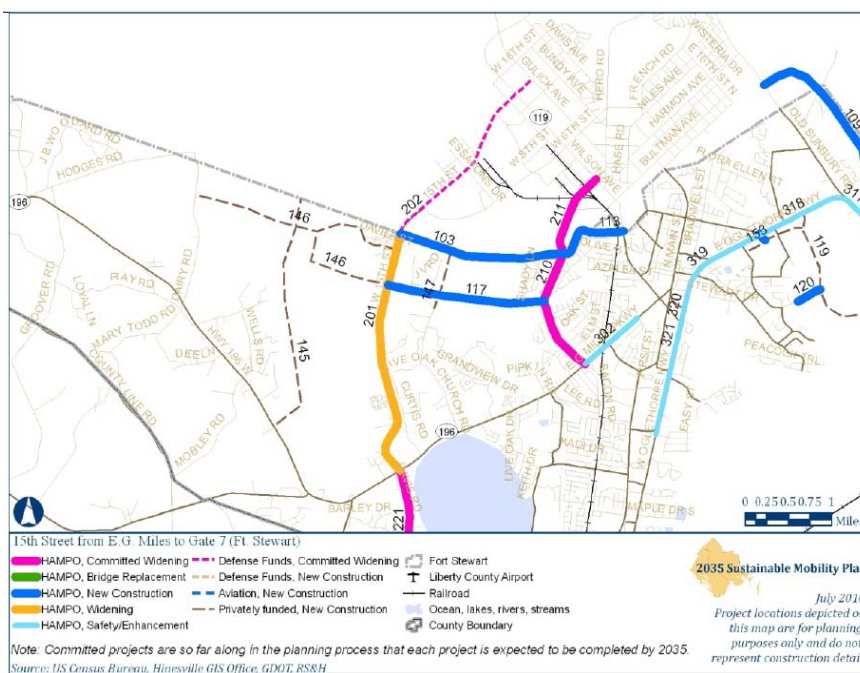
## 7. Project Description Summary for 15th Street Widening.

15th Street is a rural minor collector located within the corporate boundaries of the City of Hinesville leading directly to the Fort Stewart military base. The corridor primarily facilitates the movement of regional and local trips from S.R. 119 and SR 38/US 84 to one of the primary points of access onto the Fort Stewart Army Base and surrounding residential developments. The two lane rural road is an extension of SR 119/Airport Road which terminates at S.R. 119/E.G. Miles Parkway and provides a critical link to the Fort Stewart freight access point. Due to the Planned Unit Development “Independence” underway within the 15th Street corridor with 10,800 approved residential units as well as the widening of Airport Road/SR 119 funded in the Statewide Transportation Improvement Program for 2013; the widening at 15th street is the highest priority project presented in the 2035 Sustainable Mobility Plan. The current two lane configuration is insufficient to handle the projected traffic volumes and will continue to perform at higher levels of delay as Fort Stewart grows and development at Independence exasperates existing limitations.

The project will widen 15th Street from two lanes to four with a landscaped raised median, associated intersection improvements, curb and gutters, and pedestrian facilities. The project follows the existing alignment beginning at the intersection at SR 119/E.G. Miles Parkway and extends 2.9 miles north terminating at the Fort Stewart Boundary. All construction will conform to the Americans with Disability Act (ADA) regulations.



### Project Location Map for the 15th Street Widening (from EG Miles Parkway to Fort Stewart Boundry)





- 1. Project Name:** SR 119/E B Cooper Hwy Improvements (from US 84 to Barrington Ferry Rd)
- 2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
- 3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☒ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The SR 119/EB Cooper Safety Improvement project is located within the City of Riceboro, the City of Walthourville and Liberty County offering solutions to the safety and operational hazards associated with the current and projected increases in freight traffic.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. The SR 119/EB Cooper improvement project strongly supports the State of Georgia's efforts by implementing infrastructure that will increase the safety of freight transport to large industry plants as well as through trips traveling to I-95.

**Ensure safety and security:**

The SR 119/EB Cooper improvement project provides solutions to the safety hazards associated with roadway damage impacted by heavy freight truck traffic, insufficient lane width, and lack of pedestrian facilities in the urban areas of the City of Walthourville. Implementation of the Hinesville Bypass, SR 119 widening from US 84 to SR 196 and 15th street widening from SR 196 to Fort Stewart Freight access control point will collectively cause an increase in freight activity along the SR 119 corridor that will further exasperate insufficient facilities supporting major freight activity.



**Maximize the value of Georgia's assets, getting the most out of the existing network:**

SR 119/EB Cooper Highway provides the major east-west connection between US 17 and US 84 facilitating freight trips to local industrial sites and I-95. Improvements within the SR 119 corridor will provide increased safety directly adjacent to four Industrial Centers along US 17 improving a critical link to vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, the Strategic Highway Network to Industry Centers and I-95. Planned improvements to Barrington Ferry and Lewis Frasier will support truck traffic accessing US 17 while protecting the section of EB Cooper Highway (SR 119) lined with large live-oak trees between Barrington Ferry Road and US 17. The improvements will provide access to several of the identified Riceboro cultural and historic resources.

**Minimize the impacts to the environment:**

Current and future increases in local industrial activity will exacerbate the need to improve the ability to move people and goods more efficiently and will be vital to emissions control associated with idle vehicles. Negative environmental impacts associated with emissions will also be addressed through the implementation of pedestrian facilities within the urban areas of the City of Walthourville. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended improvements to this corridor as a viable transportation project.

**Livability:**

The SR 119/EB Cooper project will increase the livability of the region by improving the safety within major transportation corridors facilitating more efficient movement of people and goods. The infrastructure and intersection improvements to the SR 119 road bed will support truck traffic activity while providing protection to the historic tree lined EB Cooper described in the Riceboro Master plan as a vital preservation corridor. The project also calls for the implementation of sidewalks within the urban areas in the City of Walthourville that will promote alternative modes of transportation allowing residents to exercise daily thereby addressing obesity within the region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The SR 119/EB Cooper improvement project provides solutions to the safety hazards associated with roadway damage impacted by heavy freight truck traffic, insufficient lane width, and lack of pedestrian facilities in the urban areas of the City of Walthourville.
- ☒ Congestion relief: Improvements to the SR 119 corridor will help to facilitate more efficient freight transport to industrial centers as well as through trips to I-95 and will reduce delay resulting from increases in regional truck traffic.
- ☒ Economic development: The EB Cooper/ SR 119 improvement project strongly supports the State of Georgia's freight initiatives by implementing infrastructure that will increase the safety of freight transport

to large industry centers as well as through trips traveling to I-95.

- ☒ Increase modal options: The SR 119 corridor improvement project calls for implantation of pedestrian facilities within the urban areas of Walthourville as well as intersection improvements that promotes safe multimodal options for residents. Road improvements throughout the corridor will assist in safe and efficient transport for transit providers including Coastal Regional Coaches Rural and the Liberty Transit Fixed Route future expansion area.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$438,864	\$438,864
Right-of-Way	\$274,290	\$274,290
Construction	\$5,485,810	\$5,485,810
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$6,198,964 \$6,198,964

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 306, 325
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable): not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

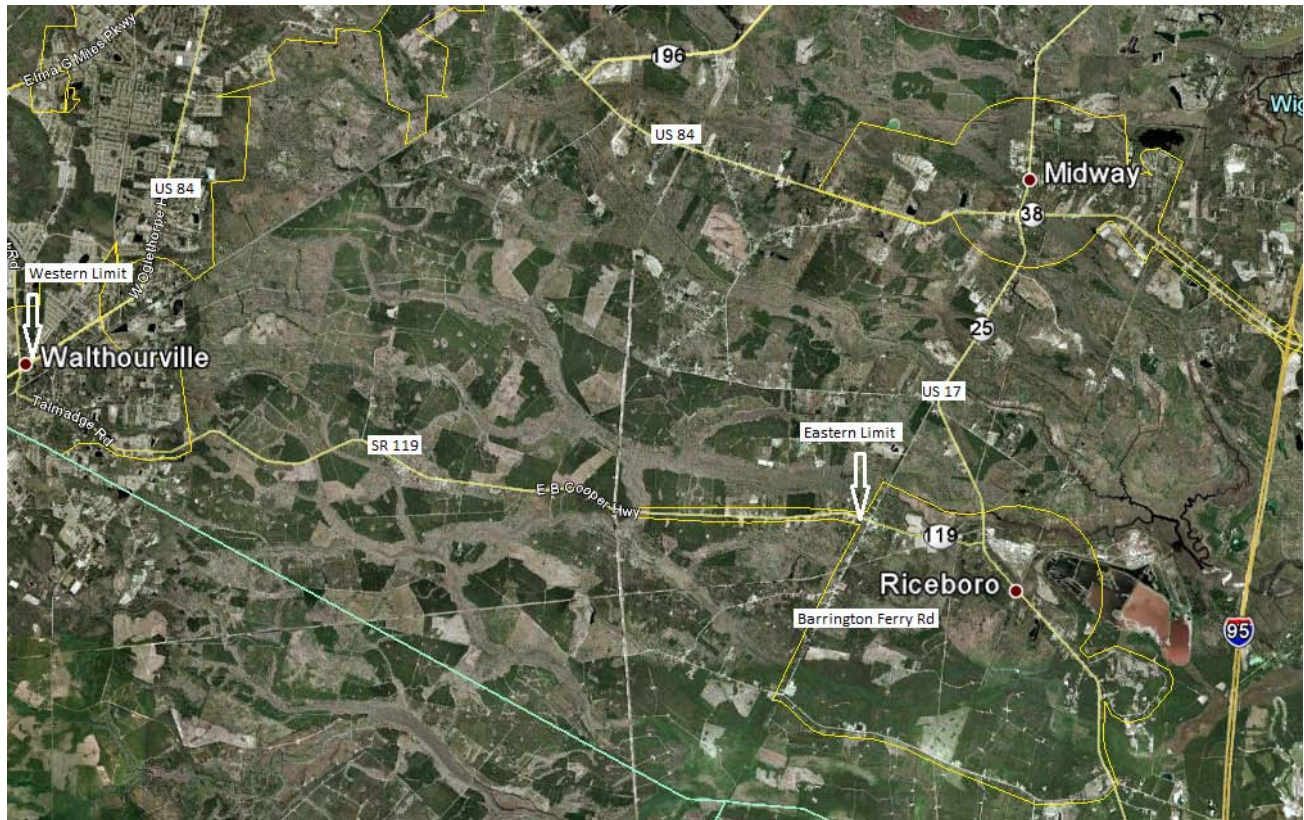
Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	12
Construction	12

