



**HINESVILLE AREA
METROPOLITAN PLANNING ORGANIZATION**

2035 Sustainable Mobility Plan

Long Range Transportation Plan

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

In cooperation with: Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, Liberty County, Long County, and the Cities of Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, Walthourville

Adopted on October 14, 2010

Amended June 14, 2012 (incorporated by reference the changes made by the adoption of HAMPO's FY 2013-2016 Transportation Improvement Plan, see resolution on page 2)



Hinesville Area Metropolitan Planning Organization
POLICY COMMITTEE
ENDORSEMENT OF HAMPO FY 2013 – 2016
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
RESOLUTION

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and annually update the Transportation Improvement Program (TIP); and

WHEREAS, the Hinesville Area Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization of the Hinesville urbanized area; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded highway and transit projects for the Hinesville urbanized area; and

WHEREAS, the TIP is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated at least annually with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

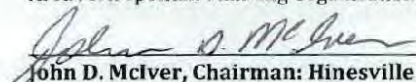
WHEREAS, the staff of the Liberty Consolidated Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2013 -2016 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached four-year Transportation Improvement Program for the period 2013 – 2016 and approves the conforming amendment to the "2035 Sustainable Mobility Plan" to amend project dates and or values to those shown in the Transportation Improvement Program for the period 2013 – 2016.

CERTIFICATION

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee at a meeting held on June 14, 2012.



John D. McIver, Chairman: Hinesville Area Metropolitan Planning Organization

Amendment #1: As stated in the last paragraph of the resolution above, HAMPO's FY 2013-2016 TIP is hereby incorporated into this document. The FY 2013-2016 TIP is attached as Appendix F.

METROPOLITAN PLANNING ORGANIZATION

A RESOLUTION ADOPTING THE 2035 LONG RANGE TRANSPORTATION PLAN AS THE OFFICIAL LONG RANGE TRANSPORTATION PLAN FOR LIBERTY COUNTY

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Long Range Transportation Plan (LRTP) every five years; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization (MPO) of the Hinesville urbanized area; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Long Range Transportation Plan, has developed a twenty-year integrated plan for federally-funded highway and transit projects for the Hinesville urbanized area; and

WHEREAS, the LRTP is consistent with all plans, goals and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated at least every five years with revisions to reflect changes in program emphasis and anticipated funding availability; and

WHEREAS, the urban transportation planning regulations require that the LRTP be a product of a planning process certified as in conformance with all applicable requirements of law and regulations; and

WHEREAS, the staff of the Hinesville Area Metropolitan Planning Organization and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulations; and

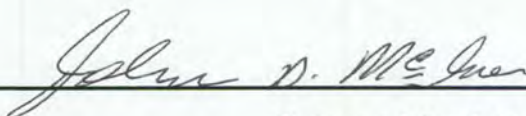
WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the 2035 LRTP.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached 2035 Long Range Transportation Plan for the period 2010 - 2035; and

BE IT FURTHER RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and authorizes the MPO Study Director (MPO Executive Director) to execute a joint certification to this effect with the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee at a meeting held on October 14, 2010

 10-14-10

Chairman John D. McIver

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*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

Appendix A Project Information Sheets

Appendix B: Project Cost and Revenue Estimates

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*HAMPO 2035 Sustainable Mobility Plan
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INTRODUCTION

The Hinesville Area Metropolitan Planning Organization (HAMPO) is the federally designated transportation planning agency for Liberty and Long County, Georgia. The HAMPO boundary, which includes all of Liberty and a portion of Long County, is shown below. While the MPO does not have jurisdiction over all of Long County, the study area covers all of Liberty and Long Counties. This ensures that issues, needs, or recommendations will be documented for the entirety of both counties. Figure 1 shows the area's location in coastal Georgia between Savannah and Brunswick.

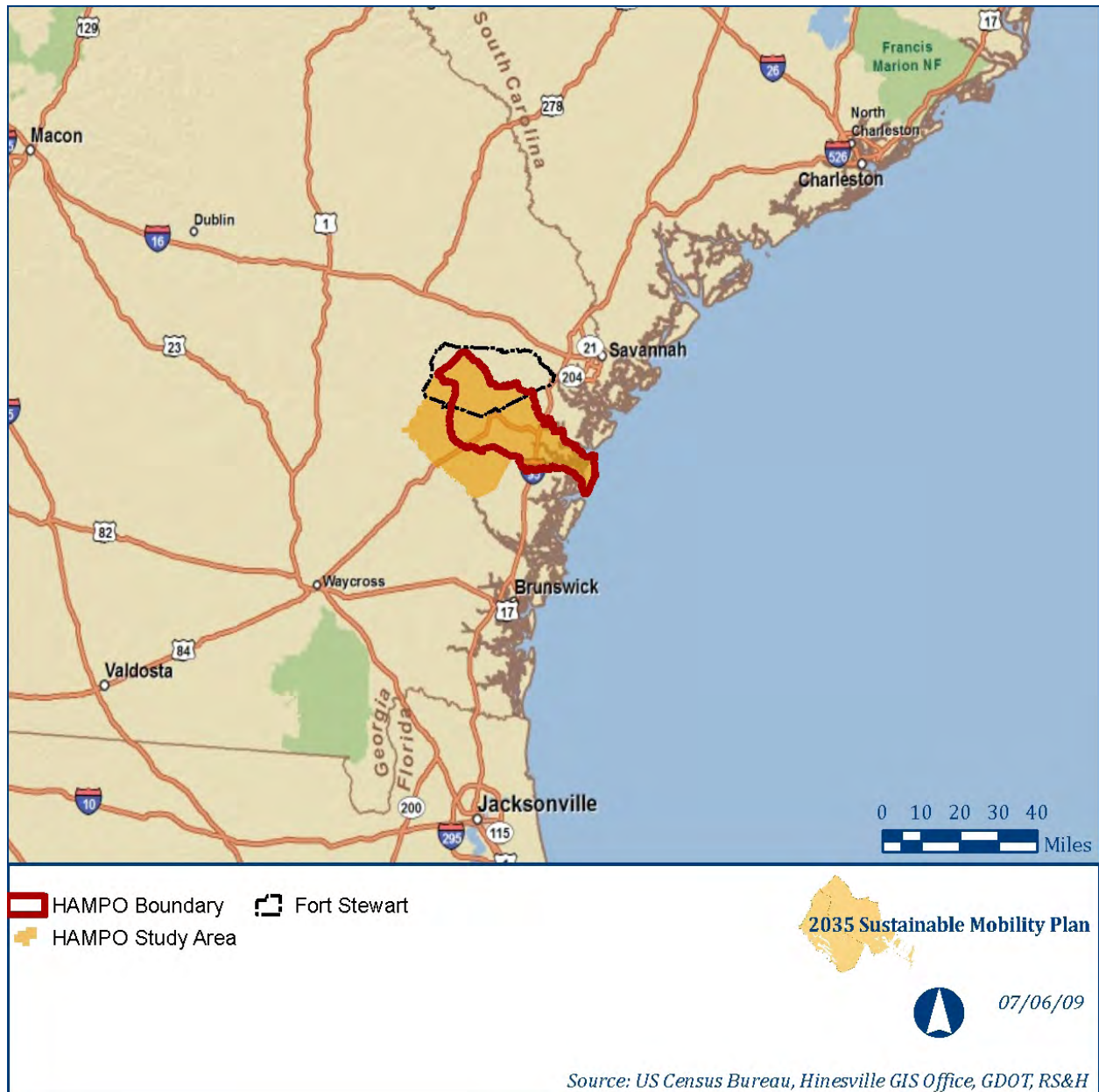


Figure 1 HAMPO Planning Area

The ultimate goal of this planning process is to create an effective public policy framework for mobility and development together with a set of priority transportation investments that will address the area's current and long-term needs and visions.

2035 SUSTAINABLE MOBILITY PLAN GOALS

The *2035 Sustainable Mobility Plan* will meet the planning requirements specified in the latest federal transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In order for the MPO to continue to receive federal funding for its transportation planning efforts and projects, the MPO must develop and maintain a Long Range Transportation Plan (LRTP) that meets provisions presented by SAFETEA-LU. As such, this LRTP will support the following eight planning factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

These factors, as well as vision statements, goals, and objectives from previous planning documents formed the foundation for the goals of this plan. During the August 2009 public comment period, members of the public and HAMPO committees discussed the plan goals. Stakeholders reached a consensus on the final list. The *2035 Sustainable Mobility Plan* goals are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system; and
9. Improve public information about the transportation system and proposed or planned improvements to the system.

PLANNING PROCESS

The *HAMPO 2035 Sustainable Mobility Plan* builds upon the previous long range transportation plan (LRTP) and addresses the issues and opportunities the region faces. Several previous studies including local comprehensive plans, corridor and subarea transportation studies, bicycle and pedestrian plans, transit plans, and broader studies coordinated by the Coastal Regional Commission formed a basis for this LRTP. A detailed existing conditions analysis and inventory of the current transportation system was conducted in order to adequately identify the needs of the HAMPO region. To assess the transportation system in the future, potential future growth scenarios and alternative transportation networks were defined and assessed. The performance of individual projects was compared as a screening tool. Funding sources were reviewed and transportation revenues were projected from local, state, and federal sources. Then, fiscally constrained transportation networks were reviewed through a collaborative process and projects were assigned to an implementation schedule matching transportation investments to available funds within four future time periods. Throughout the project definition, screening, and prioritization process, the study team considered protection of environmental, historic, and cultural resources, impacts on environmental justice populations and the transportation disadvantaged, as well as consistency with local comprehensive plans and regional and state visions for growth.

The plan was developed through a joint collaboration with elected officials, community leaders, stakeholders, public agencies, and citizens. The public involvement process is documented in the Appendix.

Existing Conditions and Transportation Needs

An inventory of existing conditions was conducted to evaluate the current trends, performance and deficiencies of the region's transportation system. This analysis included an appraisal of socioeconomic data, the roadway network, bicycle and pedestrian facilities, transit service, railroads, trucking, port facilities, airports, and safety, as well as needs and strategies identified through other planning efforts.

Growth in the HAMPO study area is driven by proximity to the interstate, major ports, rail lines, and Fort Stewart, the largest military installation east of the Mississippi River. The transportation system has been the backbone of growth in the region and will continue to shape how area residents, employees, and visitors live and work. The transportation system in Liberty and Long Counties includes public roadways, sidewalks, on-demand public transportation for eligible passengers, rail, Midcoast Regional Airport, and multiuse trails. The system is centered on roadways, which are managed by cities, counties, or the Georgia Department of Transportation (GDOT). The transportation network is shown in the following figure. US 84 is a main east-west route and also the main interchange location at I-95. There are several operational and safety improvements planned for US 84 in the current TIP and LRTP. US 25/US 307/SR 57 is another main cross-county route in Long County. US 17 is a major north-south arterial and an alternative to I-95. SR 196 carries traffic roughly east-west and provides a connection to US 84 for Hinesville-bound traffic as an alternative to I-95 in the eastern part of Liberty County.

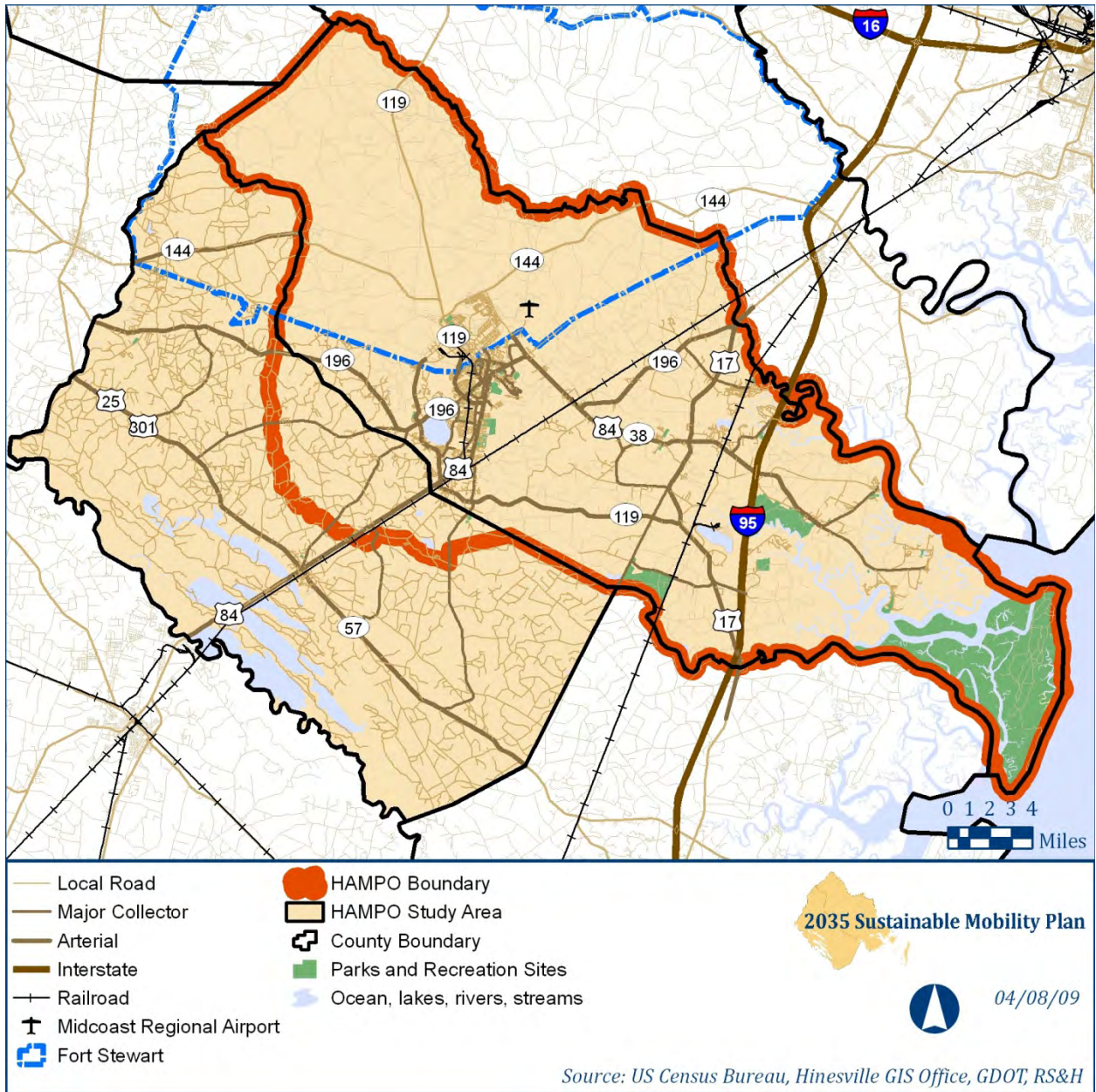


Figure 2 Transportation Network

Congestion and Delay

Traffic counts from 2006, 2007, and 2008 as well as congestion estimates from the regional travel demand model indicated a potential need for roadway improvements. The HAMPO travel demand model was expanded and updated for this plan. The model was used to first examine baseline conditions in year 2006. Figure 3 shows the base year level of service on the road network. Roadway congestion contributes to fuel-consumption, air pollution, and increased risk of crashes.

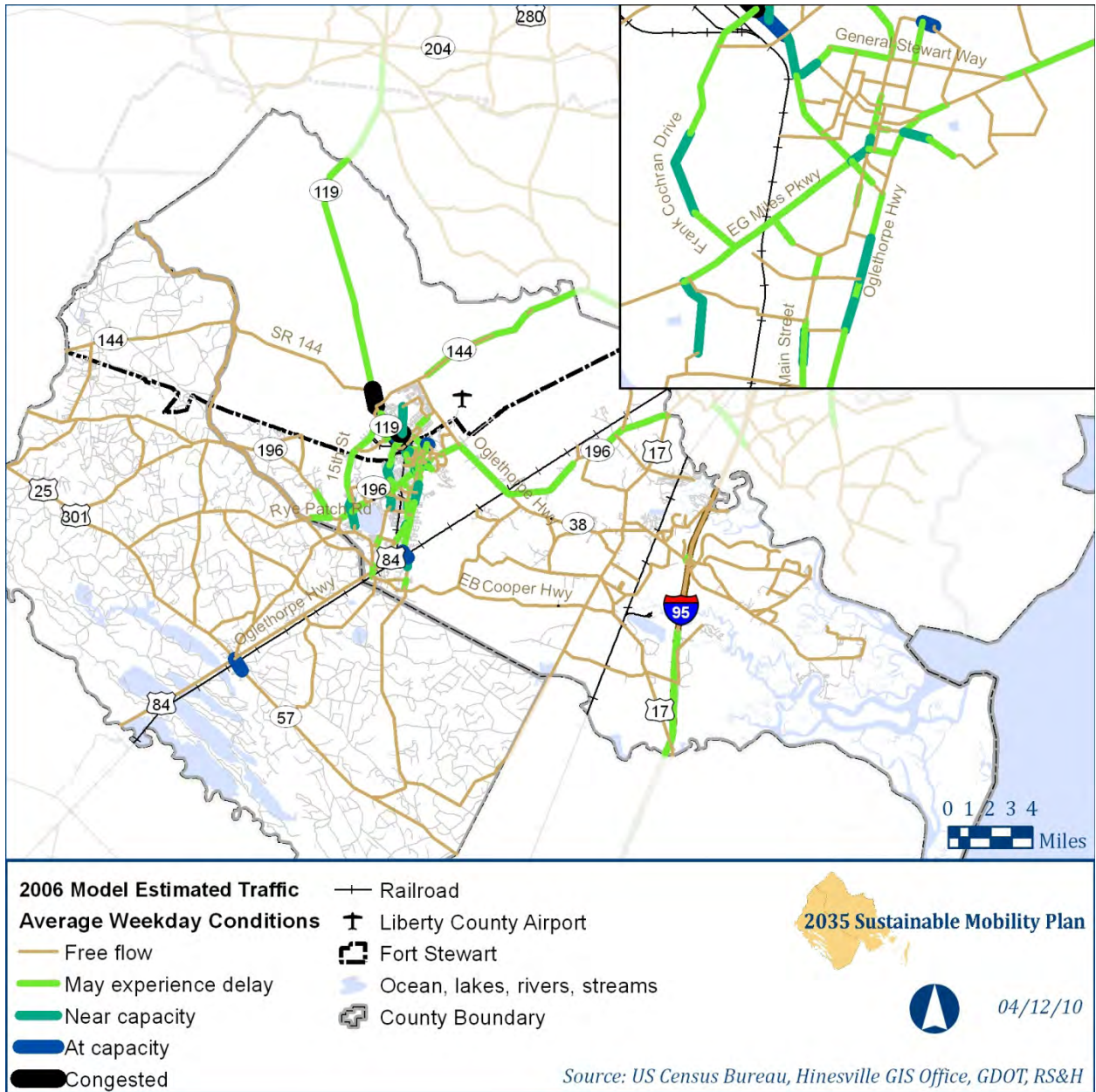


Figure 3 Base Year Roadway Level of Service

The study team also reviewed vehicle hours of delay estimates to identify road segments where congestion impacts high traffic volumes. Figure 4 shows the base year delay in the region. Oglethorpe Highway/US 84, Leroy Coffer Highway/SR 196, I-95 and SR 119 on Fort Stewart are roadways with high levels of vehicle delay. On these high volume roads, even small amounts of congestion may impact many travelers.