## **7. Project Description Summary for SR 119/E B Cooper Hwy Improvements.**

The SR 119/EB Cooper Safety Improvement project is located within the City of Riceboro, the City of Walthourville, and Liberty County offering solutions to the safety hazards associated with the current and projected increases in freight traffic. SR 119 and Barrington Ferry Road collectively provide the major east-west connection between US 17 and US 84 facilitating freight trips to local industrial sites and I-95. Existing conditions within the SR 119 corridor are insufficient to support the current volume of heavy freight trucks and future volumes projected to increase dramatically as a result of the implementation of the Hinesville Bypass and increased industrial activity within the region. The SR 119/Airport Road widening project from US 84 to SR 196, scheduled for construction in the current Statewide Transportation Improvement Program, as well as the high priority 15th street widening project will further impact the need for SR 119 corridor improvements. These improvements will increase safety along the SR 119 corridor while promoting the State of Georgia's freight initiatives.

Proposed safety improvements to the corridor includes improved shoulders, stabilization and overlay of the existing road bed to support increased truck traffic, intersection improvements, and pedestrian facilities within the urban areas of the City of Walthourville. Total project length is 10.9 miles.

**Project Location Map for the SR 119/E B Cooper Hwy Improvements**  
(from US 84 to Barrington Ferry Rd)







**1. Project Name:** Barrington Ferry and US 17 Intersection Safety Improvements (from Lewis Frasier Rd to SR 119)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☒ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The Barrington Ferry Road and US 17 Intersection Safety Improvement project is located in un-incorporated Liberty County and within the City of Riceboro. The intersection improvement offers a solution to the safety hazards associated with the existing intersection configuration and structural/operational improvements to Barrington Ferry Road between this intersection and SR 119 to the south.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. The US 17 and Barrington Ferry intersection improvement project strongly supports the State of Georgia's efforts by implementing infrastructure that will increase the safety of freight transport to large industry plants as well as through trips traveling to I-95.

**Ensure safety and security:**

The Barrington Ferry, Lewis Frasier and US 17 Intersection Safety Improvement project offers solutions to the safety hazards associated with the existing intersection configuration. Current conditions include stop sign controlled traffic access from Lewis Frasier and Barrington Ferry onto US 17 and insufficient visibility for

freight trucks resulting in damaged infrastructure and visibility related accidents. Potential alignment improvements will aide in the safety of this corridor by routing truck traffic to a designated intersection rather than accessing US 17 in an area with limited visibility and un-signalized intersections within close proximity to one another. Improvements to the intersection of US 17 and Lewis Frasier Road combined with shoulder and structural improvements to Barrington Ferry will also aide in the condition of the road beds damaged by truck traffic that currently creates unsafe driving conditions for motorists.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The intersection of US 17 and Barrington Ferry, as well as US 17 and Lewis Frasier Road, are vital freight connections for industrial centers west of I-95 and is the major east-west connection to the Strategic Highway US 84. The intersection improvements will provide increase safety directly adjacent to four Industrial Centers along US 17 improving a critical link to vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, the Strategic Highway Network to Industry Centers and I-95. Improvements to Barrington Ferry and Lewis Frasier will support truck traffic accessing US 17 while protecting the section of EB Cooper Highway (SR 119) between Barrington Ferry Road and US 17 is lined with large live-oak trees and also provides access to several of the identified Riceboro cultural and historic resources.

**Minimize the impacts to the environment:**

Current and future increases in local industrial activity will exacerbate the need to improve the ability to move people and goods more efficiently and will be vital to emissions control associated with idle vehicles. Negative environmental impacts associated with emissions will also be addressed throughout the US 17 corridor by the concurrent implementation of the Coastal Georgia Greenway multi use trail. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended this intersection as a viable transportation project.

**Livability:**

The US 17/ Barrington Ferry and US 17/ Lewis Frasier intersection improvement project will increase the livability of the region by improving the safety within major transportation corridors facilitating more efficient movement of people and goods. The intersection improvements along with infrastructure improvements to the Barrington Ferry road bed will support truck traffic activity providing protection to the historic tree lined EB Cooper/SR 119 described in the Riceboro Master plan as a vital preservation corridor. The intersection improvements will also take into consideration the design standards described in the Coastal Georgia Greenway project that will include improvements to bicycle and pedestrian facilities improving the quality of life for the Coastal Region.



**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The Barrington Ferry, Lewis Frasier and US 17 Intersection Safety Improvement project offers solutions to the safety hazards associated with existing intersection configurations including infrastructure improvements, redirecting traffic flow and improved traffic control devices.
- ☒ Congestion relief: Intersection improvements will help to facilitate more efficient freight transport to industrial centers as well as through trips to I-95 and will reduce delay associated with lack of cuing for large trucks entering US 17 from Barrington Ferry and Lewis Frasier.
- ☒ Economic development: The US 17 intersection improvement project strongly supports the State of Georgia's freight initiatives by implementing infrastructure that will increase the safety of freight transport to large industry centers as well as through trips traveling to I-95.
- ☒ Increase modal options: The US 17 intersection improvements will take into consideration the design guidelines described in the Riceboro Master Plan that calls for Coastal Highway corridor improvements including bicycle and pedestrian facilities concurrent with the Coastal Georgia Greenway project. The intersection is also within the Coastal Regional Coaches Rural transit service area further promoting a wide range of modal options.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$117,653	\$117,653
Right-of-Way	\$119,551	\$119,551
Construction	\$862,794	\$862,794
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$1,099,998 \$1,099,998

Source used for cost estimate: HAMPO Estimate

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):

- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 324
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Riceboro Master Plan (2011)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	12
Construction	12

## **7. Project Description Summary for Barrington Ferry and US 17 Intersection Safety Improvements.**

The Barrington Ferry and US 17 improvement project is located in the City of Riceboro and un-incorporated Liberty County. The project offers solutions to the safety hazards associated with the existing intersection configuration and provides for structural improvements on Barrington Ferry from US 17 to SR 119. US 17 is a minor arterial with a variable cross section and is a heavily traveled North South corridor running parallel to I-95. US 17 provides access to many of the region's large industry centers including Interstate Paper Corporation, SNF Chemtal, Newport Timber and RB Lumber. SR 119 and Barrington Ferry collectively provide the major east-west connection between US 17 and US 84 facilitating freight trips to local industrial sites and I-95.

At the intersection, US 17 contains a near 60 degree curve with limited visibility for motorists and three roads intersect forming three un-signalized intersections. Insufficient visibility for motorists entering US 17 from both Barrington Ferry and Lewis Frasier Road results in failure to yield related accidents and infrastructure damage from freight vehicles making sharp turning maneuvers.

Safety improvements to these corridors include a reevaluation of the flow of traffic potentially limiting access from US 17 onto Barrington Ferry to one way and channelizing access to US 17 from Barrington Ferry to the Lewis Frasier intersection. This realignment will improve safety along the US 17 corridor by routing truck traffic to a designated intersection rather than forcing traffic to compete at a curve with limited visibility.