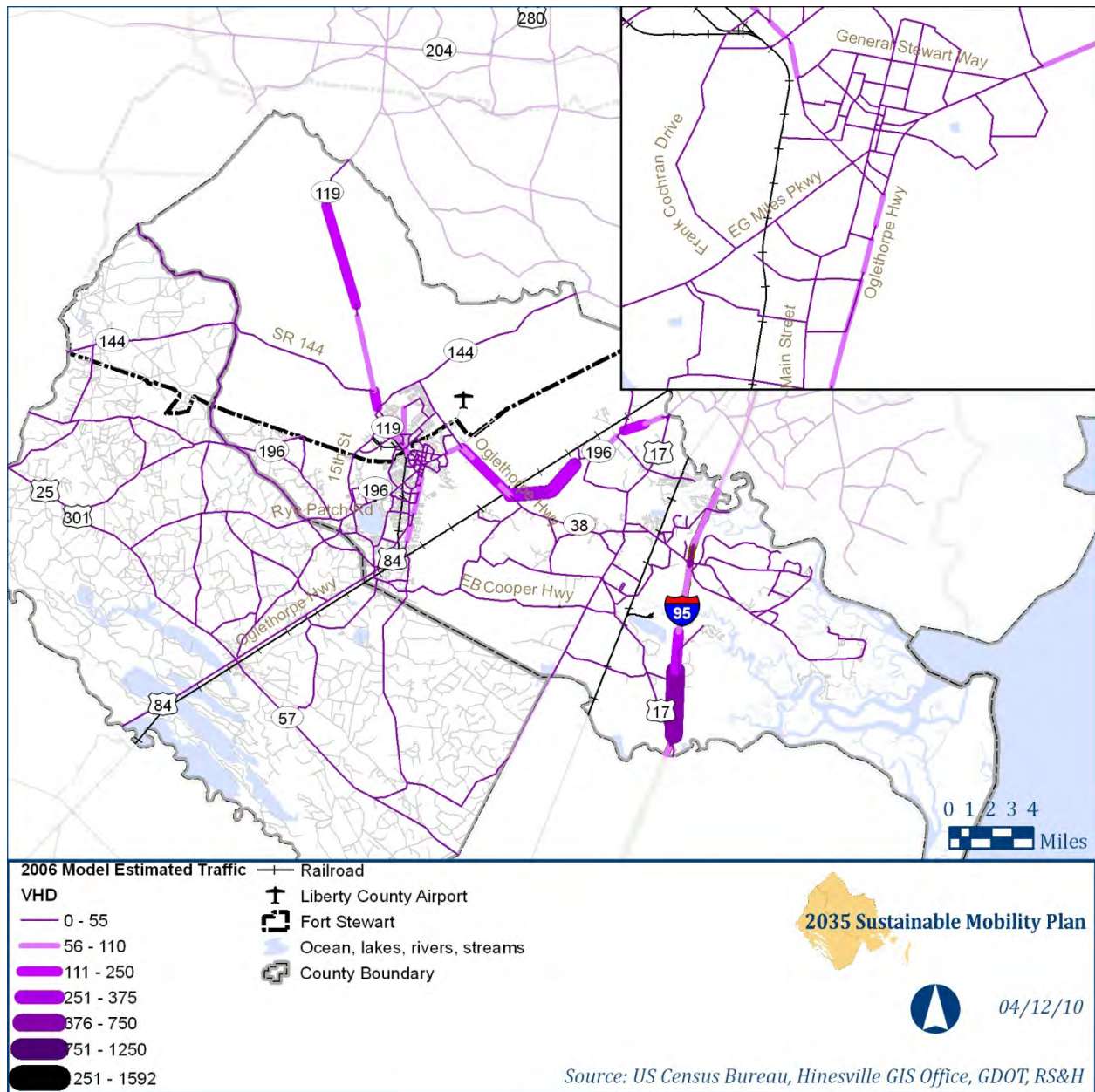


Figure 4 Base Year Vehicle Hours of Delay

Safety and Security

Because of its coastal location, hurricane evacuation is one concern in the HAMPO area. The Georgia Emergency Management Agency designates hurricane evacuation routes; evacuation route designation was one criterion used to prioritize projects. Access to critical infrastructure was also a prioritization criterion; this includes improved access to and from Fort Stewart. This plan was developed in coordination with Fort Stewart representatives and the Fort Stewart Growth Management Partnership. The planning process also includes local emergency management agencies including the Liberty-Hinesville Emergency Management Agency (LHEMA) and the Georgia Emergency Management Agency (GEMA), and the Georgia Office of Homeland Security. These agencies are responsible for emergency management, disaster preparedness, and homeland security in the HAMPO area.

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

Crash history on the road network was assessed in order to identify potential safety concerns. Georgia DOT's CARE crash database identified high crash locations in the HAMPO area based on reported crashes from 2006 to 2008 and estimated traffic volume. Figure 5 and Figure 6 below show non-intersection crashes relative to estimated road volume over the three years and a crash location severity index, respectively, both based on the GDOT database. The crash severity index is based on total crashes reported per million vehicle miles traveled on each analysis segment. This data is a good indication of crash history; however, due to inconsistencies in the database, the maps should be considered within the overall context of road network performance. As shown in the figures below, locations with relatively high crash rates in the area include:

- SR 196 west of Hinesville
- EG Miles Parkway/SR 196 in Hinesville
- Talmadge Road/SR 119 near US 84 (an area of relatively high truck traffic)
- Dunlevie Road in Allenhurst
- EB Cooper Highway/SR 119 between Walthourville and Riceboro
- Frank Cochran Drive near EG Miles Parkway
- General Screven Way near EG Miles Parkway
- Oglethorpe Highway/US 84 in Hinesville
- Old Sunbury Road in Flemington
- Leroy Coffey Highway/SR 196 (currently under construction to widen to four lanes)
- Coastal Highway/US 17 north of Midway
- Islands Highway east of I-95
- Coastal Highway/US 17 at I-95 south of Riceboro

The *Sustainable Mobility Plan* includes safety and enhancement projects to address many safety and security issues directly.

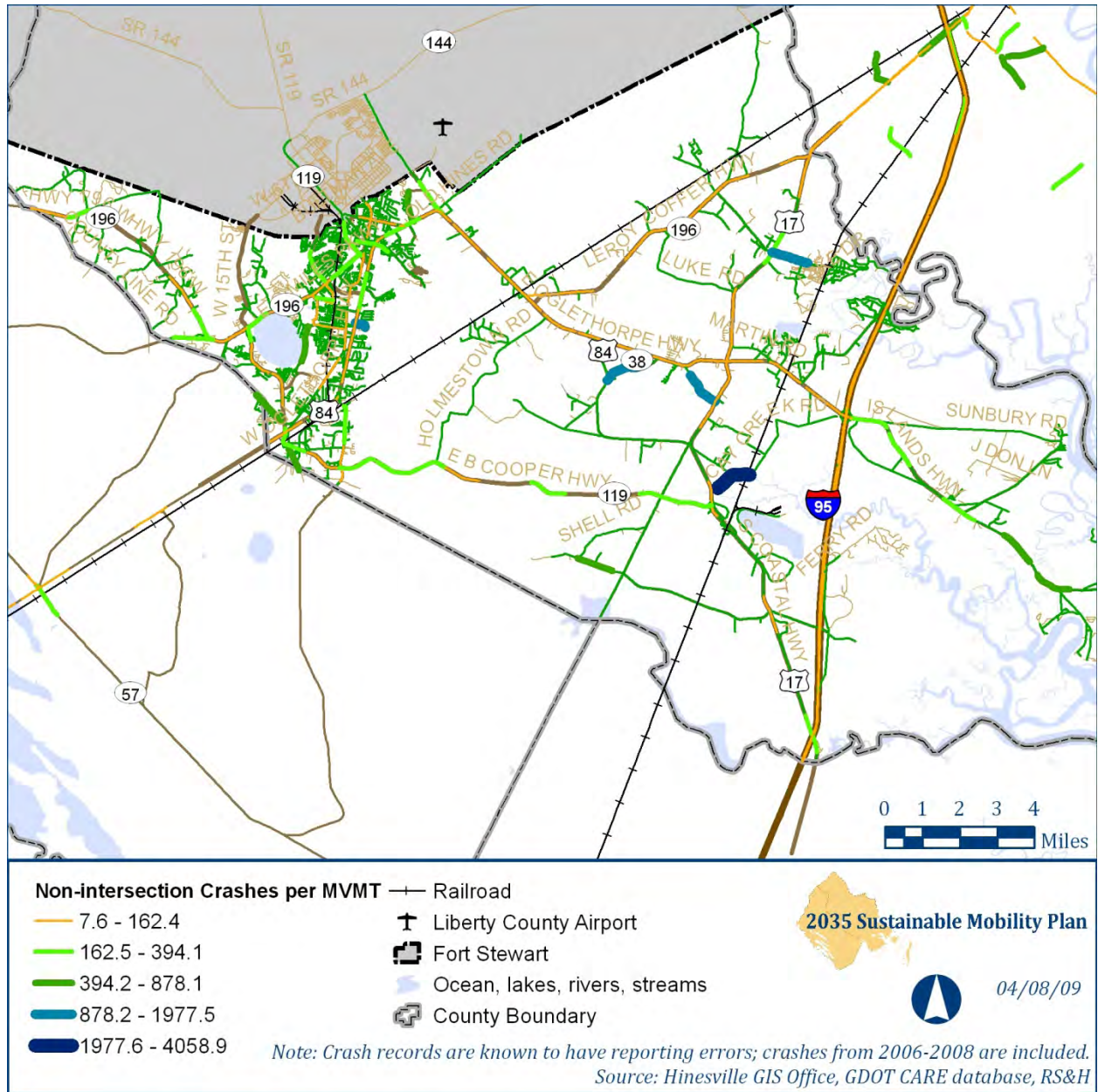


Figure 5 Non-intersection Crashes per Road Volume (100 Million Vehicle Miles Travelled)

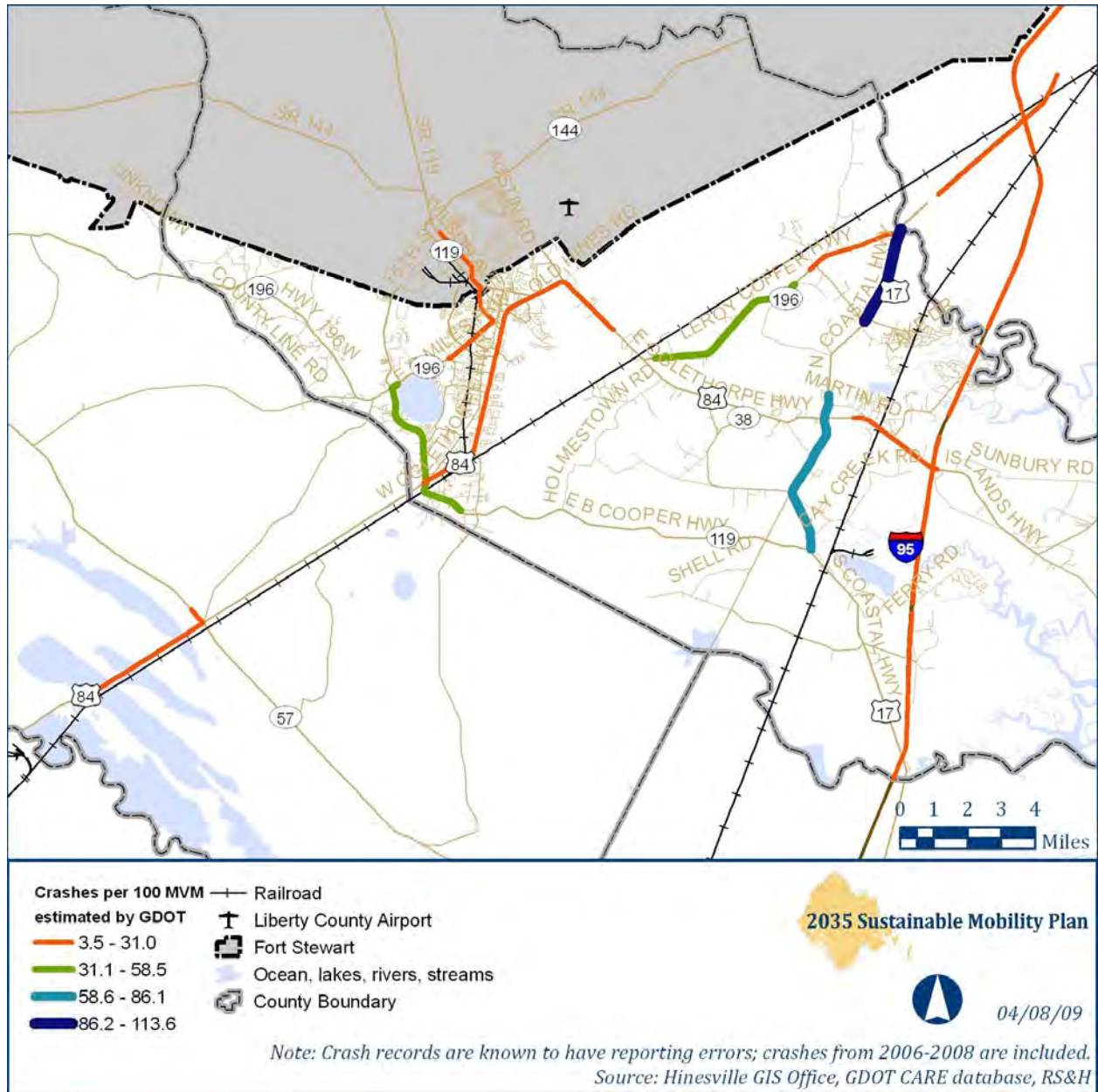


Figure 6 GDOT Severity Index for Crash Locations

Additionally, needs and strategies were identified from other recent studies in the HAMPO area. These include:

- Coastal Georgia Comprehensive Plan
- Liberty County Comprehensive Plan
- Long County Comprehensive Plan
- Gateway Sector Plan
- US 84 Corridor Study
- Liberty Transit Implementation Study
- Hinesville Downtown Circulation Study
- 2030 HAMPO L RTP

The existing conditions report in its entirety can be found in Appendix C.

Future Conditions and Transportation Needs

Conditions in the 2035 horizon year were projected using population projections from the Georgia Office of Planning and Budget. Employment in the region was assumed to increase proportionately with population. Significant effort to coordinate military employment and dependent population levels with Fort Stewart resulted in future year projections of military living on post with their families, single military troops living in barracks, military employees living off post, and civilian employees living off post. The future year population and employment figures are consistent with Fort Stewart Growth Management Partnership and Water Planning Council plans. While three future year scenarios were assessed to identify transportation needs under a range of development patterns, the final distribution of population and employment growth is based upon local comprehensive plans, local government feedback, and known development proposals in the region. Therefore, the socioeconomic projections assume low growth levels or no growth in areas designated for preservation or as environmentally sensitive lands. Figure 10 shows the sensitive lands in the region.

Committed Improvements

To begin to assess the future year, the study team first determined which road projects are far enough along in the planning process that the region is committed to completing them in the near term. Three improvements to the existing road network were identified as committed projects; these are the Leroy Coffey Highway/SR 196 widening from Coastal Highway/US 17 to Oglethorpe Highway/US 84 that is currently under construction, the Frank Cochran Drive widening from EG Miles Parkway to Hero Road on Fort Stewart, and the Airport Road/SR 119 widening from Oglethorpe Highway/US 84 to EG Miles Parkway/SR 196. Figure 7 shows the existing plus committed road network.

In addition to committed roadway improvements, the City of Hinesville, in cooperation with the City of Flemington and Fort Stewart, is starting a fixed route bus system in the near future. The system will operate Monday through Saturday beginning at 6 a.m. on weekdays and running until 6 p.m. Monday through Thursday and 10 p.m. Friday and Saturday nights. Liberty Transit is expected to begin operations in fall 2010. Major destinations include downtown Hinesville, shopping centers on Oglethorpe Highway and EG Miles Parkway, Liberty Regional Medical Center, YMCA, Armstrong Atlantic State University, Liberty County Health Department, area hotels, Wal-Mart, Winn Army Medical Center, the Post Exchange, and family housing areas on Fort Stewart.

Cochran Drive, SR 196 entering Long County, Highway 57 in Ludowici, and Islands Highway near the I-95 interchange.

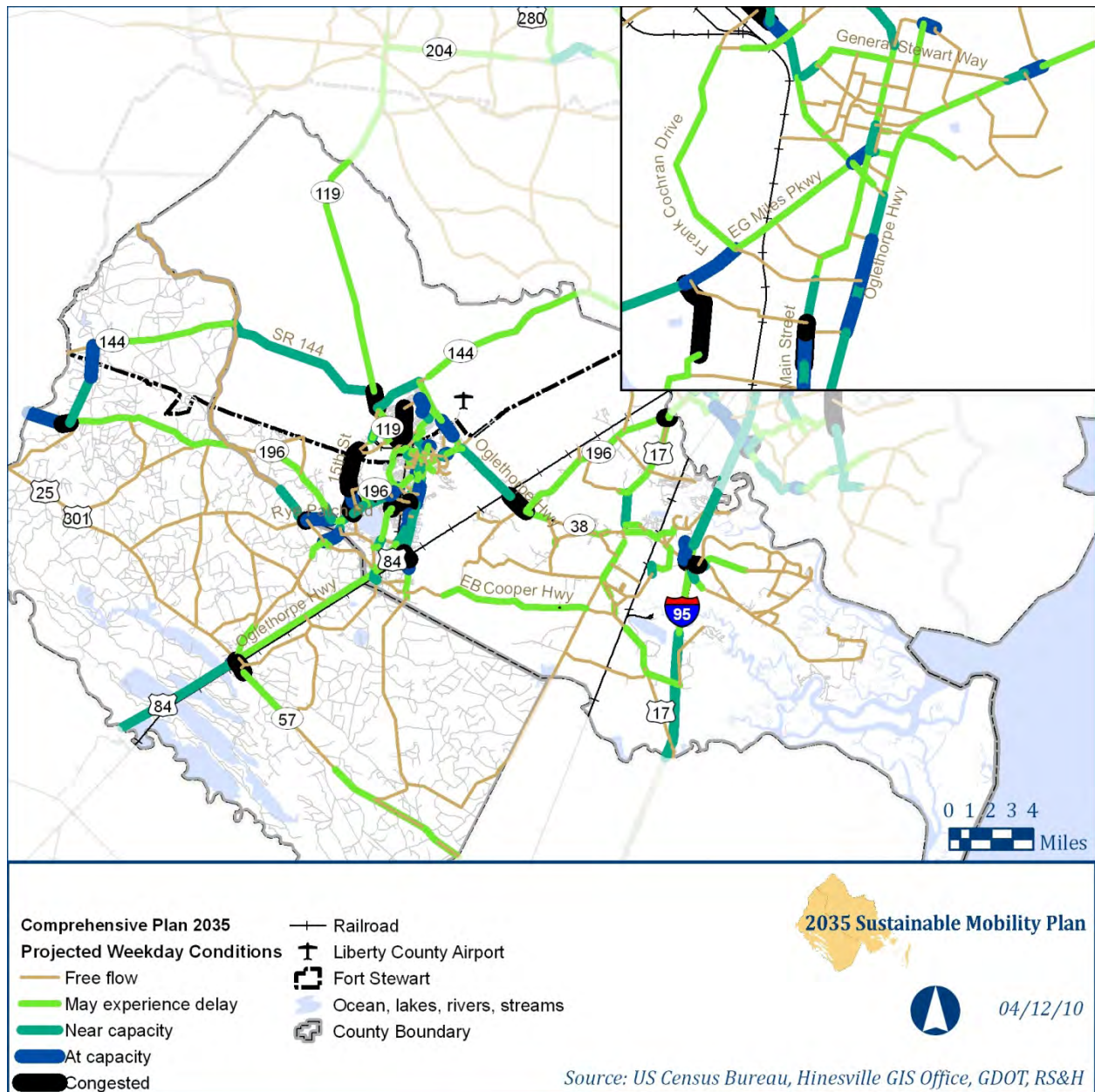


Figure 8 Future Existing plus Committed Network Level of Service

In addition to level of service, the travel demand model projected future year vehicle hours of delay in the region. Figure 9 shows that road segments with high traffic volumes impacted by high levels of delay include SR 119 and SR 144 entering Fort Stewart, 15th Street west of Fort Stewart, Oglethorpe Highway/US 84 in Hinesville and Flemington, and I-95 through the study area if no road improvements are made beyond the committed projects.

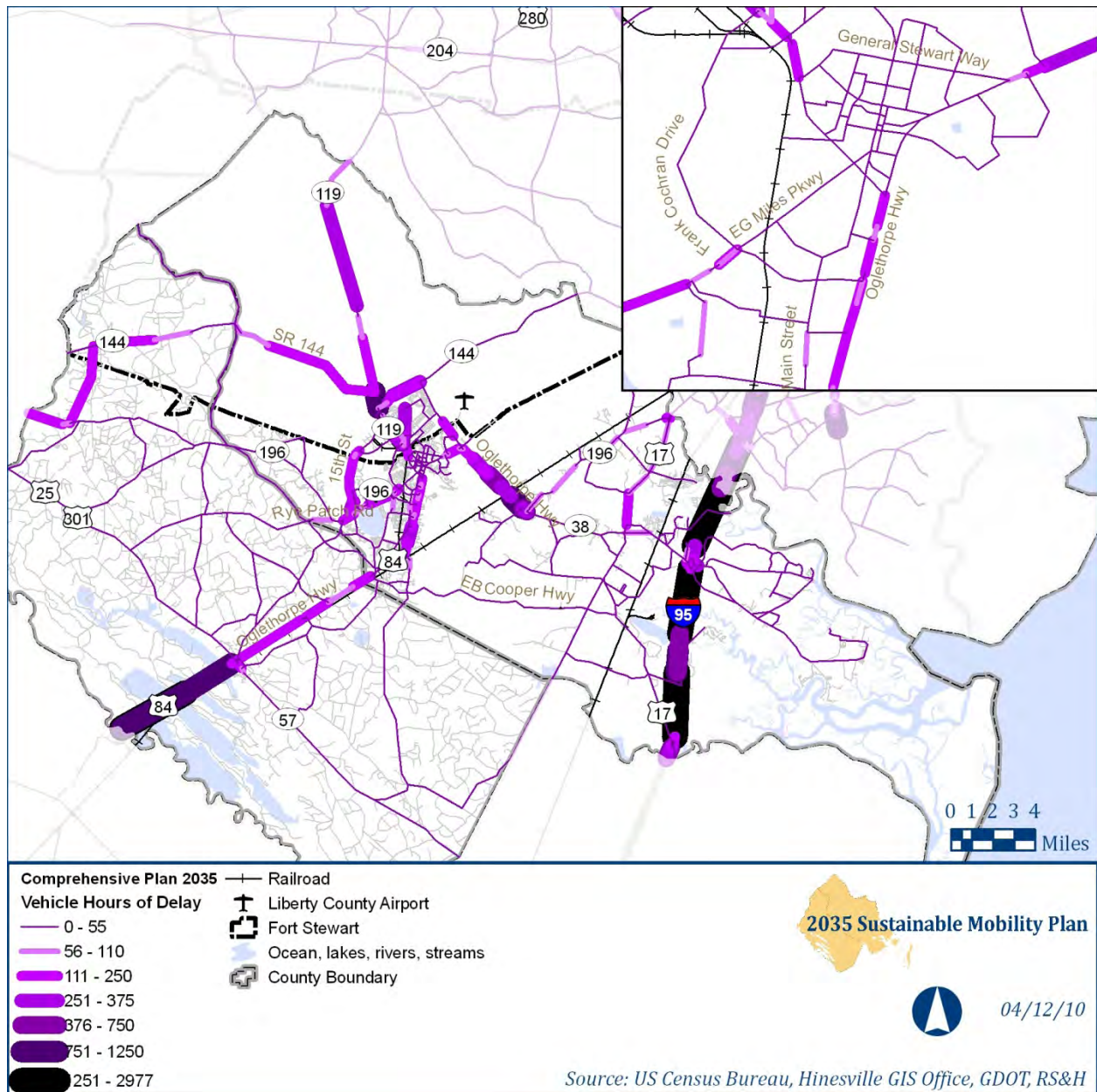


Figure 9 Future Vehicle Hours of Delay on the Existing plus Committed Network

Planning Considerations

In order to comply with SAFETEA-LU and Title VI of the Civil Rights Act of 1964, several considerations were taken into account as the 2035 Sustainable Mobility Plan was developed. These are highlighted in the sections below.

Operating and Maintaining the System

The 2035 Sustainable Mobility Plan balances efforts to operate and maintain the existing transportation system with investment in new facilities. Strategies to improve the operation of the existing system considered in the plan are: safety and enhancement projects that increase the capacity of existing roads without widening, intersection improvements such as additional turn lanes or new traffic signals, inclusion of bicycle and pedestrian facilities along existing roads or as

separate facilities, and the provision of new public transportation service. Specific needs for operations improvements or maintenance were documented during the first public comment period in August 2009 and the needs assessment review of previous studies.

Development regulations that require local road network connectivity, parallel facilities to major roads, and that limit cul-de-sacs except where necessary due to environmental constraints, are also a strategy in place in the region to improve the efficiency of the transportation system.

The corridor classification exercise discussed in the Long Range Transportation Corridor Classification section (beginning on page 19) identified strategic corridors for targeted mobility management strategies such as parallel facilities, provision of dedicated turn lanes at intersections, limits on driveway and intersection spacing, and medians. Figure 11 shows the long range corridor classification, including Mobility Corridors. Focused planning efforts for small areas in Flemington and Walthourville/Allenhurst also developed strategies to maintain the performance of the current system without major capacity improvements. These strategies are included in the project list. Findings from the corridor classification exercise and the small area plans were included in the project prioritization process.

Furthermore, the plan documented private transportation investments, as well as local and military investments, that will be necessary as the area develops in order to maintain the performance of the transportation system. Throughout the planning process, transportation investments were examined as a system, rather than as isolated programs by funding source.

Wetlands and Environmentally Sensitive Areas

Both environmental and environmental justice concerns were addressed throughout the planning process. The identification of wetlands, environmentally sensitive areas, and environmental justice areas was especially crucial early in the planning process. The project ranking criteria scored projects based on potential impacts on natural, cultural, historic, and environmental resources. Detailed review of impacts and mitigation strategies will occur during the project development phase of all projects funded with MPO funds.

Wetlands and other environmentally sensitive areas can often create natural barriers to transportation network connectivity in the region. Due to its proximity to the coast, the HAMPO area enjoys a significant amount of coastal marshes and wetlands. Figure 10 shows these sensitive areas which were identified and mapped to ensure that impacts of transportation investments are minimized.

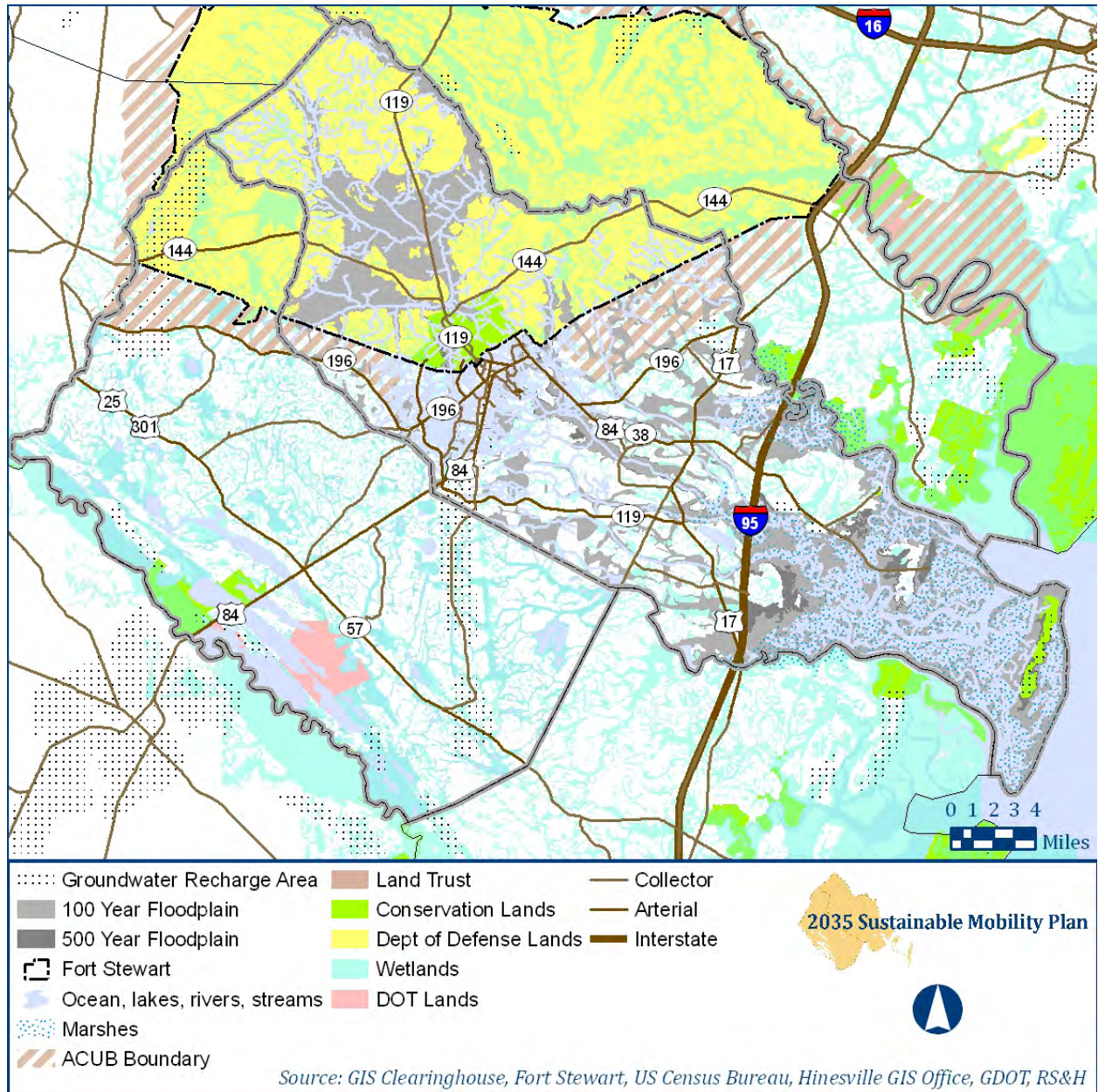


Figure 10 Sensitive Lands

In order to mitigate the environmental impacts of growth in the region, the HAMPO region uses a range of strategies. Liberty County has adopted the Georgia Environmental Protection Division’s Coastal Stormwater Supplement to the Georgia Stormwater Management Manual. Implementing the recommendations of the supplement will mitigate transportation infrastructure impacts on stormwater runoff quantity and quality. The Liberty County and Cities joint Comprehensive Plan and local development regulations include strategies such as wetland and stream buffers to prevent development or infrastructure within these critical areas. The majority of land adjacent to Fort Stewart has been designated for low intensity or no future development.

The development of socioeconomic projections for the LRTP included an assessment of lands not suitable for future development. Environmentally sensitive areas designated for preservation are projected to remain in a natural state through the LRTP horizon year; transportation investments

included in this plan are therefore based on the assumption that sensitive lands will be preserved in Liberty and Long Counties.

Additional mitigation strategies include efforts to reduce vehicle miles traveled in the region; for example, continued and increased investment in alternative modes such as public transportation, pedestrian facilities, and bicycle facilities has the potential to reduce air pollution and the demand for additional pavement. Projects such as the US 84 access management improvements further manage the demand for wider or new roads in the region. Effectively managing travel demand is an important strategy to mitigate environmental impacts of the transportation system.

As projects move forward in the planning process, impacts on environmental resources will be assessed, particularly during the preliminary engineering phase.

Environmental Justice

The United States Environmental Protection Agency Office of Environmental Justice defines Environmental Justice as follows:

"Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work."

It is crucial that the principles of environmental justice are supported throughout the implementation of this Plan. Special effort was made to include target populations in the plan's public involvement activities. The transit component of the plan increases the mobility options of environmental justice populations. The planned urban transit system has stops near public and low income housing as well as several human services destinations, and the complementary route deviation service for paratransit eligible passengers is specifically available to target populations. The recommendations of the *2035 Sustainable Mobility Plan* are compliant with the following principles of Environmental Justice:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Long Range Transportation Corridor Classification

In an effort to understand the long range role of each major roadway in the HAMPO planning area, the study team asked for input regarding the kinds of travel that each roadway should serve in the year 2035. HAMPO committees, stakeholders and the public classified major roads in one of four categories:

- A. Roadways that will serve trips traveling through the region that are longer and both begin and end outside of Liberty and Long Counties.
- B. Roadways that will serve longer regional/local trips which may begin or end outside of the HAMPO area OR cover a large distance within the study area.

- C. Roadways that should balance mid-length through and local trips.
- D. Local roadways that should primarily provide access to adjacent property

Participants were asked several questions about the type of traffic each corridor should serve, such as where bicycles and pedestrians should be encouraged and where trucks should be accommodated. Based upon the mapping exercise and responses, staff classified major roads and then presented an initial version to the HAMPO committees. The map below shows input from the LRTP Stakeholder Advisory Committee and the HAMPO Technical and Policy Committees regarding the classification of each major roadway. I-95 is the only Category A roadway in the planning area, and is an important interregional and interstate connection. Category B corridors are those that are critical to traffic mobility in the region. These are appropriate for access management strategies to ensure the movement of traffic, which is a priority over access to adjacent land uses. This classification informed LRTP project selection in that improvements to Category B mobility corridors or provision of alternate routes to Category B mobility corridors were emphasized. Category C corridors collect traffic from local roadways and connect to the Category B mobility corridors in the region. These corridors balance traffic movement and access to land and should operate at slower speeds than Category B corridors. The remaining roadways are local roadways that primarily provide access to land with frequent driveways and on-street parking.