**Project Location Map for the Barrington Ferry and US 17 Intersection Safety Improvements**  
(from Lewis Fraiser Rd SR 119)



1. **Project Name:** SR 119 and US 17 Intersection Safety Improvements (from Railroad to Riceboro Creek)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The SR 119 and US 17 Intersection Safety Improvement project is located within the corporate limits of the City of Riceboro and offers solutions to the safety hazards associated with the existing intersection configuration. Turn lanes and raised median improvements to the Coastal Highway between the Railroad overpass and Riceboro Creek are project components.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. The US 17 and SR 119 intersection improvement project strongly supports the State of Georgia's efforts by implementing infrastructure that will increase the safety of freight transport to large industry plants as well as through trips traveling to I-95.

**Ensure safety and security:**

The SR 119 and US 17 Intersection Safety Improvement project offers solutions to the safety hazards associated with the existing intersection configuration. Current conditions include stop sign controlled traffic access from SR 119 onto US 17 with insufficient turning radii for freight trucks resulting in damaged property and visibility related accidents. Proposed improvements to these corridors include a commitment from SNF

Chemtal to relocate the main entrance to their industrial facility aligning with SR 119 to create a 4 way intersection at US 17. This realignment will further aide in the safety improvements by routing truck traffic to a signalized intersection rather than accessing US 17 in an area with limited visibility from SR 119. This project shall be developed taking the Riceboro Master Plan transportation recommendations into consideration that will provide improved bicycle and pedestrian facilities for safe multimodal travel.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The intersection of US 17 and SR 119 is a vital freight connection for major industrial centers west of I-95 and is the major east-west connection to the Strategic Highway US 84. The intersection improvements will provide safety improvements directly adjacent to 4 Industrial Centers along US 17 improving a critical link to vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, the Strategic Highway Network to Industry Centers and I-95.

**Minimize the impacts to the environment:**

Current and future increases in local industrial activity will exacerbate the need to improve the ability to move people and goods more efficiently and will be vital to emissions control associated with idle vehicles. Negative environmental impacts associated with emissions will also be addressed throughout the US 17 corridor by the concurrent implementation of the Coastal Georgia Greenway multi use trail. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the intersection improvements at US 17 and 119 as a viable transportation project.

**Livability:**

The US 17/ SR 117 intersection improvement project will increase the livability of the region by improving the safety within major transportation corridors facilitating more efficient movement of people and goods. The intersection improvements will also take into consideration the design guidelines described in the Riceboro Master Plan that calls for improvements to the US 17/Coastal Highway corridor with improvements to bicycle and pedestrian facilities concurrent with the Coastal Georgia Greenway project.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The SR 119 and US 17 Intersection Safety Improvement project offers solutions to the safety hazards associated with the existing intersection configuration including signalization and redesign of turning radii at the intersection.
- ☒ Congestion relief: Improvements to the intersection of US 17 and SR 119 will help to facilitate more efficient freight transport to industrial centers as well as through trips to I-95 and will reduce delay associated with lack of cuing for large trucks entering US 17 from SR 119.
- ☒ Economic development: The US 17 and SR 119 intersection improvement project strongly supports the State of Georgia's freight initiatives by implementing infrastructure that will increase the safety of freight transport to large industry centers as well as through trips traveling to I-95.



- ☒ Increase modal options: The US 17/SR 119 intersection improvements will take into consideration the design guidelines described in the Riceboro Master Plan that calls for Coastal Highway corridor improvements including bicycle and pedestrian facilities concurrent with the Coastal Georgia Greenway project. The intersection is also within the Coastal Regional Coaches Rural transit service area further promoting a wide range of modal options.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$211,900	\$211,900
Right-of-Way	\$12,500	\$12,500
Construction	\$2,119,003	\$2,119,003
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$2,343,403 \$2,343,403

Source used for cost estimate: GDOT's CES Software, 2008 plus HAMPO estimate for median improvements

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 326
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Riceboro Master Plan (2011)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	12
Construction	12

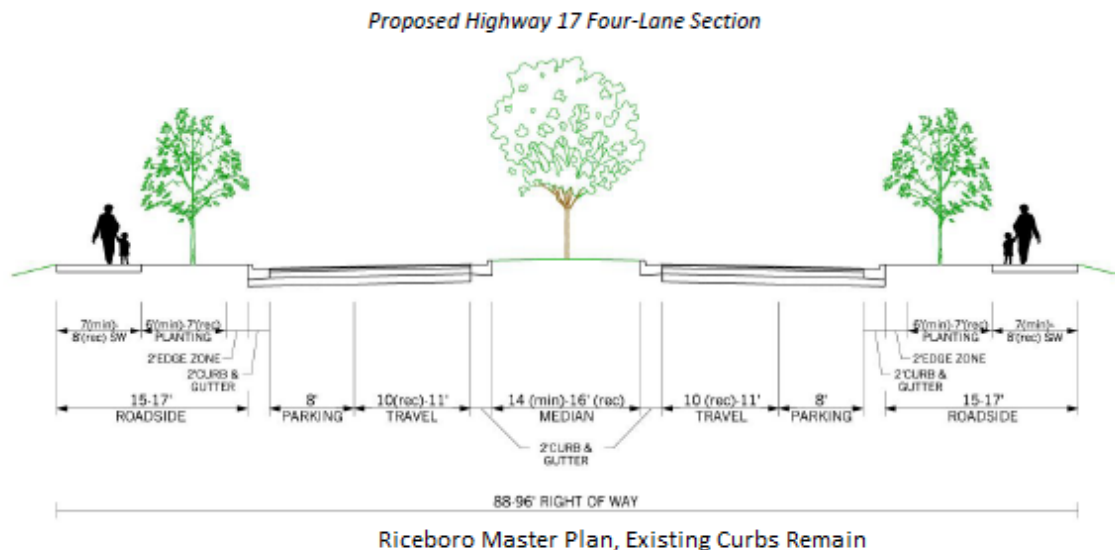


## 7. Project Description Summary for SR 119 and US 17 Intersection Safety Improvements.

The SR 119 and US 17 Intersection Safety Improvement project is located within the corporate limits of the City of Riceboro, GA and offers solutions to the safety hazards associated with the existing intersection configuration Turn lanes and median improvements to the Coastal Highway from the Railroad overpass to Riceboro Creek are project features.

US 17/Coastal Highway is a minor arterial that has a variable cross section and is a heavily traveled North South corridor running parallel to I-95. US 17 provides access to many of the region's large industry centers including Interstate Paper Corporation, SNF Chemical, Newport Timber and RB Lumber. GA 119/E B Cooper Highway is the major east-west connection between US 17 and US 84 facilitating freight trips to local industrial sites and I-95. This facility is currently two lanes and is designated as a Rural Major Collector. Current conditions present at the intersection include stop sign controlled traffic access from SR 119 onto US 17 and insufficient turning radii for freight trucks resulting in damaged property and visibility related accidents. Proposed improvements to these corridors include a commitment from SNF Chemical to relocate the main entrance to their industrial facility aligning with SR 119 to create a 4 way intersection at US 17. This realignment will further aid in the safety improvements by routing truck traffic to a signalized intersection rather than accessing US 17 in an area with limited visibility from SR 119.

The project length is 1.0 mile. Improvements to US 17 will be designed and constructed in accordance with the Riceboro Master Plan typical section.



**Project Location Map for the SR 119 and US 17 Intersection Safety Improvements**  
(from Railroad to Riceboro Creek)



**1. Project Name:** MidCoast Regional Airport Runway/Taxiway Rehabilitation (Runway 15/33 & Taxiway B)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☒ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The MidCoast Regional Airport Runway and Taxiway Rehabilitation is a project located within the corporate limits of the City of Flemington and Fort Stewart/HAAF intended to provide improved operating capabilities to our existing cooperative public and military aviation infrastructure.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The MidCoast Regional Airport Runway and Taxiway Rehabilitation project is proposed to provide improved operating capabilities to existing aviation infrastructure directly adjacent to the future industrial park within the City of Flemington and Fort Stewart military base. The existing airport facilities provide service to a multitude of planes including single engine, multi-engine and helicopters. The strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with the infrastructure upgrades and construction of the adjacent industrial park will encourage economic growth throughout our region.

**Ensure safety and security:**

The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the movement of goods and people. Runway reconstruction with new markings and lighting will enhance safety for airport users.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The MidCoast Regional Airport is a cooperative project between Liberty County local governments and the Department of Defense and is an innovative approach to maximizing the resources available in our community while eliminating duplication of facilities and infrastructure within the Coastal Region.

**Minimize the impacts to the environment:**

With increased demand associated with Fort Stewart, the expanded service proposed for the airport will provide alternative modes of transportation and will aide in the improvement of our region's ability to move people and goods more efficiently thereby minimizing impacts to the environment.