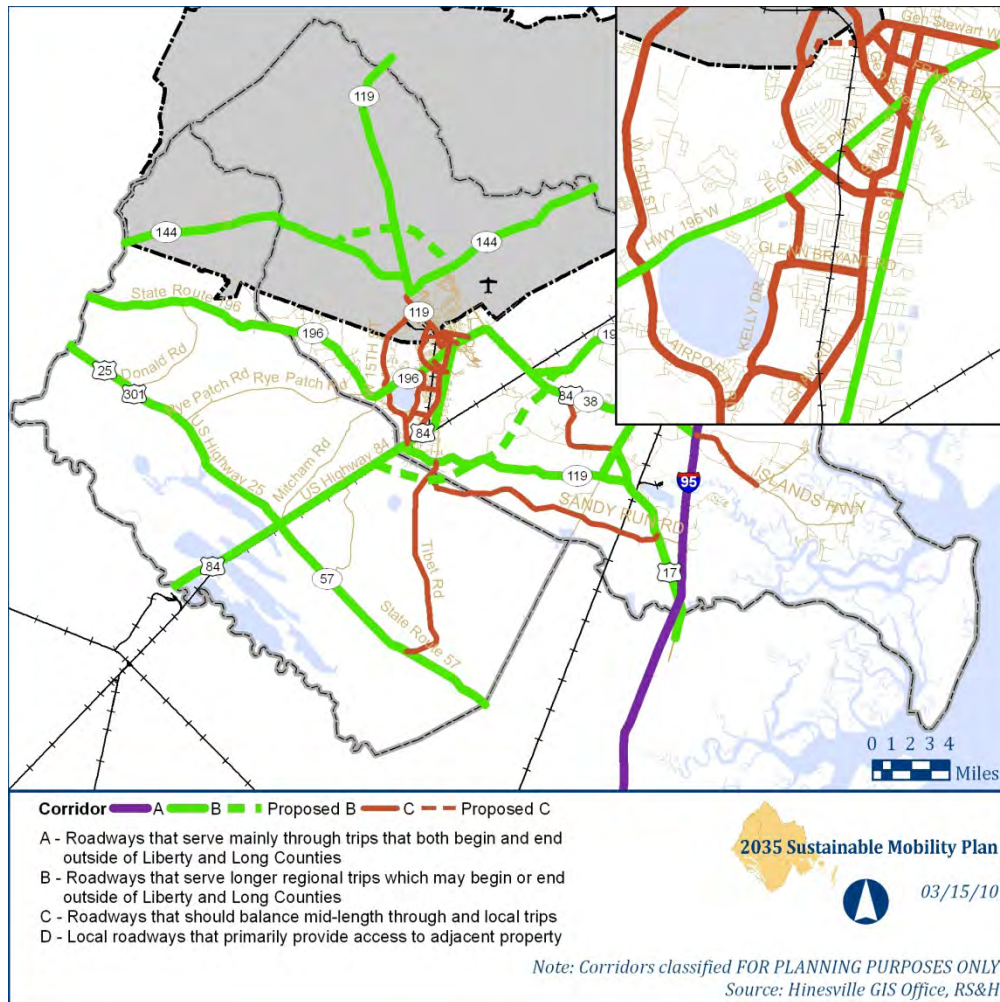


Figure 11 Transportation Corridor Classification

PROPOSED PROJECTS

Projects for the *2035 Sustainable Mobility Plan* were identified through a detailed needs assessment based on input from citizens and stakeholders and technical analysis, described above. This section presents a summary of recommendations. Roadway improvements were identified that encourage an efficient growth pattern consistent with local Comprehensive Plans, improve levels of service, reduce congestion, and provide for the safety of the traveling public. Figure 12 shows all identified roadway improvements, including those that do not yet have identified funding sources in the plan. The HAMPO project numbering scheme is as follows: numbers 101-199 are new construction projects, 201-299 are widening projects, 301-399 are safety/enhancement projects including access management improvements, 401-499 are bridge replacement projects, and 501-599 are paving projects.

Figure 13 shows the high priority transit service area in the region, including the proposed Liberty Transit startup service. The long range transit destinations include major employers such as Chemtall, Target Distribution Center, Tradeport West and the Midway Industrial Park, as well as downtown Midway, Walthourville, Allenhurst, and Savannah Technical College. Future

HAMPO 2035 Sustainable Mobility Plan
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developments along 15th Street approaching Fort Stewart are also included in the long range service area.

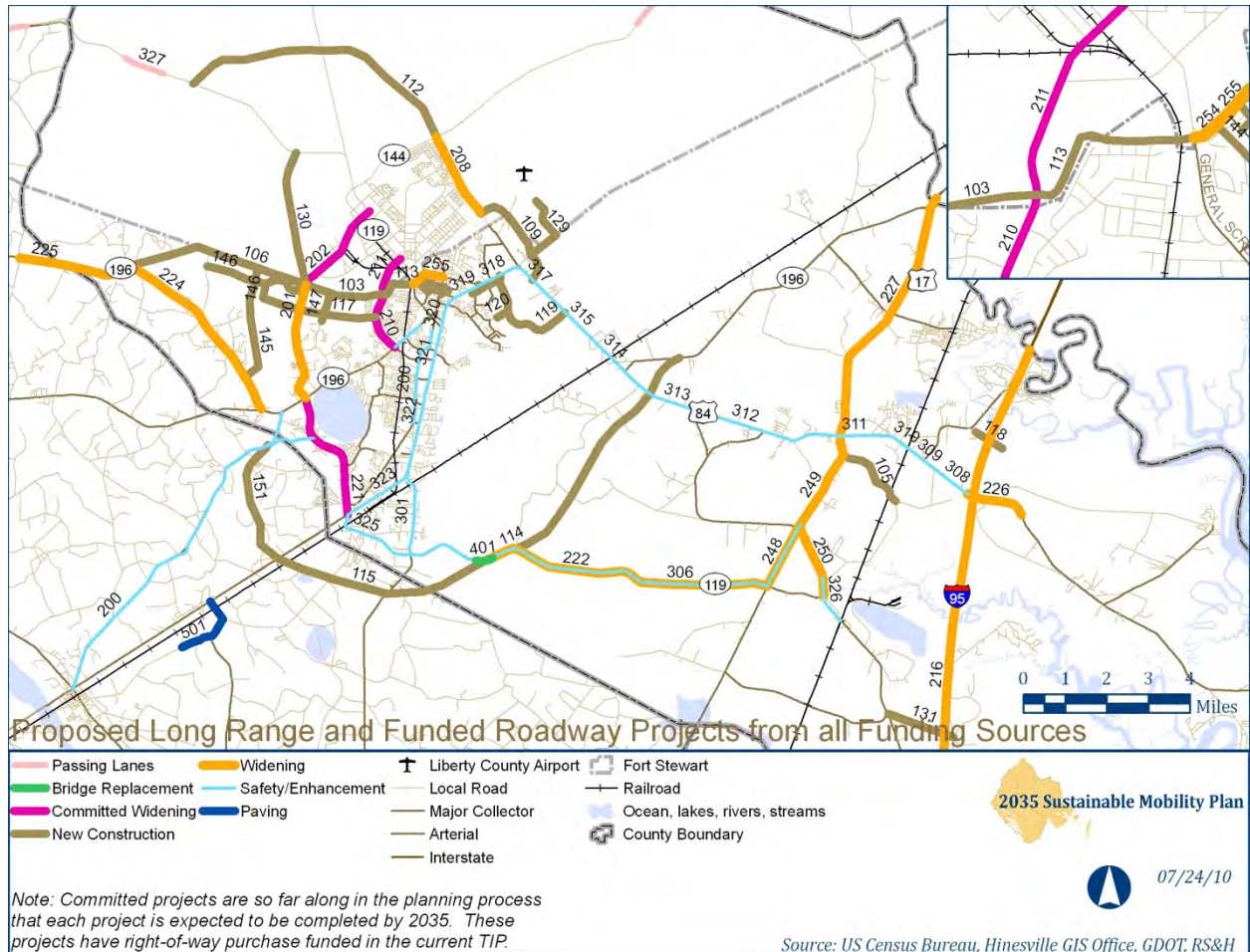


Figure 12 Future Transportation Projects on the Road Network

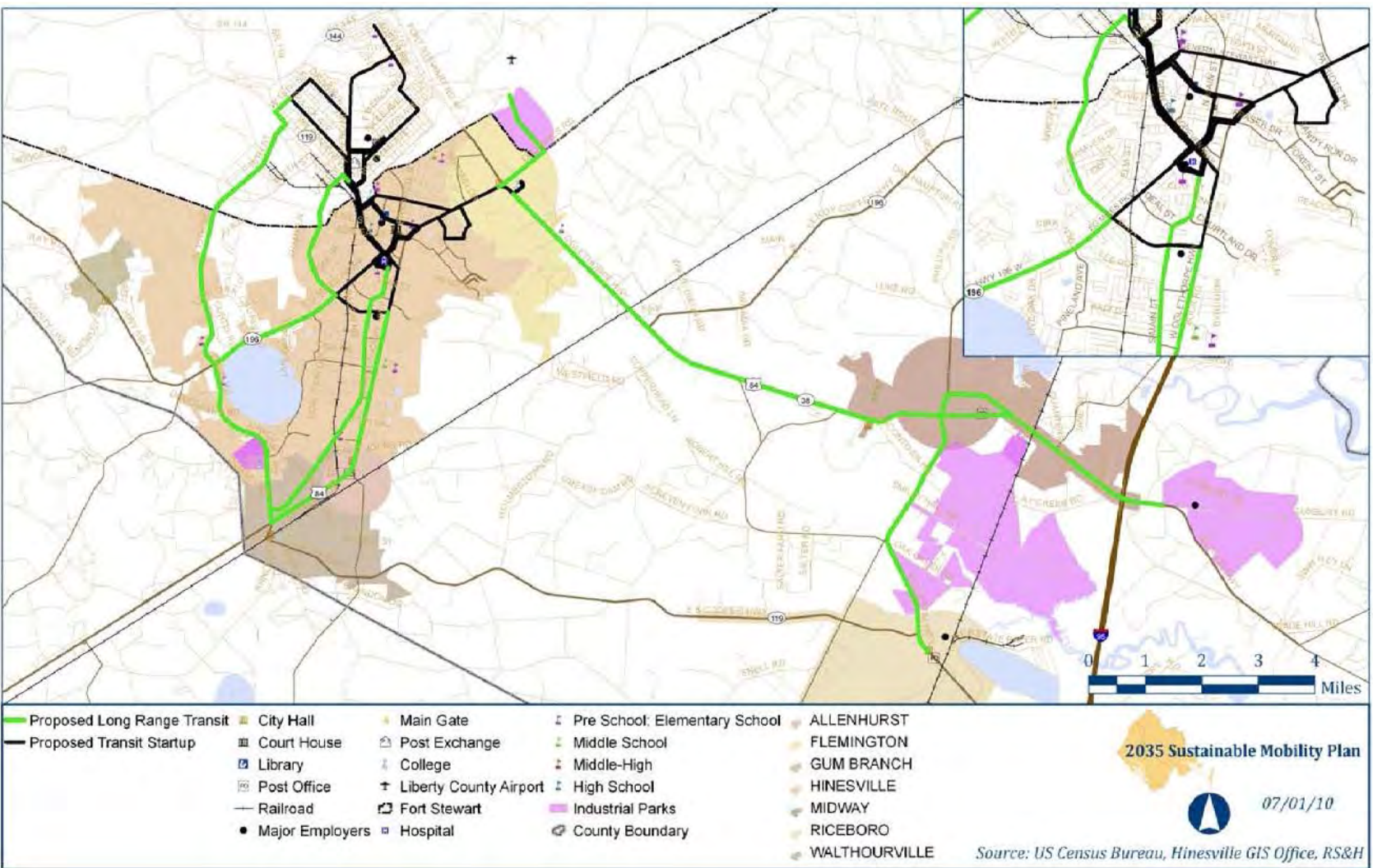


Figure 13 Long Range Transit Service Area

Cost Estimates

Projects programmed in the TIP have official cost estimates in year of expenditure dollars received from GDOT. The project team developed detailed cost estimates for each project beyond the TIP timeframe using GDOT's Cost Estimation System Tool (CES) and Right of Way and Utility Estimation Tool (RUCEST). These tools were used to develop planning-level cost estimates to ensure that the most accurate and current information could be used in spending prioritization and balancing. The tools use historical bid data that is updated each quarter. Cost estimates for the funded LRTP projects are included in the Proposed Roadway Project Tiers section.

New Construction Projects

Based on input from project stakeholders as well as evaluation of several alternative scenarios for the future transportation network, the following new construction projects are recommended to address deficiencies and enhance the existing transportation system. These projects improve connectivity in the region and reduce pressure on existing roadways that are nearing capacity. Some projects aid in redirecting non-local traffic around cities and activity centers to avoid congestion in these areas. The table below shows these recommended projects, with unfunded projects planned for the time period beyond 2035 shown at the bottom the table for information. Project information sheets can be found in Appendix A.

Table 1 Proposed New Construction Projects

HAMPO No.	GDOT PI	Project Name	From	To	Status
117		15th St/Frank Cochran Connector	Frank Cochran Dr	15th Street	Funded
105		Cay Creek Extension	Cay Creek Rd	US 17	Funded
113		Central Connector/ General Stewart extension	General Screven Way	Frank Cochran Dr	Funded
103		Central Connector/ General Stewart extension phase 2	Frank Cochran Dr	15th Street	Funded
109		Flemington Loop	US 84	Fort Stewart Rd 47	Funded
152		Gen Stewart Way Extension (East of Oglethorpe Hwy)	US 84	New development road	Funded
115	522570	Hinesville Bypass (Southwestern segment)	SR 119/Talmadge Rd	US 84	Funded
120		Sandy Run Drive extension	Sandy Run Drive	Peacock Creek Rd	Funded
129		WAAF Access Road ¹	Old Hines Rd/Flemington Loop	Midcoast Regional Airport	Funded
114	522570	Hinesville Bypass (Eastern segment)	SR 196/Leroy Coffey Hwy	SR 119/Talmadge Rd	Funded PE ²
106		Central Connector (W)	15th Street	Dairy Rd/Hodges Rd	Beyond 2035
151		Hinesville Bypass (western segment)	US 84	SR 196	Beyond 2035
118		Laurel View Connector	Isle of Wight	Laurelview Road	Beyond 2035

1. WAAF Access Road is a project that will be funded with FAA funds and is shown for information only.
2. The Hinesville Bypass has PE underway, including HAMPO projects 114 and 115. There is also an earmark for R/W but the total earmark is less than the R/W costs for this eastern segment.

Widening Projects

Similar to recommendations in the previous section, widening projects are recommended as a result of input from stakeholders and evaluation of several alternative scenarios. In order to provide network capacity, widening of the following facilities is recommended. Unfunded projects that may be implemented beyond 2035 are included at the bottom of the table for information. Project information sheets can be found in Appendix A.

Table 2 Proposed Widening Projects

HAMPO No.	GDOT PI	Project Name	From	To	Status
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	Funded
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	Funded
211	550600	Frank Cochran Dr	Fort Stewart boundary	Wilson Avenue	Funded
221	0004917	SR 119/Airport Rd	US 84	EG Miles Pkwy/SR 196	Funded
226		Islands Hwy	I-95 ramp	Tradeport Access Road	Funded PE,R/W
228		US 84 bridge at I-95	I-95 access ramp	I-95 access ramp	Funded
248		Barrington Ferry Rd	US 17	SR 119	Beyond 2035
254		General Stewart Way	Memorial Drive	General Screven Way	Beyond 2035
255		General Stewart Way	Main St	Memorial Drive	Beyond 2035
216	511145	I-95 (8 lanes)	McIntosh County line	South of Jericho River [Bryan County line]	Beyond 2035
216	511155	I-95 (8 lanes)	South of Jericho River [Bryan County line]	0.8 mi south of US 17 in Bryan County	Beyond 2035
222		SR 119/EB Cooper Hwy	Barrington Ferry Rd	Hinesville Bypass	Beyond 2035
224		SR 196 W	Rye Patch Rd/SR 196	Hodges Rd/Central Connector	Beyond 2035
225		SR 196 W	Hodges Rd/Central Connector	US 301	Beyond 2035
227		US 17	SR 196	US 84	Beyond 2035
249		US 17	US 84	Barrington Ferry Rd	Beyond 2035
250		US 17	Barrington Ferry Rd	SR 119/EB Cooper	Beyond 2035

Safety/Enhancement Projects

There were several safety/enhancement projects identified through previous HAMPO studies. Identification of new safety/enhancement projects took place through an evaluation of crash locations and crash severity indices based on GDOT’s crash database and geographic information systems (GIS) analysis. The public and stakeholders also identified locations of perceived safety issues. Safety and enhancement projects maximize the efficiency of the transportation system by preserving the capacity of existing facilities through operational improvements, access management, or bicycle and pedestrian improvements. Many of the new construction and widening projects also address safety concerns. However, the safety/enhancement improvements often have short completion schedules at lower costs than widening or new construction projects. Unfunded projects that may be implemented beyond 2035 are shown at the bottom of the table for information purposes. Project information sheets, including a description of each project, can be found in Appendix A.

In addition to these specific projects, the HAMPO TIP contains safety program lump sum amounts for programs administered by the Georgia Department of Transportation (GDOT). Specific projects for implementation are identified by GDOT.

Table 3 Proposed Safety/Enhancement Projects

HAMPO No.	GDOT PI	Project Name	From	To	Status
324		Barrington Ferry Rd	SR 119	US 17	Funded
302		E.G. Miles Parkway	Frank Cochran	Ashmore Road	Funded
306		SR 119/EB Cooper Hwy	Eastern Bypass	Barrington Ferry Rd	Funded
325		SR 119/Talmdage Road	US 84	Eastern Bypass	Funded
326		US 17/Coastal Hwy	Railroad	Creek, includes SR 119 intersection	Funded
308		US 84/Oglethorpe Hwy	I-95	Charlie Butler	Funded
309		US 84/Oglethorpe Hwy	Charlie Butler	Peach Street	Funded
310		US 84/Oglethorpe Hwy	Peach Street	Butler Avenue	Funded
311		US 84/Oglethorpe Hwy	Butler Avenue	US 17	Funded
312		US 84/Oglethorpe Hwy	US 17	Bill Carter Road	Funded
313		US 84/Oglethorpe Hwy	Bill Carter Road	SR 196	Funded
314		US 84/Oglethorpe Hwy	SR 196	Brights Lake Rd	Funded
315		US 84/Oglethorpe Hwy	Brights Lake Road	John Martin	Funded
316		US 84/Oglethorpe Hwy	John Martin	Spires Drive	Funded
317		US 84/Oglethorpe Hwy	Spires Drive	Old Hines Road	Funded
318		US 84/Oglethorpe Hwy	Old Hines Road	General Stewart Way	Funded
319		US 84/Oglethorpe Hwy	General Stewart Way	MLK Jr. Drive	Funded

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HAMPO No.	GDOT PI	Project Name	From	To	Status
320		US 84/Oglethorpe Hwy	MLK Jr. Drive	General Screven Way	Funded
321		US 84/Oglethorpe Hwy	General Screven Way	Flowers Drive	Funded
301		Dunlevie Road	US 84	SR 119	Beyond 2035
307		South Main Street	Darsey Road	Deen Street	Beyond 2035
327	532600	SR 144 passing lanes	four locations	through Fort Stewart	Beyond 2035
322		US 84/Oglethorpe Hwy	Flowers Drive	Topi Trail	Beyond 2035
323		US 84/Oglethorpe Hwy	Topi Trail	Airport Road	Beyond 2035

Pedestrian and Bicycle Projects

Pedestrian and bicycle facilities play an important role as an alternative mode of transportation and are an integral part of a multimodal transportation system. Benefits to walking and bicycling include reductions in congestion and air pollution and contribution to a healthy and active lifestyle. Because GDOT seeks to include bicycle facilities in road construction projects, it is anticipated that the majority of new bicycle facilities will be incorporated into road widening and reconstruction projects to minimize the cost of implementation. HAMPO completed a bicycle and pedestrian plan in 2008 that recommended improvements in coordination with the planned fixed route transit system. The tables below show recommended improvements that will be included in LRTP projects and stand-alone bicycle and pedestrian projects. Potential funding sources for those projects not yet funded include the Safe Routes to School program and the Transportation Enhancement program administered by GDOT.

In addition to HAMPO projects, the Coastal Georgia Greenway, Inc. is a private group working to create a 450 mile regional greenway and multi-use trail system along Georgia’s coast from Savannah to St. Marys. The proposed route goes through Midway and Riceboro.

Table 4 Proposed Bicycle and Pedestrian Projects

Projects Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
US 84 access management	x	x
Airport Road widening	x	x
EG Miles Parkway safety/enhancement	x	x
Fort Stewart Bypass	x	
SR 119/Talmadge Rd safety/enhancement	x	x
15 th Street widening	x	x

Identified Bicycle and Pedestrian Projects not Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
General Stewart Way widening		x
Dunlevie Road safety/enhancement		x
Main Street safety/enhancement		x
SR 144 passing lanes	x	

Individual Bicycle and Pedestrian Projects not Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
Coastal Georgia Rails to Trails in Riceboro	x	x
Bicycle lanes on Islands Highway from US 84 to end	x	
Bicycle lanes on Fort Morris Road to Sunbury Road	x	
Bicycle lanes on Bacon Road	x	

Transit Projects

The City of Hinesville, the City of Flemington and Fort Stewart are partners in the implementation of a fixed route transit service which will begin operation in fall 2010. Currently, there is no general public transit service operating on a regular schedule in the region. The fixed route provider, Liberty Transit, will also offer complementary route deviation service for paratransit eligible passengers. The area is also served by rural on-demand service operated by the Coastal Regional Commission (CRC). The CRC also offers a regional vanpool program for groups that wish to use a CRC vehicle for commute trips.

In the future, Liberty Transit will pursue a multimodal transit center served by the CRC rural transit, urban fixed routes, and Greyhound inter-city buses. The opportunity for park and ride locations in Liberty County is also being explored; these locations would also allow transfers between the rural and urban service. There is some local interest in working with Amtrak to include a stop in Walthourville in western Liberty County. The current Amtrak station in the area is in Jesup, Georgia.

The capital and operating projects shown in the section *Proposed Transit Projects by Tier* are funded through the Federal Transit Administration, GDOT, local sources, and system revenue. Additional funding categories that the region will pursue to provide additional service outside of the urbanized area include Section 5316 Job Access Reverse Commute and Section 5317 New Freedom. To be eligible for those funds, the region must complete a Coordinated Human Services Transportation Plan.

Improvements Outside of the HAMPO Boundary

The study area for this plan includes all of Liberty and Long Counties. Including all of Long County ensures that the plan is coordinated across the jurisdiction. However, MPO funds are only assigned to projects within the HAMPO boundary, which includes the proposed southwestern segment of the

Hinesville Bypass. Additional improvements recommended in Long County are shown in the table below.

HAMPO No. (for illustration purposes only – this number corresponds with the map below)	Project Name
303	Elim Church Road safety and enhancement project including sidewalks and a new traffic signal
304	Highway 57 at Oglethorpe Hwy/US 84 safety and enhancement improvements including turn lanes
501	Pave Mill Pond Rd/Walthourville Rd to Oglethorpe Hwy/US 84

Significant Privately Funded Transportation Improvements

Throughout the planning process, the study team made assumptions about the future of the region, including growth patterns and future developments. In order to assess the performance of the complete transportation system, assumptions were made about privately funded transportation improvements which are included in development proposals at various stages in the approval process. These projects are shown with conceptual alignment that may change, but the connectivity provided is essential to the safety and efficiency of the transportation network. The list below is intended to communicate to the planning commission, local jurisdictions, and the development community how important these improvements are. The following improvements were found to be essential to meet travel needs in the region as the area develops and were assumed to be privately funded. In addition to these major roads, a well-connected local road network and connections to adjacent property should be included in all future developments.

HAMPO No. (for illustration purposes only – this number corresponds with the map below)	Project Name
153	Developer Road/US 84 parallel route at Gen Stewart Way
131	Hampton Island Road/I-95 overpass
145	Independence Rd (N-S alignment)
146	Independence Spine Rd (E-W alignment)
147	Live Oak Church Rd extension
119	Peacock Creek Rd/Fraser Tract Main Street

Defense Funded Transportation Improvements

In addition to federal MPO funds, the Hinesville area is able to mitigate the traffic impacts of Fort Stewart through coordinated pursuit of Defense Access funds for transportation improvements. Fort Stewart representatives serve on the Citizens Advisory, Technical Coordinating, and Policy Committees. Through input from those representatives, consistent assumptions about future road improvements to be funded in the near term with defense funds as well as likely candidates for long range funding. While these projects are listed here for information only, it is important to note that

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the long range projects will be necessary to preserve the operations of the local road network into the future.

HAMPO No. <small>(for illustration purposes only – this number corresponds with the map below)</small>	Project Name
202	15 th Street widening on post (Assumed to be committed in near term)
108	Military Road 47 widening (high priority for HAMPO)
112	Fort Stewart bypass
130	Fort Stewart Bypass (western segment)

Sustainable Mobility Plan

The map below shows the projects that are included in the funded tiers of the Sustainable Mobility Plan. These projects have phases that are planned to be completed between now and 2035. The map includes projects funded with MPO funds, private, funds, defense funds, and aviation funds. The projects not funded with HAMPO funds are included for because they are important additions to the transportation system.

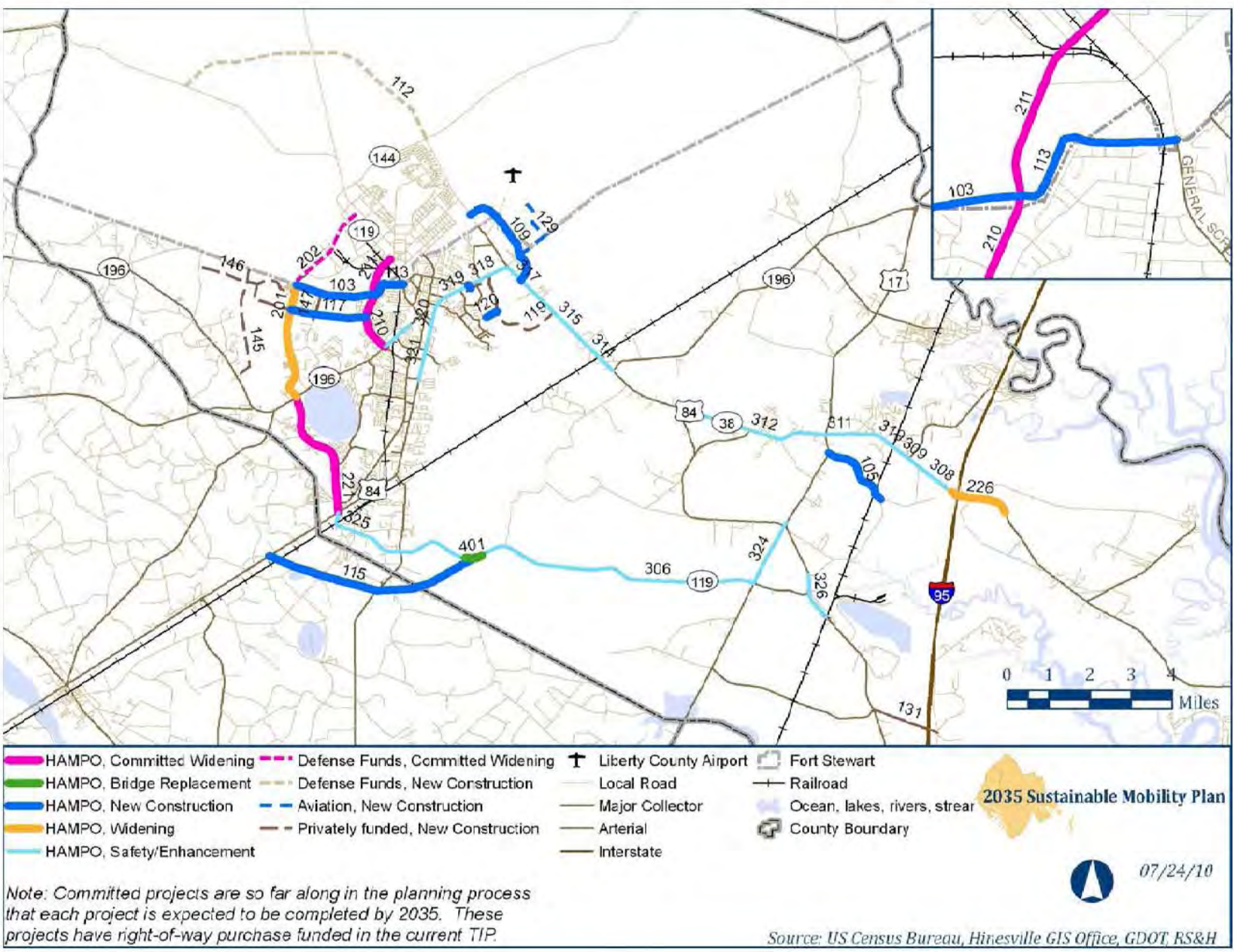


Figure 14 2035 Sustainable Mobility Plan Roadway Projects

Performance of the 2035 Sustainable Mobility Plan

The *Sustainable Mobility Plan* reduces road network congestion on major facilities throughout the region. The plan increases network connectivity overall, increasing the efficiency of the system by providing collector roads for shorter trips and by providing alternate routes if one road is impacted by an incident or regular delay such as a school zone. The access management and safety/enhancement projects in the plan reduce potential conflicts between vehicles and for pedestrians and bicyclists. The plan also coordinates anticipated investments from the private sector, the military, local jurisdictions, and the MPO-designated state and federal funding sources.

By comparing the performance of the *Sustainable Mobility Plan* network in 2035 with the performance of the existing plus committed network, the study team measured the effectiveness of the investments included in the plan. The plan results in 30% fewer congested lane-miles system-wide.¹ Figure 15 shows the 2035 system-wide level of service with planned improvements, based on lane-miles in each category; two percent of the road network is congested or at capacity. Almost three-quarters of traffic on the road network will be free flow. With the plan, vehicle hours of delay are reduced by 20% and vehicle hours of travel are reduced by 7%. By reducing delay, the plan improves the quality of life for the region's residents. Vehicle miles of travel increase by 1% compared to the existing plus committed network.

Overall, the plan results in a higher proportion of traffic on local and collector roads, indicating that the system is more efficient. When local travel uses local or collector roads instead of arterials, the arterial capacity is available for longer trips or through traffic.

Figure 15 and Figure 16 show that there may be road segments at capacity or congested in 2035 even with the planned investments. However, the region will continue to pursue alternative funding sources for additional improvements. The safety and enhancement projects will improve the capacity of the road network by managing access to arterials and improve the pedestrian network.

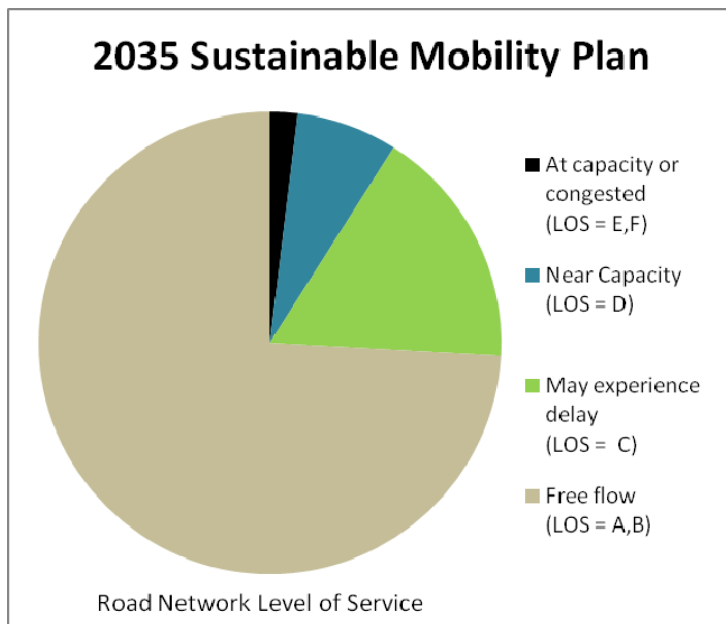


Figure 15 2035 System-wide Level of Service

¹ Travel demand model results for the 2035 horizon year show that the plan network results in 30% fewer congested lane-miles than the existing plus committed road network.

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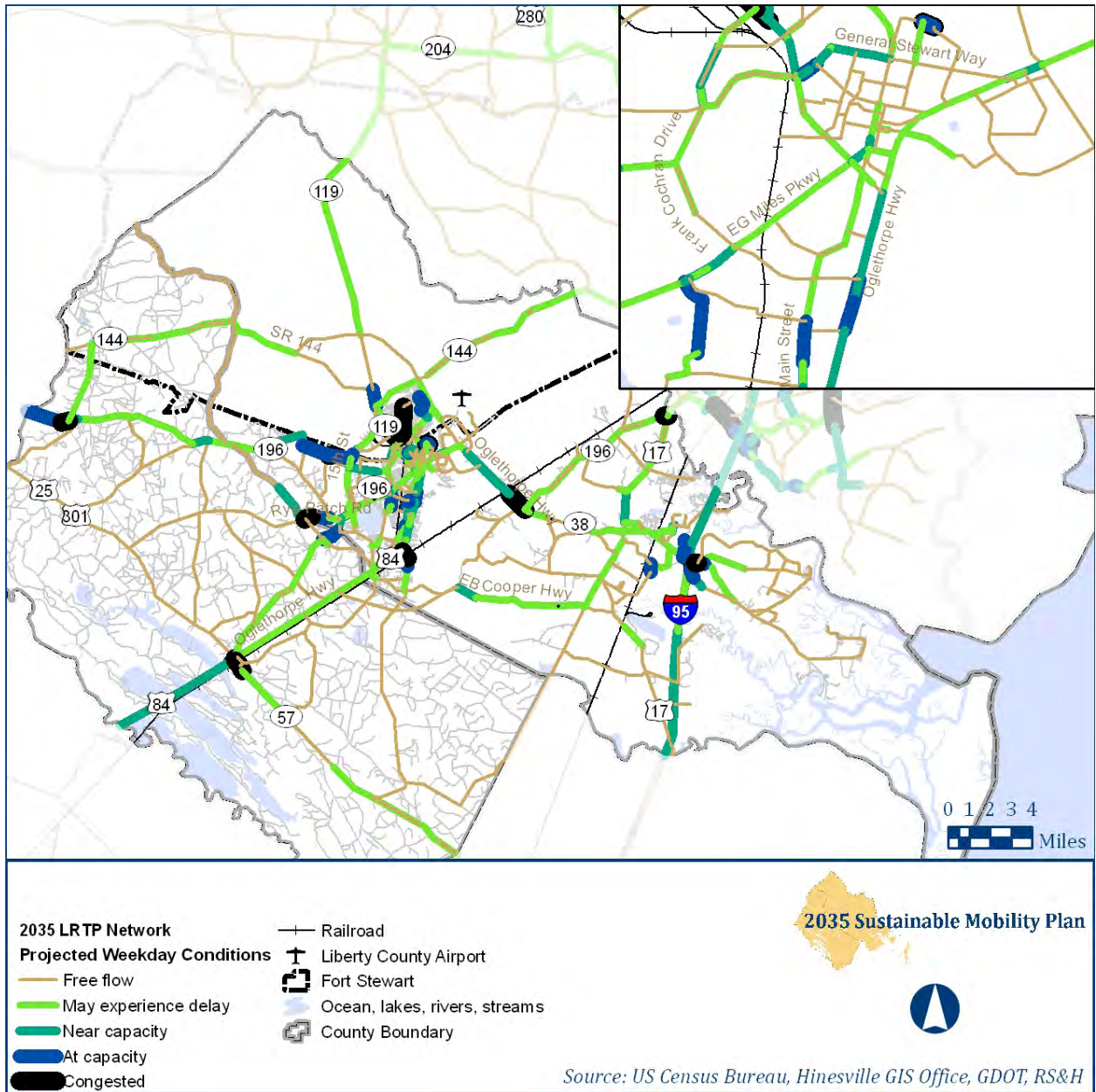


Figure 16 2035 L RTP Level of Service

Figure 17 shows that vehicle hours of delay are also reduced by the transportation investments in the plan. The highest levels of vehicle hours of delay are projected for Oglethorpe Highway/US 84 near Leroy Coffey Rd/SR 196. The SR 196 improvements currently under construction and the funded access management improvements on US 84 at this location should improve traffic flow.