**Livability:**

The airport improvement projects addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the movement of goods and people.
- ☒ Congestion relief: With increased demand associated with Fort Stewart, the expanded service proposed for the airport will promote alternative modes of transportation and will aide in the improvement of our region's ability to move people and goods more efficiently.
- ☒ Economic development: The strategic location of the MidCoast Regional Airport on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with plans to expand aviation infrastructure and construction of an adjacent industrial park will encourage economic growth throughout our region. The close proximity and cooperative nature of the airport with Fort Stewart military base provides direct access to a major job center and import/export generator for the region.
- ☒ Increase modal options: The improvements in airport infrastructure at the MidCoast Regional Airport will promote increased aviation based passenger and goods transport throughout our region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**



Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$0	\$0
Right-of-Way	\$0	\$0
Construction	\$3,005,000	\$3,005,000
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$3,005,000 \$3,005,000

Source used for cost estimate: GDOT's 5 Year ACIP, engineering completed (shovel ready project)

### 9. Project Readiness:

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: GDOT Office of Aviation Programs (5 Year ACIP); FAA Master Plan (20Year)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : completed (100%)
- ii. Design plans (if applicable): completed (100%)
- iii. Right of way acquisition (if applicable): n/a

### 10. If funding were available today, provide the estimated completion time for each phase:

Phase	Number of Months
Design (if applicable)	3
Right-of-Way (if applicable)	0
Construction	12



## **7. Project Description Summary for MidCoast Regional Airport Runway/Taxiway Rehabilitation.**

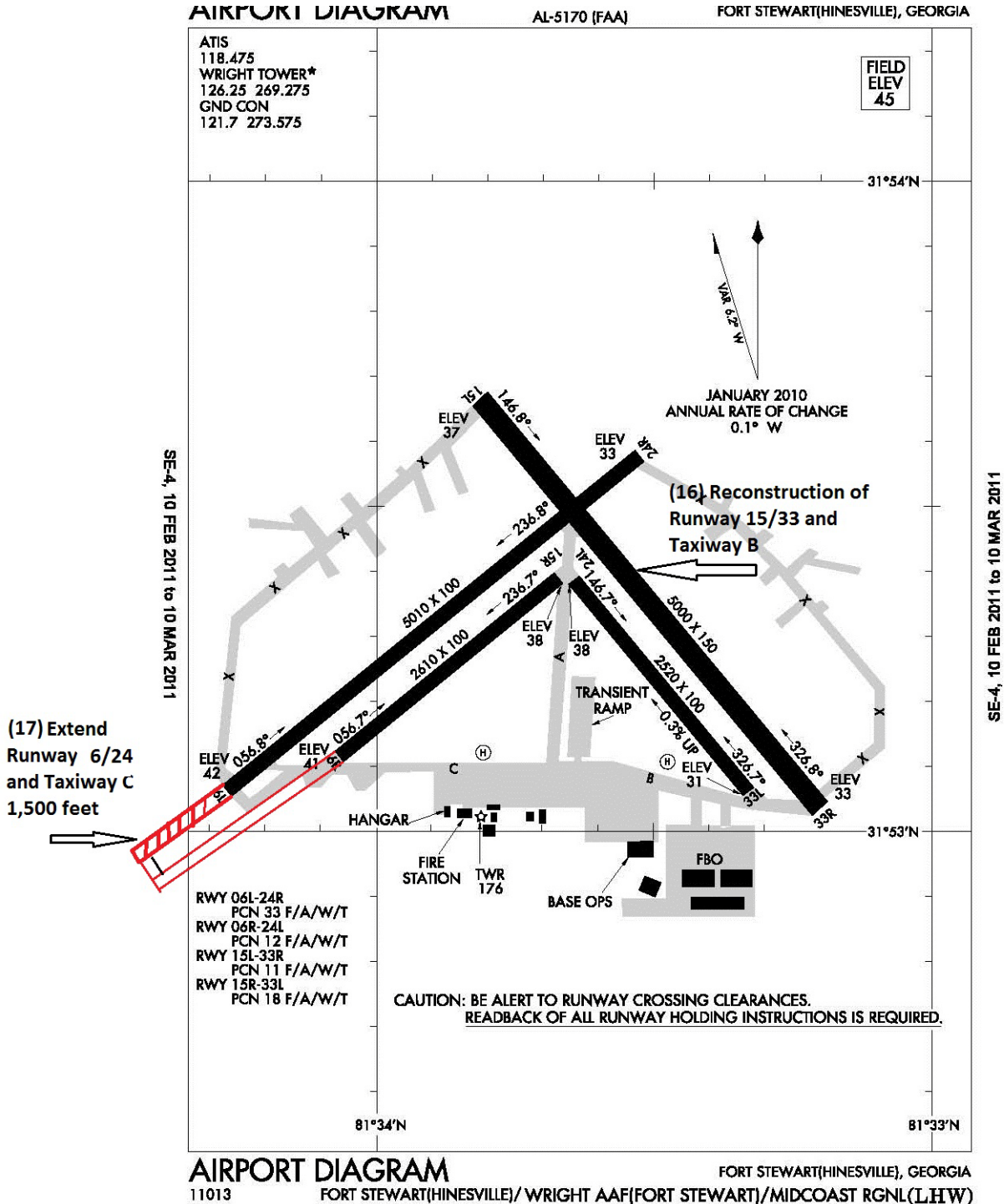
The MidCoast Regional Airport Runway and Taxiway Rehabilitation is a project located within the corporate limits of the City of Flemington, GA and Fort Stewart/HAAF and is intended to provide improved operating capabilities to existing cooperative public and military aviation infrastructure. The name MidCoast refers to the strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport making it a key link to aviation related transport. The airport covers an area of 429 acres and maintains four asphalt paved runways. A new 13,825-square-foot terminal building contains a civilian fixed base operation terminal and a military operations building which is leased to the Army Corps of Engineers. The airport has 12 T-hangars, 5 box hangars, and a 10,000-square-foot bulk hangar. The civilian general aviation part of the development also includes a large ramp, with plans for self-fueling and aircraft wash facilities. Over a 12-month period the airport had 5,600 aircraft operations, an average of 15 per day: 89% general aviation and 11% military.

This cooperative project between local governments and the Department of Defense is an innovative approach to maximizing the resources available in a community and eliminating duplication of facilities and infrastructure within the Coastal Region.

This project consists of minor grading, milling, overlay, and reconstruction of Runway 15/33 and Taxiway 'B'; runway lighting work; and airport marking. There is no R/W and PE has already been accomplished .



**Project Location Map for the MidCoast Regional Airport Runway/Taxiway Rehabilitation**  
(Runway 15/33 & Taxiway B)



1. **Project Name:** MidCoast Regional Airport Runway/Taxiway Extension (Runway 6/24 & Taxiway C)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☐ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☒ Aviation
- ☐ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The MidCoast Regional Airport Runway and Taxiway Extension (5,000 to 6,500 feet) is a project located within the corporate limits of the City of Flemington, GA and Fort Stewart/HAAF and is intended to provide improved operating capabilities to our existing cooperative public and military aviation infrastructure.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

The MidCoast Regional Airport Runway and Taxiway Extension project will improve operating capabilities and allow larger aircraft for existing aviation infrastructure directly adjacent to the future industrial park within the City of Flemington and Fort Stewart military base. The existing airport facilities provide service to a multitude of planes including single engine, multi-engine and helicopters that with the proposed improvements will allow additional classifications of planes to utilize the facilities. The strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with the infrastructure upgrades and construction of the adjacent industrial park will encourage economic growth throughout our region.

**Ensure safety and security:**

The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the movement of goods and people. The runway extension will improve the safety of the airport by increasing the available runway for

takeoffs and landings during inclement weather, heavy loads or national emergencies.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The MidCoast Regional Airport is a cooperative project between Liberty County local governments and the Department of Defense and is an innovative approach to maximizing the resources available in our community while eliminating duplication of facilities and infrastructure within the Coastal Region. During the consolidation of aviation infrastructure in 2007 access to the airport was maintained in the current location within the Fort Stewart installation boundary with the intent that a supplemental access road would be constructed at a later date. The improvements to the MidCoast Regional Airport Access road in conjunction with the Flemington Loop will provide a vital connection to the expanded airport and key Strategic Highway Networks for a multimodal approach to the movement of goods and people.

**Minimize the impacts to the environment:**

With increased demand associated with Fort Stewart, the expanded service proposed for the airport will provide alternative modes of transportation and will aide in the improvement of our region's ability to move people and goods more efficiently.

**Livability:**

The airport improvement projects addresses livability by aiding in the reduction of traffic delay on local roads minimizing the negative impacts associated with congestion and emissions as well as adding infrastructure to support new jobs and transportation options for the region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: The close proximity of the MidCoast Regional Airport to the Fort Stewart military base ensures the most stringent methods of security are maintained for all activities associated with the movement of goods and people. The runway extension will improve the safety of the airport by increasing the available runway for takeoffs and landings during inclement weather, heavy loads or national emergencies.
- ☒ Congestion relief: With increased demand associated with Fort Stewart, the expanded service proposed for the airport will promote alternative modes of transportation and will aide in the improvement of our region's ability to move people and goods more efficiently. These initiatives will be vital to emissions control associated with idle vehicles caused by increases in delay.
- ☒ Economic development: The strategic location of the MidCoast Regional Airport on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport in conjunction with plans to expand aviation infrastructure and construction of an adjacent industrial park will encourage economic growth throughout our region. The close proximity and cooperative nature of the airport with Fort Stewart military base provides direct access to a major job center and import/export generator for the region.

- ☒ Increase modal options: The improvements in airport infrastructure at the MidCoast Regional Airport will promote increased aviation based passenger and goods transport throughout our region.

☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$310,000	\$310,000
Right-of-Way	\$0	\$0
Construction	\$5,750,000	\$5,750,000
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$6,060,000 \$6,060,000

Source used for cost estimate: GDOT's 5 Year ACIP

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: GDOT Office of Aviation Programs (5 Year ACIP); FAA Master Plan (20Year)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): n/a

**10. If funding were available today, provide the estimated completion time for each phase:**





*TRANSPORTATION INVESTMENT ACT OF 2010*  
*Unconstrained Investment List Project Submittal Form*

---

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	0
Construction	12

## 7. Project Description Summary for MidCoast Regional Airport Runway/Taxiway Extension.

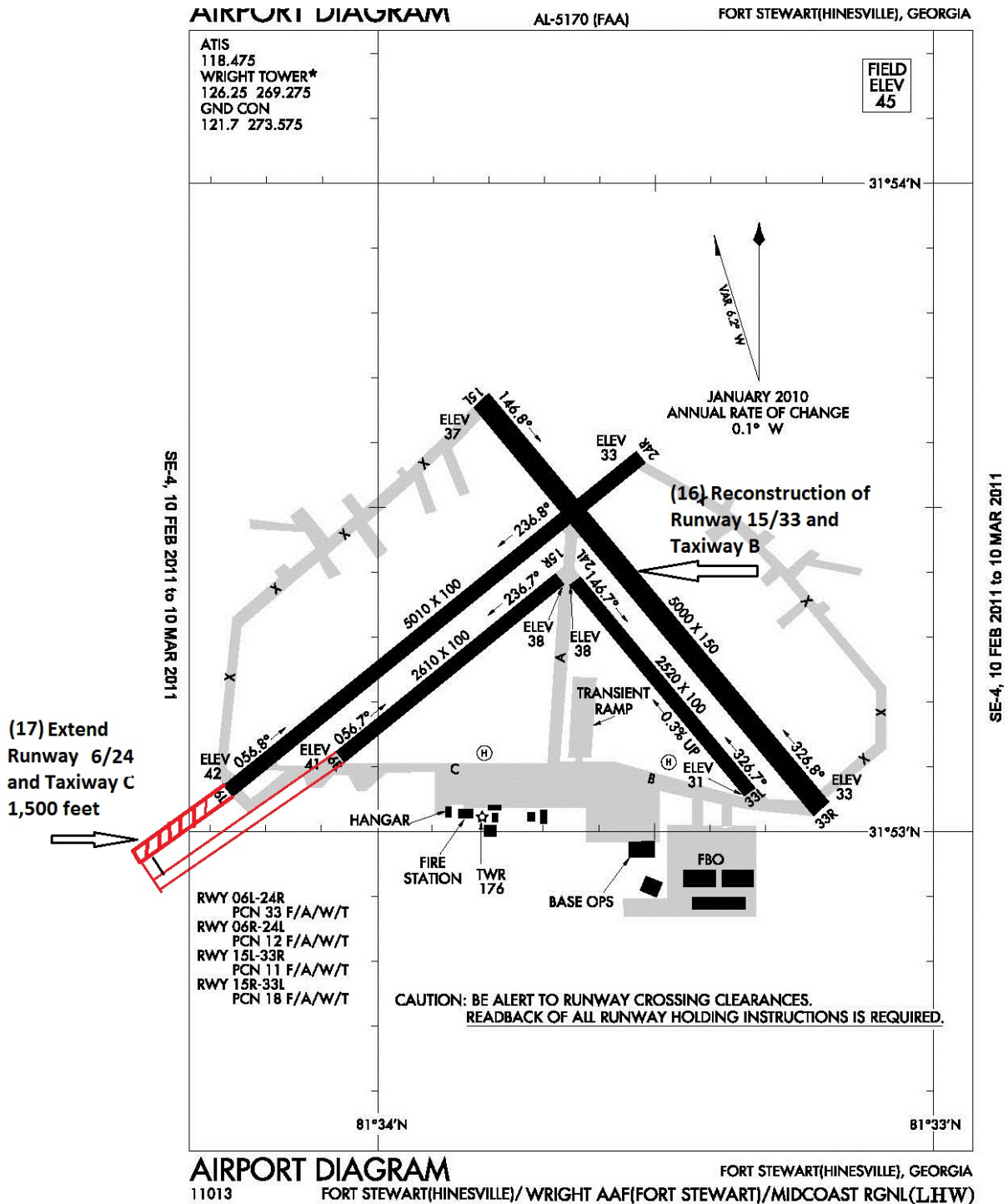
The MidCoast Regional Airport Runway and Taxiway Rehabilitation is a project located within the corporate limits of the City of Flemington, GA and Fort Stewart/HAAF and is intended to provide improved operating capabilities to existing cooperative public and military aviation infrastructure. The name MidCoast refers to the strategic airport location on the Georgia coast between Savannah/Hilton Head International Airport and Brunswick Golden Isles airport making it a key link to aviation related transport. The airport covers an area of 429 acres and maintains four asphalt paved runways. A new 13,825-square-foot terminal building contains a civilian fixed base operation terminal and a military operations building which is leased to the Army Corps of Engineers. The airport has 12 T-hangars, 5 box hangars, and a 10,000-square-foot bulk hangar. The civilian general aviation part of the development also includes a large ramp, with plans for self-fueling and aircraft wash facilities. Over a 12-month period the airport had 5,600 aircraft operations, an average of 15 per day: 89% general aviation and 11% military.

This cooperative project between local governments and the Department of Defense is an innovative approach to maximizing the resources available in a community and eliminating duplication of facilities and infrastructure within the Coastal Region.

This project consists of grading, paving, and lighting for extending runway 6/24 1,500 feet. The runway extension from 5,000 to 6,500 feet will allow larger aircraft to land at the airport as well as additional operations. The parallel taxiway will serve to improve safety at the airport by reducing time of taxiing aircraft on the runway.



**Project Location Map for the MidCoast Regional Airport Runway/Taxiway Extension**  
(Runway 6/24 & Taxiway C)



**1. Project Name:** Fort Stewart Bypass (from SR 144 to SR 144)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The Fort Stewart Bypass is a new construction project in Liberty County intended to provide a corridor of travel around the new expanded cantonment area known as the 4th IBCCT north of the main post offering increased security to the base as well as improved transport of goods and people.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

A primary focus of the Fort Stewart Bypass is improved access to Fort Stewart home of the 3rd Infantry Division and the Army's Premier Power Projection Platform on the Atlantic Coast. The four-county, area in cooperation with its 12 municipalities, have formed the Fort Stewart Growth Management Partnership to foster economic growth and to promote the general welfare of the region. Fort Stewart/HAAF remains a vital link in the US army's current and future, training, force projection and deployment requirements and will continue to grow as a result of mission transformation. By 2013, Fort Stewart/HAAF will add 4,341 personnel, including active military, civilian workers, and contractors. With proximity to the Port of Savannah and Port of Brunswick, as well as major interstates, the region has also emerged as a transportation and distribution hub for the State of Georgia. These factors have combined to increase the area's population and attract economic investment. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. The Fort Stewart Bypass also supports improved access to the 429 acre MidCoast Regional Airport that boasts a new 13,825-square-foot terminal building contains a civilian fixed base operation terminal and a military operations

building which is leased to the Army Corps of Engineers. Over a 12-month period the airport had 5,600 aircraft operations, an average of 15 per day. Plans to expand aviation infrastructure will encourage economic growth to our region. The development of this project will help to maintain the competitive location of Fort Stewart for military strategy and subsequently supporting our regional economy.

**Ensure safety and security:**

Fort Stewart funded a study to investigate the feasibility of creating a bypass from 144 within the corporate limits of the City of Flemington to 144 West of the cantonment area within the City of Hinesville. The bypass was the recommended solution allowing for the closure of the SR 119 through the cantonment area of Fort Stewart thus providing greater anti-terrorism protective measures to soldiers, family members, and civilians who live and work on the installation.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The Fort Stewart Bypass will serve the expanded Fort Stewart Cantonment Area, improve access to the MidCoast Regional Airport, relieve congestion along SR 38/US 84 and improve access between SR 38/US 84 and 144. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network.