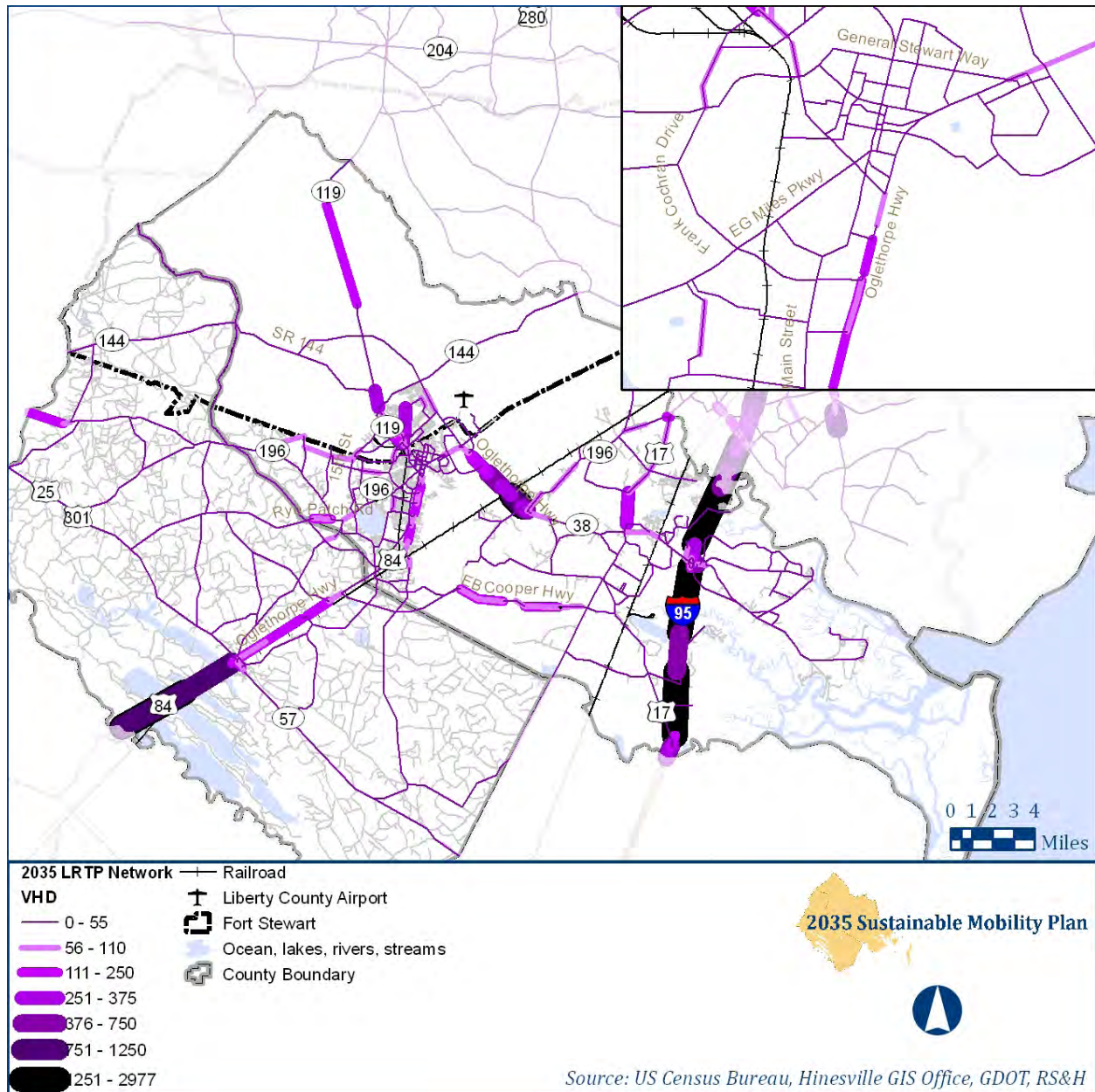


Figure 17 2035 L RTP Vehicle Hours of Delay

IMPLEMENTATION PLAN

One of the requirements of SAFETEA-LU is that the Long Range Transportation Plan must be financially balanced. That is, it must be constrained to reasonably expected funding sources for the life of the Plan. The total cost of projects in the Plan must not exceed funding that is expected to be available. Detailed cost estimates for identified projects were prepared using the GDOT cost

estimating tool, with the exception of TIP project costs which were provided by GDOT or the sponsoring jurisdiction. Cost estimates are based upon the best available information and will need to be updated in subsequent plan updates as project information is further refined.

Projects programmed for the first four years (FY 2011-2014) of the *2035 Sustainable Mobility Plan* represent the Transportation Improvement Program (TIP). The remaining LRTP projects are scheduled for implementation beyond the TIP in the near, mid, and long term. This section provides detailed phasing of the remaining projects. Table 16, at the end of the section, shows the total projected costs and available funding by tier.

The total project lists shown in Table 1, Table 2, and Table 3 (in base year dollars) for roadway improvements include \$ 712,202,300 of potential transportation investments. The funds allocated to specific roadway investments in the Plan total \$ 176,658,800 in base year dollars. Therefore, funded roadway projects represent about one-fourth of the identified potential investments in the plan. Appendix B includes cost estimates for both funded and unfunded project phases as well as revenue estimates for the TIP and long range time period to 2035.

Funding Sources

Federal transportation legislation requires Long Range Transportation Plans (LRTPs) to be fiscally constrained by future funding estimates. Anticipated revenues are projected based on historical revenues as well as planned funding from GDOT and local jurisdictions. These revenues will need to be updated as revenue sources are reauthorized or modified. For example, the regional TSPLOST program recently created in Georgia is not included in the funding estimates shown below due to the inherent uncertainty at this time including a pending referendum, future funding levels, and regionally-selected projects. However, exclusion of those funds is not an indication of a lack of interest in the program; HAMPO will continue to participate with its planning partners to pursue a regional TSPLOST in the coastal region.

Local governments currently fund transportation system improvements with Special Purpose Local Option Sales Tax (SPLOST) funds and general funds; the next Liberty County SPLOST will be SPLOST 6 and, if approved, revenue collection will begin in 2015. Jurisdictions in the HAMPO area could consider impact fees, tax increment financing (tax allocation districts or community improvement districts), special service districts, or user fees to supplement funding for transportation improvements. Fort Stewart can also continue to pursue funds for transportation improvements through the Defense Access Roads Program. Fort Stewart can pursue federal funding for transit fares for federal employees through the mass transportation incentive program. The transportation improvements funded from these programs can be outside of the boundaries of Fort Stewart.

The Hinesville Area MPO programs transportation funds from Federal and State sources for the planning region. The study team developed future funding projections with the assistance of GDOT based upon previous funding levels over the last ten years. The historic average annual funding amount was inflated to future year dollars for years 2015 through 2035. The annual inflation rate of 2.5%, as recommended by GDOT and FHWA, was assumed. Annual inflated funding amounts were summed by tier to obtain the near term, mid term, and long term totals shown below. Anticipated funding is shown in the tables below in year of expenditure (YOE) dollars.

Table 5 Anticipated Highway Project Funds Inflated to Year of Expenditure

Funding Source	Time Frame			
	Transportation Improvement Program	Near Term ²	Mid Term ²	Long Term ²
	2011-2014 TIP	2015-2020	2021-2027	2028-2035
Federal/State	\$ 24,228,045	\$ 60,005,879	\$ 82,222,199	\$ 113,129,386
Local ¹	\$ 3,141,552	\$ 2,895,680	\$ 3,285,447	\$ 4,842,236
Total	\$ 27,369,597	\$ 62,901,559	\$ 85,507,647	\$ 117,971,622

1. Local transportation funds are primarily raised by a SPLOST in Liberty County. The LRTP assumes that SPLOST 6 will be approved and begin in the spring of 2015 in Liberty County and that 3% of SPLOST revenues will be available for HAMPO transportation projects in addition to the SPLOST funds made available for local projects chosen at the discretion of the County Board of Commissioners. Some local funds in the TIP and Near Term are programmed to specific project phases identified as high priority projects for SPLOST 4 revenues.

2. Annual revenues were inflated for each year at 2.5% and summed by time period for YOE estimates beyond the TIP years. GDOT provided the ten-year average authorized funding amounts from federal and state sources based on previous allocations to the MPO area. The study team assumed that this average annual amount would be available in years beyond the TIP (2015-2035).

Table 6 Roadway Maintenance Funds in Year of Expenditure Dollars

Funding Source	Transportation Improvement Program	Near Term	Mid Term	Long Term
	2011-2014 TIP	2015-2020	2021-2027	2028-2035
Federal/State	\$ 2,036,698	\$ 3,458,262	\$ 4,010,523	\$ 7,247,988

Note: GDOT provided projections of maintenance funds based on the MPO's share of state route mileage in the state and a three-year average of maintenance expenditures in the state.

In addition to state and federal funds for highway maintenance and operations, local governments use general funds to operate and maintain roads within each jurisdiction. In the future, local jurisdictions could also designate SPLOST revenues for transportation system operations and maintenance. The regional TSPLOST established by HB 277 in 2010, if approved by local referendum in 2012, may also provide local governments with additional funds for the transportation network. Coordinated efforts to maintain the current system occur at many levels between Fort Stewart, local jurisdictions, and GDOT. HAMPO will continue to be a forum to promote these coordinated efforts.

Project Prioritization Methodology

Sustainable Mobility Plan projects were prioritized into tiers using a three-step process that first ranked individual projects based on quantitative and qualitative criteria. Individual projects were ranked based on their ability to meet the stated LRTP goals through a scoring system shown in the table on the following page; the goals addressed by each criterion are marked with an 'X' in the table.

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Alternative networks were then developed including multiple high-scoring projects and ranked according to system-wide performance. A constrained network for the 2035 horizon year was presented to the HAMPO committees and approved for preliminary ranking into constrained tiers based on available funding.

Finally, the projects were separated into four tiers by time period according to estimated funding within each time period. The criteria were applied to the transportation networks to ensure that the recommended plan addresses the range of goals defined at the beginning of the planning process.

Table 7 LRTP Scoring Criteria for Individual Projects

Criteria	Relates to LRTP Goal (See numbered list below.)									Available Points	Description of Scoring Method
	1	2	3	4	5	6	7	8	9		
Trips using improved roadway				x						4	<i>Projected traffic volumes from the travel demand model.</i>
Reduction in vehicle hours of delay (VHD)	x					x		x		4	<i>VHD projected from the travel demand model.</i>
Reduction in VHD (% change)	x					x		x		4	<i>VHD projected from the travel demand model.</i>
Reduction in VMT		x		x		x		x		4	<i>Region-wide VMT projected with the travel demand model.</i>
Does the project improve a high-crash location per GDOT criteria?		x							x	4	<i>GDOT CARE database of severe crash locations was used.</i>
Does the project reduce congestion?	x	x	x	x	x			x	x	4	<i>Level of service (volume to capacity ratio) projected with the travel demand model.</i>
Is facility a mobility corridor?			x			x		x		1	<i>See Corridor Classification Map; Mobility Corridors are Category A and B</i>
Does the project provide an alternative to a mobility corridor?			x			x		x		2	<i>Using engineering judgment, rate project as an indirect alternative or a parallel route to a mobility corridor</i>
Does the project provide an alternative for auto trips to avoid a truck route?	x		x			x				2	<i>Is the project an improvement to a facility parallel to US 84, Hwy 57, or I-95?</i>
Does the project improve a designated truck route?	x					x				1	<i>Is the project on I-95, US 84 or Hwy 57?</i>
Does the project address a safety concern?		x							x	2	<i>Public comments and CARE data reviewed to determine potential safety concerns.</i>
Does the project impact natural areas designated for preservation?					x					2	<i>Based on GIS analysis and a buffer of 200 feet</i>

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Criteria	Relates to LRTP Goal (See numbered list below.)									Available Points	Description of Scoring Method	
	1	2	3	4	5	6	7	8	9			
Does the project impact cultural or historic resources?					x						2	<i>Based on GIS analysis and a buffer of ~200 feet</i>
Is the project consistent with adopted Comprehensive Plan(s)?	x		x		x	x				x	2	<i>This includes small area plans like the Memorial Drive redevelopment study, Gateway Sector Plan, etc.</i>
Does the project improve access to a multimodal facility?	x		x	x		x					2	<i>Multimodal facilities are rail intermodal sites, recreational trails, bike lanes, sidewalks, transit stops, etc.</i>
Does the project improve access between activity centers?	x			x	x	x					1	<i>Activity centers are downtown areas, major employers, Fort Stewart, and designated growth areas.</i>
Does the project impact an environmental justice area?				x	x						2	<i>Environmental justice areas are areas with a high proportion of low income or minority populations, or destinations for those populations.</i>
Does the project address an issue raised during public comment?										x	1	<i>Compare project to mapped Issues and Opportunities</i>
Does the project provide an alternative to road widening or new roads?								x			1	<i>Is the project a safety improvement, access management improvement, or enhancement project?</i>
Does the project improve access for the transportation disadvantaged?	x			x	x	x					2	<i>Transportation disadvantaged populations are the elderly, youth, low income, disabled, or who do not own a vehicle.</i>
Does the project improve access to critical infrastructure or improve a designated evacuation route?			x								1	<i>Critical infrastructure includes power sources, reservoirs, Fort Stewart, airports, etc.</i>
Does the project provide access management or traffic calming strategies?	x	x	x	x	x			x	x		1	<i>Access management or traffic calming strategies improve the efficiency of the existing system, operations, and safety.</i>
Does the project provide an alternative to a congested facility?	x	x	x	x		x	x				2	<i>Based on engineering judgment, does the project provide a new or improved alternative route to a congested facility?</i>

As described earlier in this document, the goals of the *2035 Sustainable Mobility Plan* are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system; and
9. Improve public information about the transportation system and proposed or planned improvements to the system.

Prioritized Projects

Project Costs

The HAMPO 2035 Sustainable Mobility Plan has five distinct phases in which projects are programmed. In order to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and subsequent guidance from FHWA and FTA, project costs are inflated to the forecast year of expenditure (YOE). Projects are categorized into the following tiers:

Tier 1: Projects identified in FY 2011 to 2014 Transportation Improvement Program (TIP)

Tier 2: Projects identified in FY 2015 to 2020

Tier 3: Projects identified in FY 2021 to 2027

Tier 4: Projects identified in FY 2028 to 2035

Beyond 2035: Projects identified for implementation beyond 2035

In order to estimate year of expenditure project costs, a four percent (4%) annual inflation rate was assumed and costs in tiers beyond the TIP were inflated to the midpoint of the time period covered by the tier. For example, costs in Tier 3, 2021-2027, are inflated to year 2024 dollars. Costs for project phases that are in the TIP have been inflated to the programmed year and are based on more detailed information than project phases that are in later tiers.

Proposed Transit Projects by Tier

This section summarizes the future cost of rural and urban transit service in the planning area. Costs are inflated to year of expenditure based on an assumed inflation rate of 4%. Fare revenues were projected based on a conservative estimate of peer systems with similar service levels and activity centers such as military bases. Operating revenue has *not* been excluded from the costs below. Without additional revenue sources, the fixed route system will not be able to expand the service area significantly in the future.

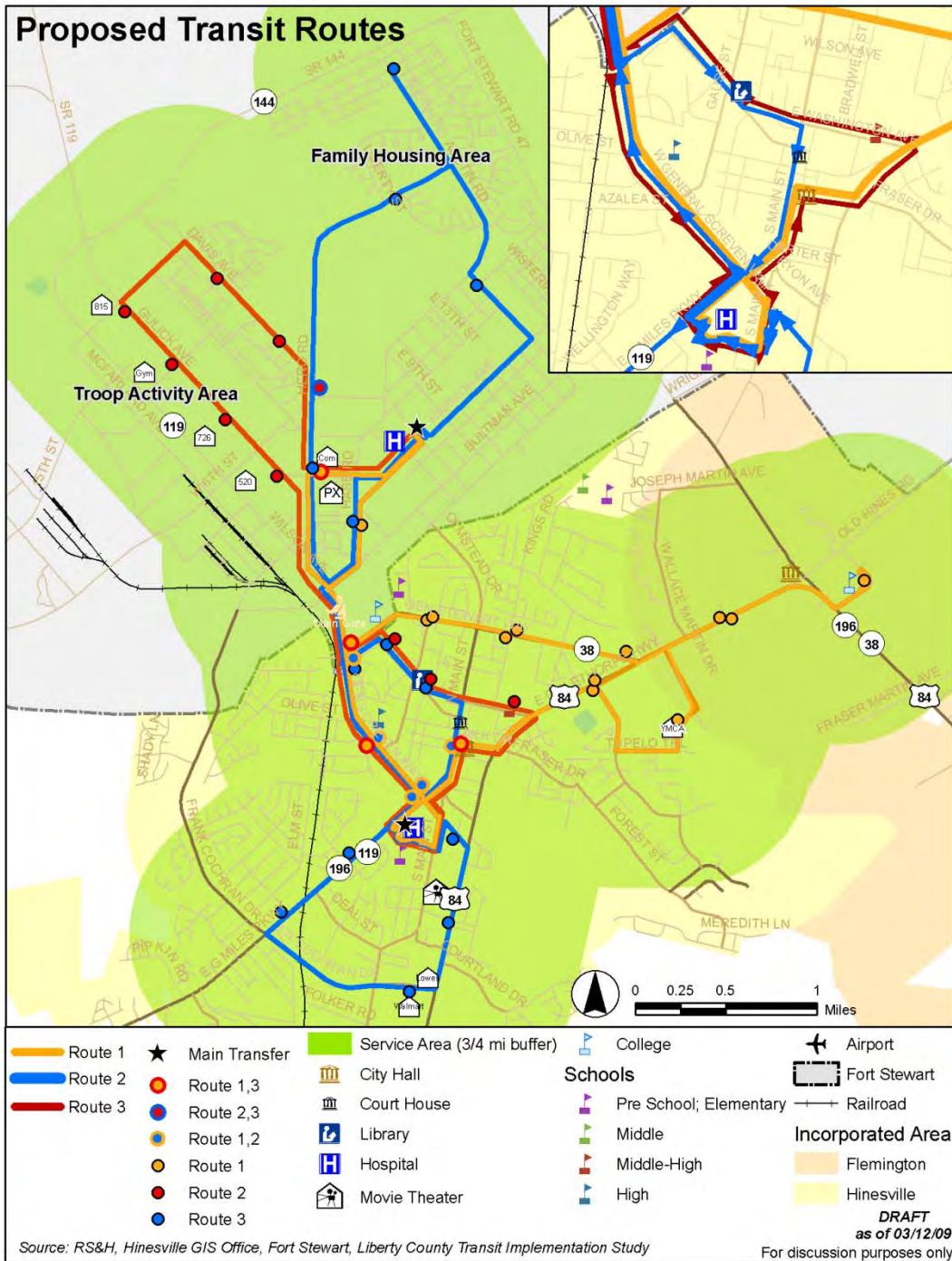


Figure 18 Liberty Transit Fixed Route and Paratransit Service Area

Table 8 2011 to 2014 TIP Transit Projects

FY 11-14 ARRA Capital Expenses	Transit	\$ 1,264,570
FY 11-14 Section 5303 Discretionary Planning	Transit	\$ 100,000
FY 11-14 Section 5311(f) Intercity Discretionary Planning and Capital	Transit	\$ 500,000
FY 11-14 Section 5307 Urban Transit Capital Expenses	Transit	\$ 244,000
FY 11-14 Section 5307 Urban Transit Operating Expenses	Transit	\$ 6,266,000
FY 11-14 Section 5311 Rural Transit Expenses	Transit	\$ 309,000

Table 9 2015 to 2020 Transit Projects

FY 15-20 ARRA Capital Expenses	Transit	\$ 2,000
FY 15-20 Section 5307 Urban Transit Capital Expenses	Transit	\$ 132,036
FY 15-20 Section 5307 Urban Transit Operating Expenses	Transit	\$12,370,499
FY 15-20 Section 5311 Rural Transit Expenses	Transit	\$ 622,000

Table 10 2021 to 2027 Transit Projects

FY 21-27 Section 5307 Urban Transit Capital Expenses	Transit	\$ 1,886,722
FY 21-27 Section 5307 Urban Transit Operating Expenses	Transit	\$ 18,638,553
FY 21-27 Section 5311 Rural Transit Expenses	Transit	\$ 1,062,000

Table 11 2028 to 2035 Transit Projects

FY 28-35 Section 5307 Urban Transit Capital Expenses	Transit	\$ 437,334
FY 28-35 Section 5307 Urban Transit Operating Expenses	Transit	\$14,635,060
FY 28-35 Section 5311 Rural Transit Expenses	Transit	\$ 1,884,000

Proposed Roadway Project Tiers

The following tables show projects that meet the long term transportation needs in the study area, divided into time periods when funding is available. Tier 1 is the Transportation Improvement Program (TIP). Tier 2 is from 2015 to 2020. Tier 3 is from 2021 to 2027, and Tier 4 is from 2028 to 2035.