**Minimize the impacts to the environment:**

With increased demand associated with Fort Stewart and industrial freight transport, the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Fort Stewart Bypass as a vital transportation project.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay minimizing the negative impacts associated with congestion and emissions as well as providing a vital transportation route linking where people live to where they work. In addition, the Fort Stewart Bypass will provide a higher level of security for the employees and families that live and work on the installation.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Construction of the Fort Stewart Bypass will allow for the closure of the SR 119 through the cantonment area of Fort Stewart thus providing greater anti-terrorism protective measures to soldiers, family members, and civilians who live and work on the installation.
- ☒ Congestion relief: The Fort Stewart Bypass serves the expanded Fort Stewart Cantonment Area, improve access to the MidCoast Regional Airport, relieve congestion along SR 38/US 84 and improve access between SR 38/US 84 and 144.



- ☒ Economic development: The Fort Stewart Bypass strongly supports the freight initiatives and will provide additional support to the Fort Stewart military base which is a significant transporter of goods and people as well as the designated rapid deployment unit for the US Department of Defense. The development of this project will help to maintain the competitive location of Fort Stewart for military strategy and subsequently supporting our regional economy.
- ☒ Increase modal options: This project will include pedestrian and bicycle facilities. Additionally, this project is within and will be served by the existing rural transit service.
- ☐ Other (describe): The Fort Stewart Bypass creates a direct link to the MidCoast Regional Airport which supports both public and military aviation activities for the region.

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$3,689,390	\$3,689,390
Right-of-Way	\$0	\$0
Construction	\$47,039,718	\$47,039,718
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$50,729,108 \$50,729,108

Source used for cost estimate: TIA Regional Planning Level Cost Estimation Work Sheet

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 112
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Fort Stewart SR 119 / SR 144 Bypass Analysis (August 2006); Fort Stewart Comprehensive Traffic Engineering Study (November 2010); HAMPO Multimodal Plan: Transit Coordination and

Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning Workshop (January 2011); Hurricane Evacuation Route; National Highway System; Strategic Highway Network

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): corridor study completed
- iii. Right of way acquisition (if applicable): n/a

**10. If funding were available today, provide the estimated completion time for each phase:**

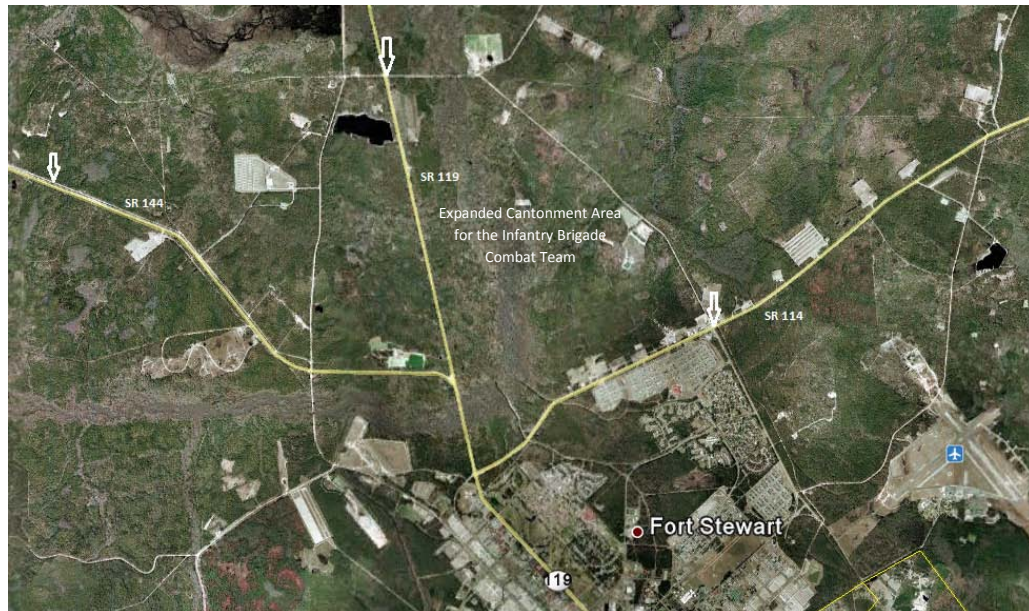
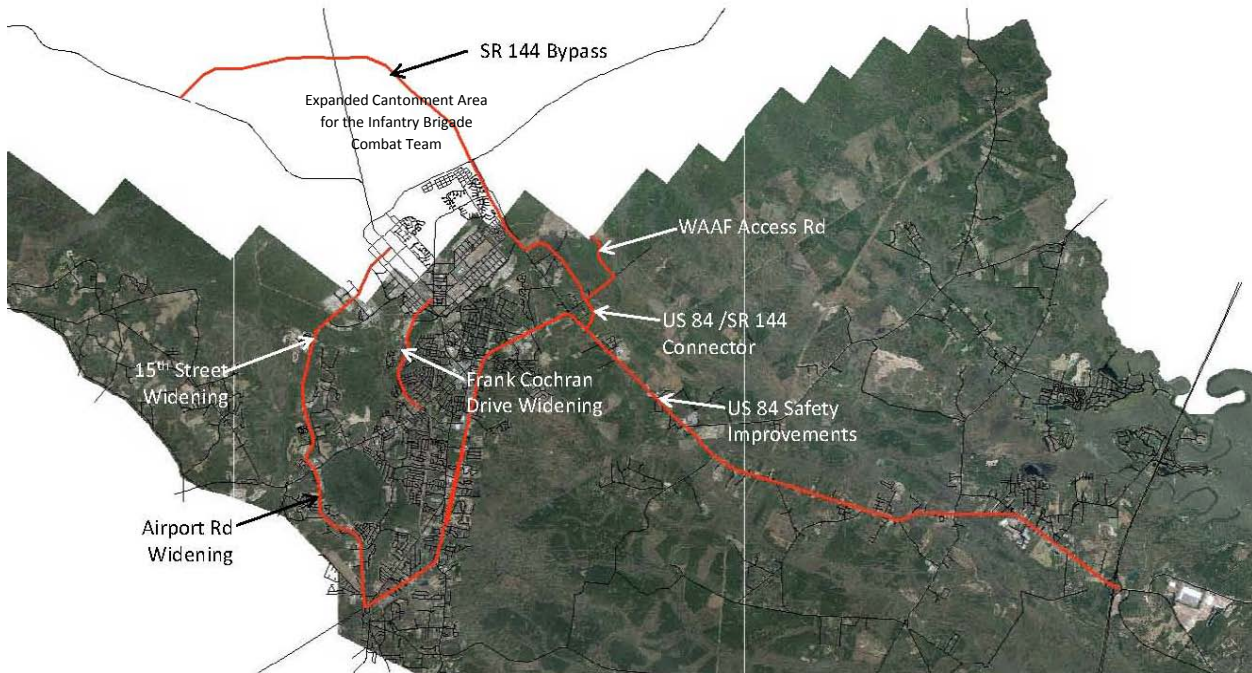
Phase	Number of Months
Design (if applicable)	30
Right-of-Way (if applicable)	0
Construction	30

## 7. Project Description Summary for Fort Stewart Bypass.

The Fort Stewart Bypass is a new construction project in Liberty County intended to provide a corridor of travel around the new expanded cantonment area known as the 4th IBC T north of the main post. The completion and subsequent occupation of the new brigade area north of SR 144 and east of SR 119 will introduce up to 4,200 soldiers in an area that is currently unoccupied. The soldiers, along with supporting civilian and contract employees, will create substantial shifts in the circulation patterns and rely upon corridors that currently serve significantly less volumes of military related traffic. Fort Stewart funded a study to investigate the feasibility of creating a bypass from 144 within the corporate limits of the City of Flemington to 144 West of the cantonment area within the City of Hinesville. The bypass was the recommended solution allowing for the closure of the SR 119 through the cantonment area of Fort Stewart thus providing greater anti-terrorism protective measures to soldiers, family members, and civilians who live and work on the installation. In addition to promoting national security the Fort Stewart Bypass will also aide in the transport of goods and people. When constructed concurrently with the Flemington Loop, the Fort Stewart Bypass will provide relief to SR 38/US 84 and support the Strategic Highway Network as well as the National Highway System.

The project is located entirely within the boundry of Fort Stewart. Project limits are SR 144 on each end. Total length is 12.5 miles of 2 lane SR on-system full shoulder roadway with three signalized interections and one 100' bridge.

**Project Location Map for the Fort Stewart Bypass**  
(from SR 144 to SR 144)





**1. Project Name:** Frank Cochran Drive Widening (to be removed if funded near term TIP) (from EG Miles Parkway to Wilson Ave on Fort Stewart)

**2. Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313

**3. Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☐ Safety and Traffic Operations
- ☐ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

**4. Project Purpose:**

The intent of the project is to increase the roadway capacity impacted predominantly by growth at Fort Stewart to an acceptable level of service.

**5. How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

A primary focus of the Frank Cochran Drive widening project is improved access to Fort Stewart home of the 3rd Infantry Division and the Army's Premier Power Projection Platform on the Atlantic Coast. Fort Stewart/HAAF remains a vital link in the US army's current and future, training, force projection and deployment requirements and will continue to grow as a result of mission transformation. By 2013, Fort Stewart/HAAF will add 4,341 personnel, including active military, civilian workers, and contractors. With proximity to the Port of Savannah and Port of Brunswick, as well as major interstates, the region has also emerged as a transportation and distribution hub for the State of Georgia. These factors have combined to increase the area's population and attract economic investment. According to US Census Bureau figures and current estimates, the four-county region grew from 93,352 people in 1990 to 131,389 in 2010, an increase of 29 percent. Population forecasts from the State of Georgia office of Planning and Budget indicate that strong growth is very likely to continue. Frank Cochran Drive also supports improved access to large retail employers for the region and provides a direct connection to SR 38/US 84 which is a critical component of the regional transportation system playing a vital role in the movement of people and goods through and within the area.



**Ensure safety and security:**

The existing infrastructure on Frank Cochran between SR 196 and SR 119 on Fort Stewart is a two lane roadway abutted by 4 lanes between SR 196 and SR 38/US 84 creating a bottleneck for traffic entering and exiting the Fort Stewart military base. Widening of this section of Frank Cochran will eliminate the bottleneck that creates dangerous travel conditions for motorists. The proposed improvements along Frank Cochran will also include sidewalk and multiuse pedestrian facilities that will provide safe accommodations for alternative transportation options that are currently not present through this corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The proposed Frank Cochran Drive widening project will provide relief to congestion along a direct link to Fort Stewart, a major importer and exporter of goods and people throughout the region. Improved access to Fort Stewart also offers the benefit of support to existing rail spur for military export. Fixed route service is provided along the Frank Cochran Drive corridor further maximizing the existing network in Liberty County. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, and the Strategic Highway Network to Industry Centers and Interstate 95.

**Minimize the impacts to the environment:**

With increased demand associated with Fort Stewart and surrounding commercial and residential growth, the need to improve the ability to move people and goods more efficiently will be vital to emissions associated with idle vehicles impacted by increases in vehicle hours of delay. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Frank Cochran Drive Widening as a vital transportation project. The project has undergone environmental, historical, and cultural resources evaluation in accordance with FHWA guidelines. The completed reports are currently on file with GDOT and the City of Hinesville. Categorical Exclusion documents have been prepared GDOT review is currently underway.

**Livability:**

The project addresses livability by aiding in the reduction of traffic delay minimizing the negative impacts associated with congestion and emissions as well as providing a vital transportation route linking where people live to where they work. The Frank Cochran Drive widening project will also address safety and livability by providing safe pedestrian and bicycle infrastructure in close proximity to fixed route transit allowing them to exercise daily thereby addressing obesity within the region.

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

- ☒ Enhance safety: Widening of this section of Frank Cochran will eliminate the bottleneck that creates dangerous travel conditions for motorists while adding infrastructure to support pedestrian accessibility.
- ☒ Congestion relief: The proposed Frank Cochran Drive widening project will eliminate a bottleneck created

by an inefficient number of lanes and provide relief to congestion along a direct link to Fort Stewart.

- ☒ Economic development: Improved access to and from Fort Stewart, a regional employment center will support growth and economic development within the Hinesville urban area and the Coastal Region.
- ☒ Increase modal options: Pedestrian and bicycle facilities in conjunction with close proximity to the Liberty Transit fixed route bus service promote alternative transportation options to and from a major employment center for the region.
- ☐ Other (describe):

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$800,000	\$800,000
Right-of-Way	\$3,141,552	\$3,141,552
Construction	\$14,098,691	\$14,098,691
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$18,040,243 \$18,040,243

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☒ GDOT State Transportation Improvement Program (STIP): 550600
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 210, 211
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Fort Stewart Comprehensive Traffic Engineering Study (November 2010); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Fort Stewart/Hunter Army Airfield Strategic Planning Workshop (January 2011)

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : completed (100%)
- ii. Design plans (if applicable): fifty percent (50%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	12
Right-of-Way (if applicable)	18
Construction	30

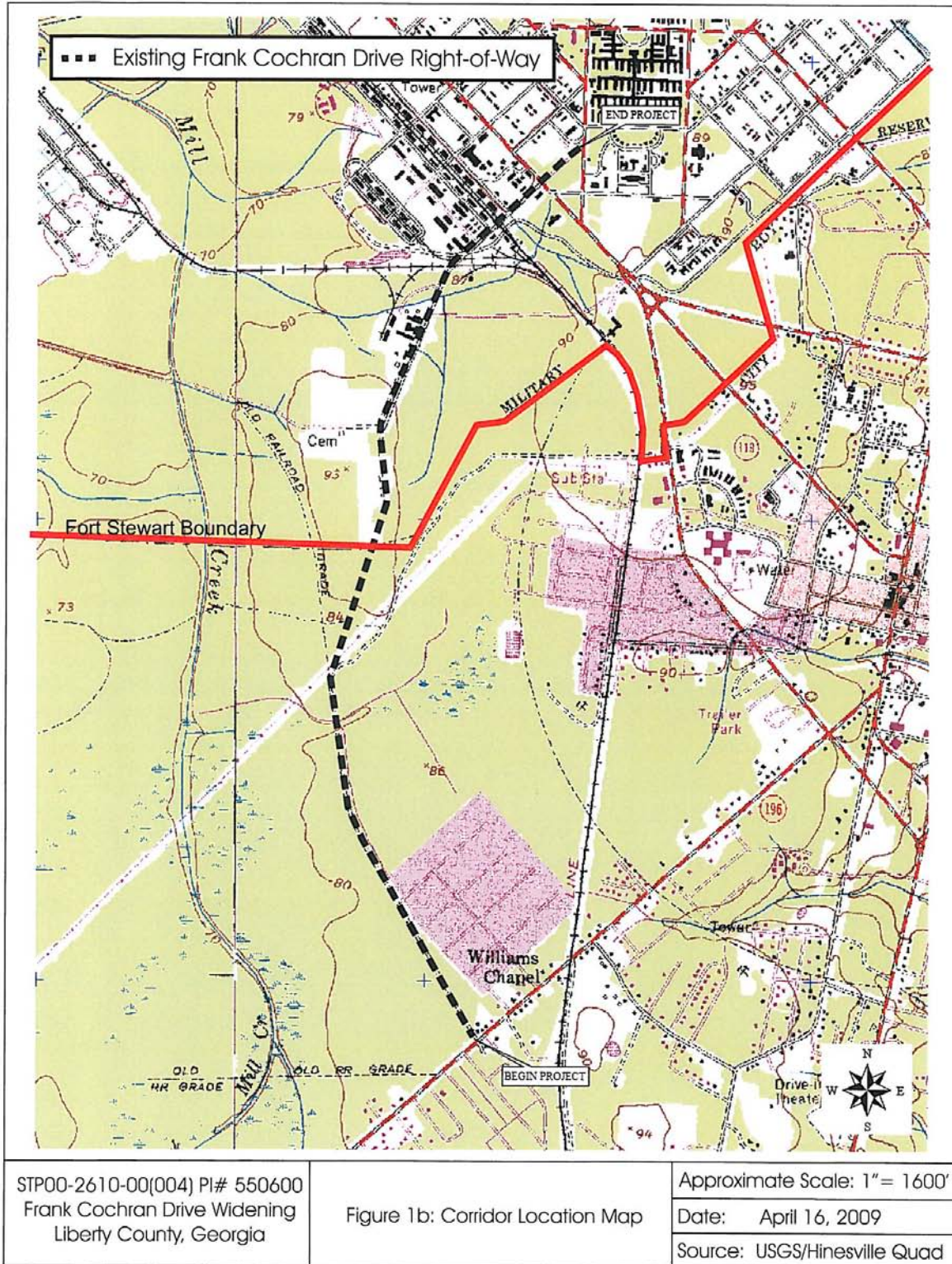
**7. Project Description Summary for Frank Cochran Drive Widening (to be removed if funded near term TIP).**

Frank Cochran Drive is an Urban Collector Street, which serves primarily to facilitate the movement of regional and local trips from S.R. 119/E.G. Miles Parkway and SR 38/US 84 to one of the primary points of access onto the Fort Stewart Army Base and surrounding residential developments. The intent of the project is to increase the roadway capacity impacted predominantly by growth at Fort Stewart to an acceptable level of service. With the recent completion of the four lane Frank Cochran Drive Extension completing the connection to SR 38/US 84, along with improvements to the Fort Stewart access control point, the need to improve the infrastructure to carry higher volumes of traffic is vital to maintain sufficient accessibility to one of the largest employment centers in the Southeast. The current 2.7 mile two lane configuration is insufficient to handle the projected traffic volumes.