Table 12 2011 to 2014 TIP Projects (Tier 1)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
401	0007038	SR 119 @ Russell Swamp Bridge Replacement	RW	\$ 68,428
221	0004917	SR 119/Airport Rd Widening	RW, CST	\$ 22,268,616
115	522570	Hinesville Bypass (Southwest	RW ¹	\$ 1,891,000

*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
		segment)		
210	550600	Frank Cochran Drive Widening	RW	\$ 3,141,552
211	550600	Frank Cochran Drive Widening (on post)	RW	\$ 0 ²
Total				\$ 27,369,597

1. There are funds earmarked for Hinesville Bypass right-of-way purchase; the RW funds available for the bypass in the TIP are \$1,891,000.

2. Right-of-way (RW) for Frank Cochran Drive on post is assumed to be acquired through coordination with Fort Stewart concurrently with RW acquisition off post. Shown for information only.

Table 13 2015 to 2020 Projects (Tier 2)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
401	0007038	SR 119 @ Russell Swamp Bridge Replacement	CST	\$ 491,441
201		15th Street Widening	RW, CST	\$ 32,532,050
210	550600	Frank Cochran Drive Widening	CST	\$ 13,299,377
211	550600	Frank Cochran Drive Widening on post	CST	\$ 6,377,771
324		Barrington Ferry Rd safety/enhancement	PE,RW	\$ 178,674
302		EG Miles Parkway safety/enhancement	PE, RW, CST	\$ 453,614
308		US 84 access management	PE,RW,CST	\$ 1,685,676
309		US 84 access management	PE,RW,CST	\$ 550,686
310		US 84 access management	PE,RW,CST	\$ 845,989
311		US 84 access management	PE,RW,CST	\$ 756,121
317		US 84 access management	PE,RW,CST	\$ 1,143,015
318		US 84 access management	PE,RW,CST	\$ 1,132,187
319		US 84 access management	PE,RW,CST	\$ 1,075,736
109		Flemington Loop	PE,RW	\$ 1,638,671
325		SR 119/Talmadge Rd safety/enhancement	PE,RW	\$ 420,638
152		General Stewart Way extension (east of Oglethorpe Hey/US 84)	PE	\$ 85,157
Total				\$ 62,666,805

Table 14 2021to 2027 Projects (Tier 3)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
324		Barrington Ferry Road safety/enhancement	CST	\$ 1,773,517
109		Flemington Loop	CST	\$ 14,674,742
325		SR 119/Talmadge Rd safety/enhancement	CST	\$ 4,175,248
152		General Stewart Way extension (east of Oglethorpe Hwy/US 84)	RW,CST	\$ 5,834,130
113		Central Connector/ General Stewart Way extension	PE,RW,CST	\$ 22,193,558
103		Central Connector/ General Stewart Way extension Phase 2	PE,RW,CST	\$ 20,425,005
120		Sandy Run Drive extension	PE,RW,CST	\$ 3,572,062
306		SR 119 safety/enhancement	PE,RW,CST	\$ 6,445,957
326		US 17 safety/enhancement	PE,RW,CST	\$ 888,641
314		US 84 access management	PE,RW,CST	\$ 1,691,997
315		US 84 access management	PE,RW,CST	\$ 2,175,160
316		US 84 access management	PE,RW,CST	\$ 742,937
320		US 84 access management	PE,RW,CST	\$ 517,657
105		Cay Creek Extension	PE,RW	\$ 584,601
Total				\$ 85,695,212

Table 15 2028 to 2035 Projects (Tier 4)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
115	522570	Hinesville Bypass (Southwest segment)	CST	\$ 31,377,587
105		Cay Creek Extension	CST	\$ 9,806,630
117		15th St/Frank Cochran Connector	PE,RW,CST	\$ 8,577,820
312		US 84 access management	PE,RW,CST	\$ 6,158,912
228		US 84 bridge at I-95	PE,RW,CST	\$ 38,442,085
226		Sunbury Rd/Islands Hwy	PE,RW	\$ 20,939,135
321		US 84 access management	PE,RW,CST	\$ 2,063,911
Total				\$ 117,366,080

The figure below summarizes the tier that each project is planned for construction in the LRTP.

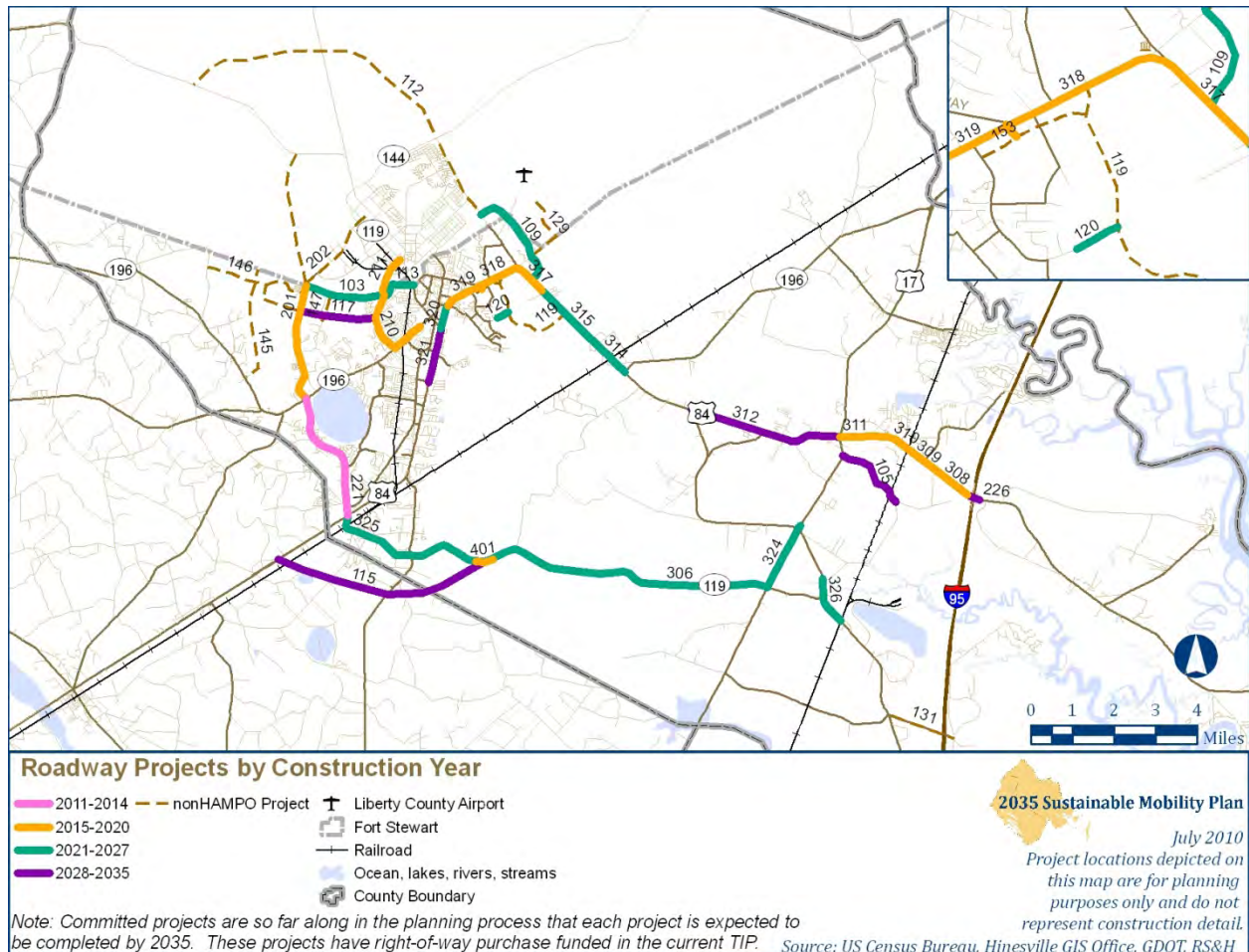


Figure 19 Roadway Projects by Construction Phase Tier

The project costs shown in the tables above were constrained to funding estimates shown in the Funding Sources section. Table 16 shows the estimated funding and costs for each time period in year of expenditure dollars. Funds available in the 2015-2020 time period that were not assigned to a project in Tier 2 were carried over to Tier 3. Similarly, any funds available in the 2021-2027 time period that were not assigned in Tier 3 carried over to Tier 4 (2028-2035). Therefore, the total estimated funds by tier shown below will not equal the projected revenue shown in Table 5 by tier. However, the planned investments are balanced against projected funds over the plan horizon.

Table 16 Funding and Cost Balancing by Tier in Year of Expenditure Dollars

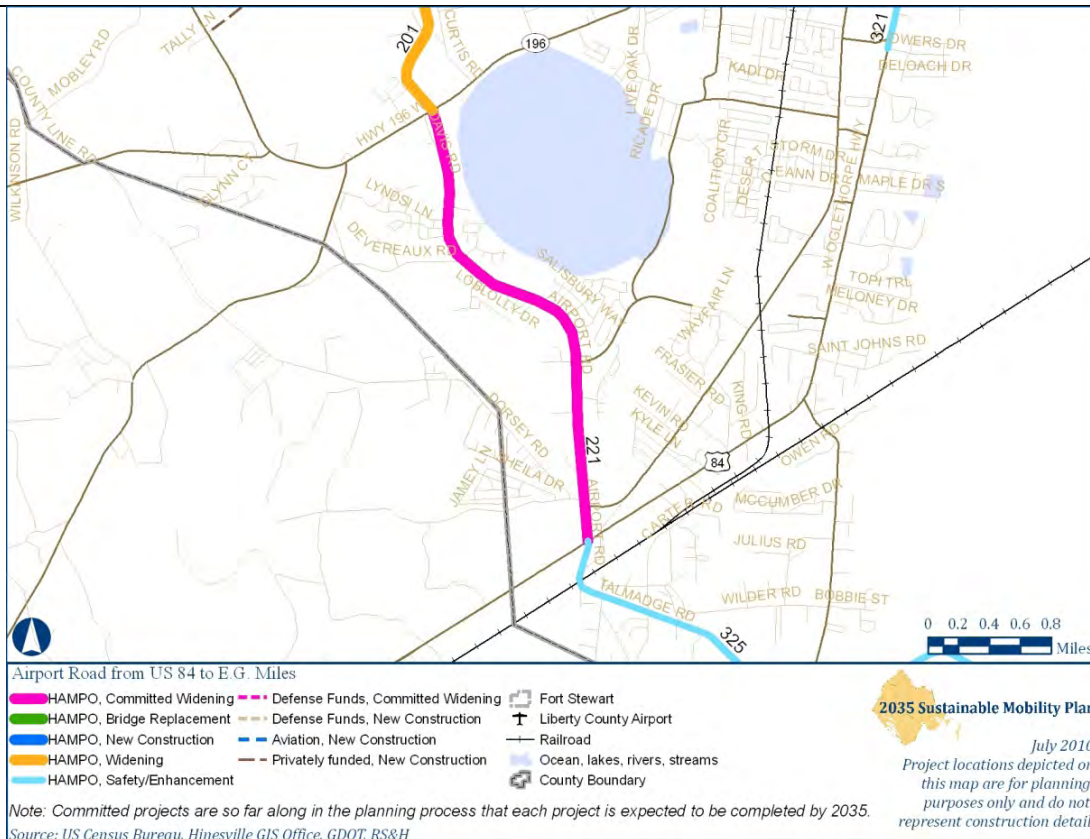
Years	Estimated Roadway Funds¹	Estimated Project Costs
2011-2014 TIP	\$ 27,369,597 ²	\$ 27,369,597
2015-2020	\$ 62,901,559	\$ 62,666,805
2021-2027	\$ 85,783,271	\$ 85,695,212
2028-2035	\$ 118,077,597	\$ 117,366,080

1. Includes unobligated revenues from previous periods for 2021-2035. The estimated funds do not include maintenance or transit funding, but do include local, state, and federal sources.
2. Amount includes \$1,891,000 for the Hinesville Bypass R/W phase for HAMPO project 115.

APPENDIX A: PROJECT INFORMATION SHEETS

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: SR 119/Airport Rd			PI #: 0004917	Fund: L200
PROJECT DESCRIPTION: Widening of Airport Road from 2 to 4 lanes			HAMPO #: 221	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Committed Widening	SR/US Road #: SR 119		County: Liberty	
From: US 84/Oglethorpe Hwy	To: E.G. Miles Pkwy		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 3.23	2006 Volume: 21,070	2035 Volume: 14,670
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$10,192,358	\$	\$	\$
Construction	\$12,076,259	\$	\$	\$
PROJECT COST	\$22,268,617	\$	\$	\$
Federal Cost	\$17,814,893			
State Cost	\$4,453,723			
Local Cost	\$			
Comments/Remarks: PE authorized prior to LRTP adoption; PE locally funded. High priority project in Liberty County SPLOST 4. Utility relocation locally funded.				



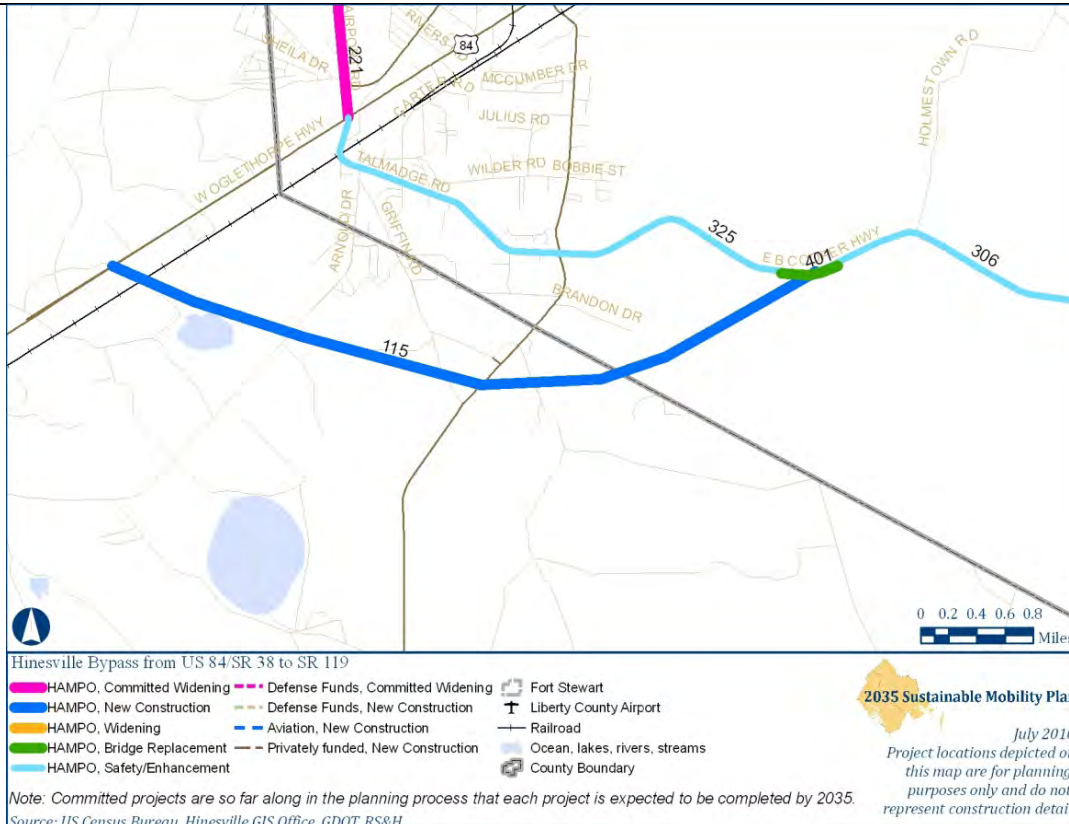
*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

PROJECT NAME: SR 119 at Russell Swamp			PI #: 0007038	Fund: L1C0
PROJECT DESCRIPTION:			HAMPO #: 401	
Bridge replacement over Russell Swamp			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Bridge Replacement	SR/US Road #: SR 119		County: Liberty	
From:	To:		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 0.41	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$68,428	\$	\$	\$
Construction	\$	\$491,441	\$	\$
PROJECT COST	\$68,428	\$491,440	\$	\$
Federal Cost	\$54,743			
State Cost	\$13,686			
Local Cost	\$			
Comments/Remarks: PE authorized prior to LRTP adoption				