The proposed project is to widen Frank Cochran Drive from two 12 foot (3.7m) travel lanes to four 11 foot (3.7 m) travel lanes with a landscaped raised median, associated intersection improvements, curb and gutters, plus sidewalk and multiuse pedestrian paths. The proposed project follows the existing alignment beginning at the intersection at SR 196/E.G. Miles Parkway and extends 2.7 miles north terminating within the Fort Stewart Boundary at the intersection of S.R. 119. All construction will conform to the Americans with Disability Act (ADA) regulations. The project has undergone environmental, historical, and cultural resources evaluation in accordance with FHWA guidelines and is under GDOT review for categorical exclusion.



**Project Location Map for the Frank Cochran Drive Widening (to be removed if funded near term TIP)**  
(from EG Miles Parkway to Wilson Ave on Fort Stewart)





1. **Project Name:** Islands Highway Widening (from I-95 to Tradeport East Boundry)
2. **Project Applicant: (Lead Agency Name/Address):** Hinesville Area Metropolitan Planning Organization,  
205 E. Court St., Hinesville, GA 31313
3. **Program Area (Select all that apply):**

- ☒ Roadway Capital
- ☐ Roadway & Bridge Maintenance (Asset Management)
- ☒ Safety and Traffic Operations
- ☒ Freight & Logistics
- ☐ Aviation
- ☒ Bicycle and Pedestrian
- ☐ Transit Capital
- ☐ Transit Operations & Maintenance

4. **Project Purpose:**

The Islands Highway widening project is located within the city limits of Midway and un-incorporated Liberty County and is intended to improve access/capacity to existing Tradeport industrial centers and capacity at the I-95/US 84/Islands Highway interchange.

5. **How does project meet criteria?**

**Support Georgia's economic growth and competitiveness:**

Georgia Department of Transportation Director of Planning Todd Long has stated that freight and logistics is a critical component in Georgia's economy and transportation network and has initiated a Freight & Logistics Plan that will be linked to other major planning and strategy efforts at GDOT. He further states that "A strategic approach is needed to guide thoughtful, well-planned transportation investments to accommodate freight growth and logistics needs statewide." The Islands Highway widening project at the I-95 interchange strongly supports the State of Georgia's freight initiatives to regain its historical 21% market share of regional freight economy by providing a vital increase in capacity between the inland port of Savannah and Tradeport East industrial center. Approximately 70% of the existing industry employment in Liberty County is tied to companies headquartered abroad and aggressively export to over 70 countries throughout the world. Companies have found Liberty County, GA to offer the assets and tools they need to be successful in a global economy and hope to leverage initiatives like the city of Hinesville's sister city relationship with the city of Yichun in China to help increase awareness and encourage foreign investment in Liberty County. These initiatives to grow the industrial economy for the Coastal Region will undoubtedly increase the need for strategic highway investments in Liberty County.

**Ensure safety and security:**

Oglethorpe Highway SR 38/US 84 is currently a four lane rural minor arterial supported by an interstate bridge with a planned widening project that will further exasperate the necessity of the proposed widening of Islands Highway. As capacity needs associated with increased industrial activity at Tradeport East grows the interchange at I-95 and Islands Highway will be a vital link that will impact the regions ability to move goods and people safely. The proposed Islands Highway widening project will also include pedestrian facilities that will provide safe accommodations for alternative transportation options that are currently not present within the Islands Highway/US 84 corridor.

**Maximize the value of Georgia's assets, getting the most out of the existing network:**

The Islands Highway at I-95 interchange is a widening project that is intended to provide a vital freight connection between regional ports and major industrial centers in Liberty County. The proposed project will also provide congestion relief on local and rural roads associated with the bottleneck created by a decrease in travel lanes that support all freight movements to and from Tradeport East Industrial Center. This project will provide relief to congestion along GRIP designated SR 38/US 84 and support the I-95 interchange capacity. This project strategically links vital corridors included in the National Highway System, Governors Road Improvement Program, Surface Transportation Assistance Truck Route, the Strategic Highway Network to Industry Centers and I-95.

**Minimize the impacts to the environment:**

The 2035 Sustainable Mobility Plan adopted by Hinesville Area MPO indicates that the existing conditions include 376 – 750 hours of delay along the SR 38/US 84 corridor in Liberty County and 751 – 1250 hours of delay projected by 2035. With increased demand associated with growth of local industrial activity projected for Tradeport East the need to improve the ability to move people and goods more efficiently will be vital to emissions control associated with idle vehicles. Both environmental and environmental justice concerns were addressed throughout the planning process that recommended the Islands Highway widening as a vital transportation project.

**Livability:**

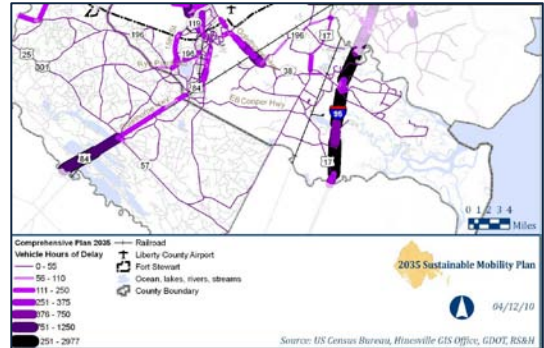
The Islands Highway widening project addresses livability by aiding in the reduction of traffic delay on local roads and improves access to the interstate minimizing the negative impacts associated with congestion and emissions. The widening project will also aide in supporting new jobs to the region created by growing industrial ports in Liberty County and accessibility of local businesses within proximity to the I-95 interchange. The incorporation of pedestrian facilities will further aide in the multimodal opportunities to local residents and promote a healthy alternative to vehicular travel

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

☒ Enhance safety: The widening of Islands Highway at I-95 will eliminate the bottleneck created by the

transition from the planned 4 lane interchange bridge to a two lane rural major collector. Existing conditions create dangerous travel conditions for motorists interacting with freight movements.

- ☒ **Congestion relief:** The Islands Highway widening project is intended to provide a vital freight connection between regional ports and Tradeport East industrial center while relieving congestion on local and rural roads associated with the bottleneck created by a decrease in travel lanes south of the I-95 interchange bridge.



- ☒ **Economic development:** The US 84 bridge widening at I-95 interchange strongly supports the State of Georgia's freight initiatives to regain its historical 21% market share of the Southeast regional freight economy by providing a vital increase in capacity between the inland port of Savannah and a major industrial center directly adjacent to the interstate.
- ☒ **Increase modal options:** The Islands Highway widening project will provide expanded infrastructure that will promote increased capacity to transport goods and people throughout our region. This project is directly adjacent to Tradeport East Industrial Center that provides over 700 jobs and is included within rural transit service area of the Coastal Regional Coaches promoting alternative modes of transportation within our region.

- ☐ **Other (describe):**

**7. Project Description Summary:** (see attached sheet and map)

**8. Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design	\$967,200	\$967,200
Right-of-Way	\$731,808	\$731,808
Construction	\$7,092,800	\$7,092,800
Other (describe)		
Transit Operations		
Transit Capital		

TOTAL COST: \$8,791,808 \$8,791,808

Source used for cost estimate: GDOT's CES Software, 2008

**9. Project Readiness:**

- a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- ☐ GDOT Construction Work Program (CWP):
- ☐ GDOT State Transportation Improvement Program (STIP):
- ☒ MPO Long Range or Transportation Improvement Program (TIP):  
HAMPO 2035 Sustainable Mobility Plan (LRTP) as adopted on October 14, 2010, ID# 226
- ☐ County Capital Improvement Plan:
- ☐ County/City Comprehensive Plan:
- ☐ Transportation Study:
- ☒ Other: Gateway Sector Plan (Midway July 2008, Riceboro Pending 2011); HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities (March 2008); Hurricane Evacuation Route

b. Provide the percentage complete for the following:

- i. Environmental documentation (if applicable) : not started (0%)
- ii. Design plans (if applicable): not started (0%)
- iii. Right of way acquisition (if applicable): not started (0%)

**10. If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	18
Right-of-Way (if applicable)	12
Construction	18

## **7. Project Description Summary for Islands Highway Widening.**

The Islands Highway widening project is located in un-incorporated Libert County and is intended to provide improved access to existing Tradeport industrial centers and increased capacity at the I-95/US 84 interchange. With increasing emphasis on freight and logistics planning in Georgia, the need for infrastructure investments to support the growing industry is imperative. The interchange at I-95 and SR 38/US 84 is a vital freight connection between the Savannah Port and major industrial centers west of the interstate critical to the movement of goods through our region. Oglethorpe Highway SR 38/US 84 is currently a four lane rural minor arterial supported by an interstate bridge with a planned widening project that will further exasperate the necessity of the proposed widening of Islands Highway. As capacity needs associated with increased industrial activity at Tradeport East grows the interchange at I-95 and Islands Highway will be a vital link that will impact the regions ability to support the growth and move goods effectively and safely.

The Islands Highway widening project is 1.8 miles in length is four lanes with 20' raised median. Bicycle and pedestrian facilites are included.



**Project Location Map for the Islands Highway Widening**  
(from I-95 to Tradeport East Boundry)