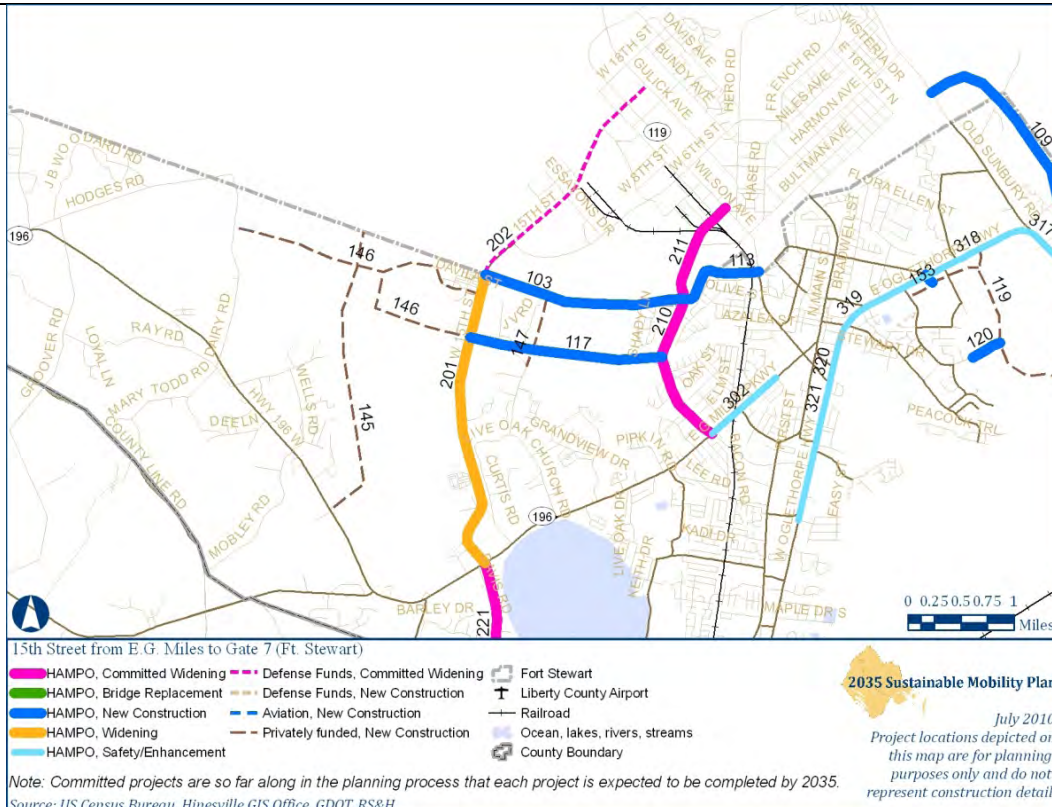
*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

PROJECT NAME: Hinesville Bypass (sw segment)			PI #: 522570	Fund: LY10S
PROJECT DESCRIPTION: New 2 lane roadway			HAMPO #: 115	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: New Construction	SR/US Road #: N/A		County: Liberty	
From: US 84	To: SR 119		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 5.32	2006 Volume: N/A	2035 Volume: 4,100
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$1,891,000	\$	\$	\$
Construction	\$	\$	\$	\$ 31,377,587
PROJECT COST	\$1,891,000	\$	\$	\$ 31,377,587
Federal Cost	\$1,512,800			
State Cost	\$378,200			
Local Cost	\$			
Comments/Remarks: Former bypass project split into two segments; HAMPO #115 is a priority due to safety concerns, truck traffic, and community goals for Talmadge Road/SR 119. R/W funded with earmark in TIP. PE locally funded and authorized. High priority project for Liberty County SPLOST 4.				



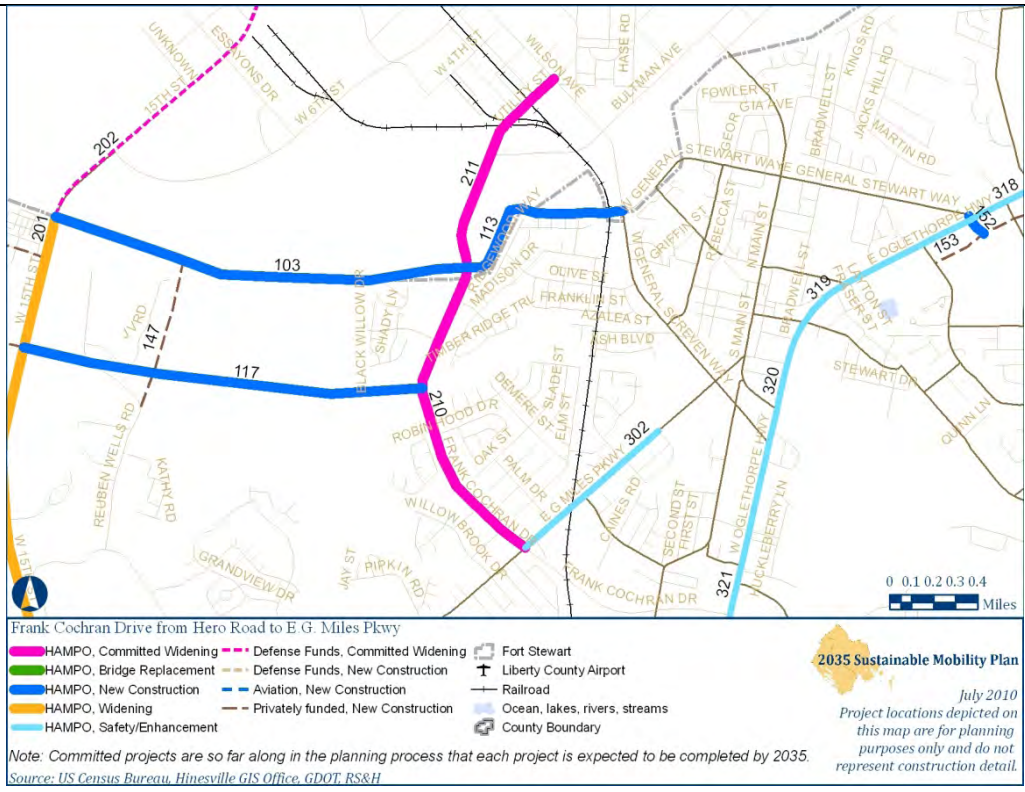
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: 15th Street		PI #: N/A		
PROJECT DESCRIPTION: Widening of 15th Street from 2 to 4 lanes from E.G. Miles Pkwy to Gate 7 on Ft. Stewart		HAMPO #: 201		
		GDOT District: 5		
		Cong. District: 1		
Improvement Type: Widening	SR/US Road #: N/A		County: Liberty	
From: E.G. Miles Pkwy	To: Fort Stewart Boundary		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 2.87	2006 Volume: 8,480	2035 Volume: 24,620
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$	\$6,035,089	\$	\$
Construction	\$	\$26,496,961	\$	\$
PROJECT COST	\$	\$32,532,050	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Project phasing to be coordinated with widening on Fort Stewart (HAMPO # 202). HAMPO has requested a GDOT PI#. PE locally funded and authorized. High priority project for Liberty County SPLOST 4.				



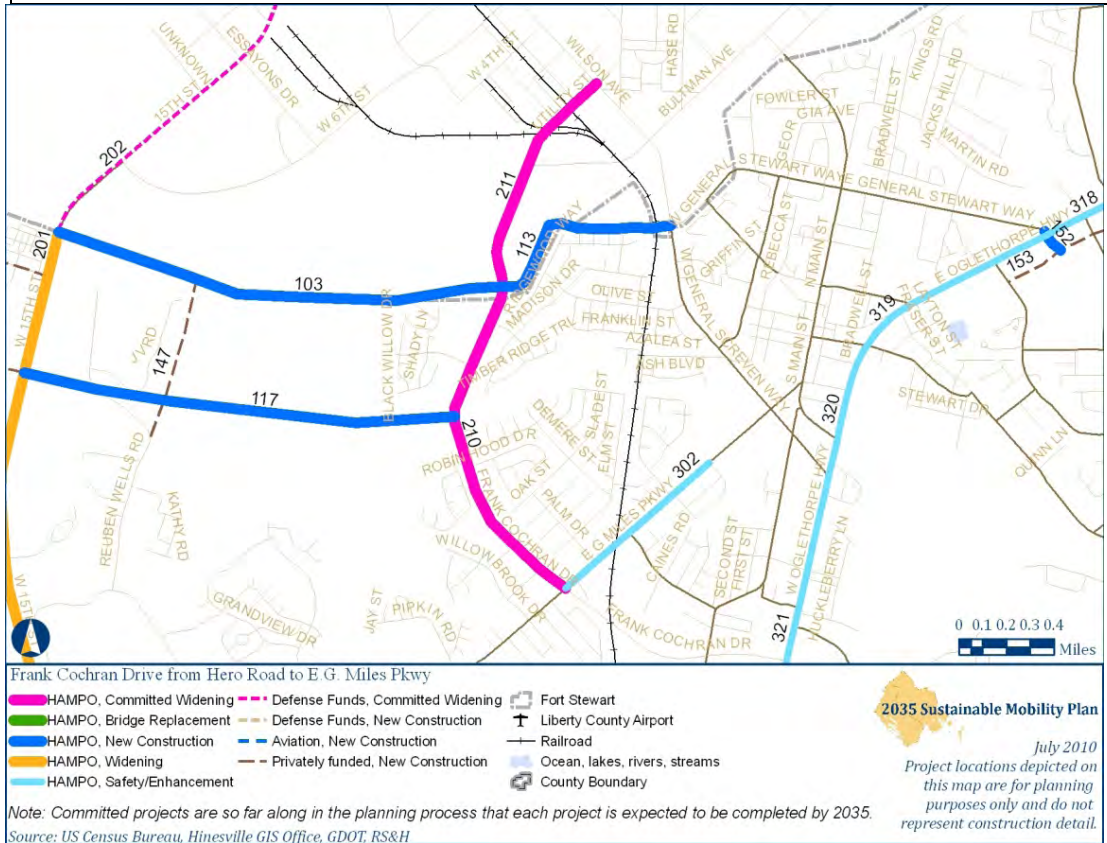
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Frank Cochran Drive			PI #: 550600	
PROJECT DESCRIPTION:			HAMPO #: 210	
Widening of Frank Cochran Drive from 2 to 4 lanes from E.G. Miles to Fort Stewart boundary			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Committed Widening		SR/US Road #: N/A		County: Liberty
From: Fort Stewart Boundary		To: E.G. Miles Pkwy		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 2.62	2006 Volume: 13,120	2035 Volume: 16,380
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$3,141,552	\$	\$	\$
Construction	\$	\$13,299,377	\$	\$
PROJECT COST	\$3,141,552	\$13,299,377	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$3,141,552			
Comments/Remarks: PE authorized and locally funded. Right-of-way will be locally funded in addition to the PE phase. High priority project for SPLOST 4 in Liberty County				



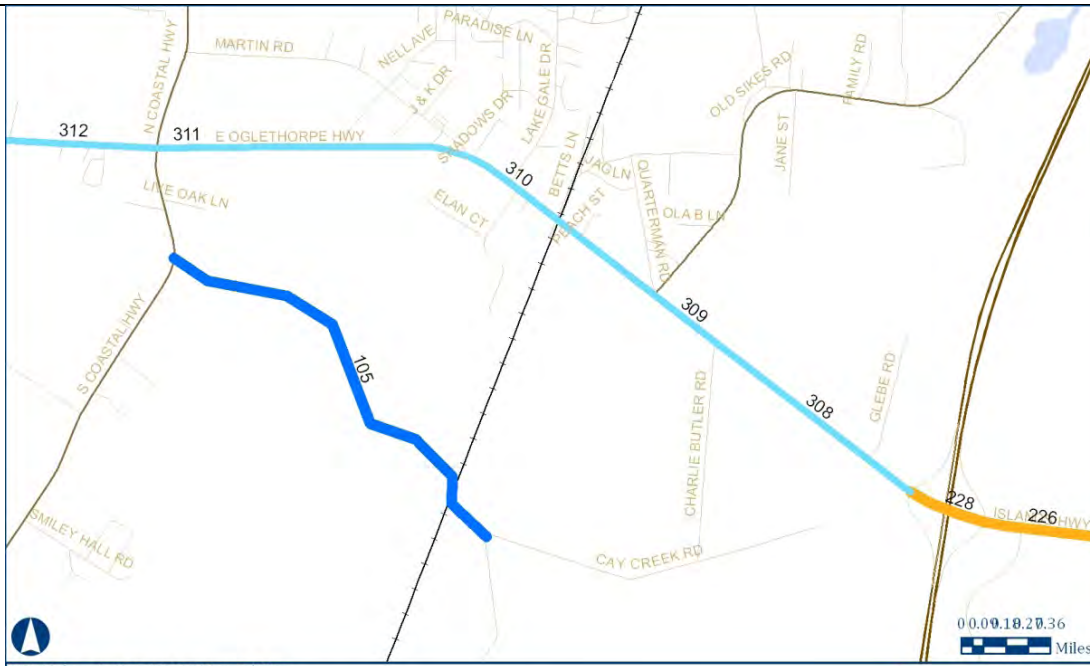
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Frank Cochran Drive (on post)		PI #: N/A		
PROJECT DESCRIPTION:		HAMPO #: 211		
Widening of Frank Cochran Drive from 2 to 4 lanes from Ft. Stewart boundary to Hero Road		GDOT District: 5		
		Cong. District: 1		
Improvement Type: Widening	SR/US Road #: N/A		County: Liberty	
From: Ft. Stewart Boundary	To: Wilson Avenue		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 1.05	2006 Volume: 10,630	2035 Volume: 21,090
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$
Right-of-Way	\$0	\$	\$	\$
Construction	\$	\$6,377,771	\$	\$
PROJECT COST	\$	\$6,377,771	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$0			
Comments/Remarks: PE locally funded and authorized. Right-of-way and phasing to be coordinated with Fort Stewart. High priority project for Liberty County SPLOST 4.				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 308	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: I-95		To: Charlie Butler Road		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 1.09	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$85,507	\$	\$
Right-of-Way	\$	\$53,442	\$	\$
Construction	\$	\$1,068,839	\$	\$
PROJECT COST	\$	\$1,207,778	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.				



US 84 from I-95 to US 17/Coastal Hwy

HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, New Construction	Defense Funds, New Construction	Liberty County Airport
HAMPO, Widening	Aviation, New Construction	Railroad
HAMPO, Bridge Replacement	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement	County Boundary	

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 309	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: Charlie Butler Road		To: Peach Street		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.7	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$38,987	\$	\$
Right-of-Way	\$	\$24,367	\$	\$
Construction	\$	\$487,333	\$	\$
PROJECT COST	\$	\$550,687	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.				



US 84 from I-95 to US 17/Coastal Hwy

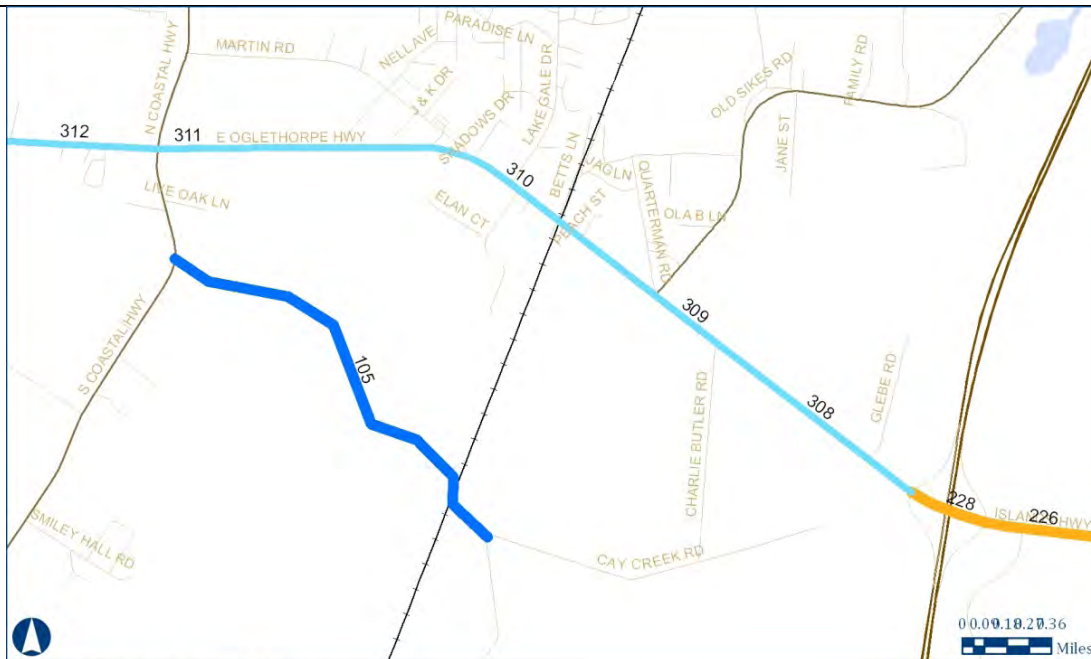
HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, New Construction	Defense Funds, New Construction	Liberty County Airport
HAMPO, Widening	Aviation, New Construction	Railroad
HAMPO, Bridge Replacement	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement	County Boundary	County Boundary

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 310	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: Peach Street		To: Butler Avenue		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 1.1	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$59,893	\$	\$	
Right-of-Way	\$	\$37,433	\$	\$	
Construction	\$	\$748,663	\$	\$	
PROJECT COST	\$	\$845,989	\$	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study. Includes signalization at Butler Avenue.					



US 84 from I-95 to US 17/Coastal Hwy

HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, New Construction	Defense Funds, New Construction	Liberty County Airport
HAMPO, Widening	Aviation, New Construction	Railroad
HAMPO, Bridge Replacement	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement	County Boundary	

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 311	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: Butler Avenue		To: US 17		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.75	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$53,531	\$	\$
Right-of-Way	\$	\$33,457	\$	\$
Construction	\$	\$669,134	\$	\$
PROJECT COST	\$	\$756,122	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.				



US 84 from I-95 to US 17/Coastal Hwy

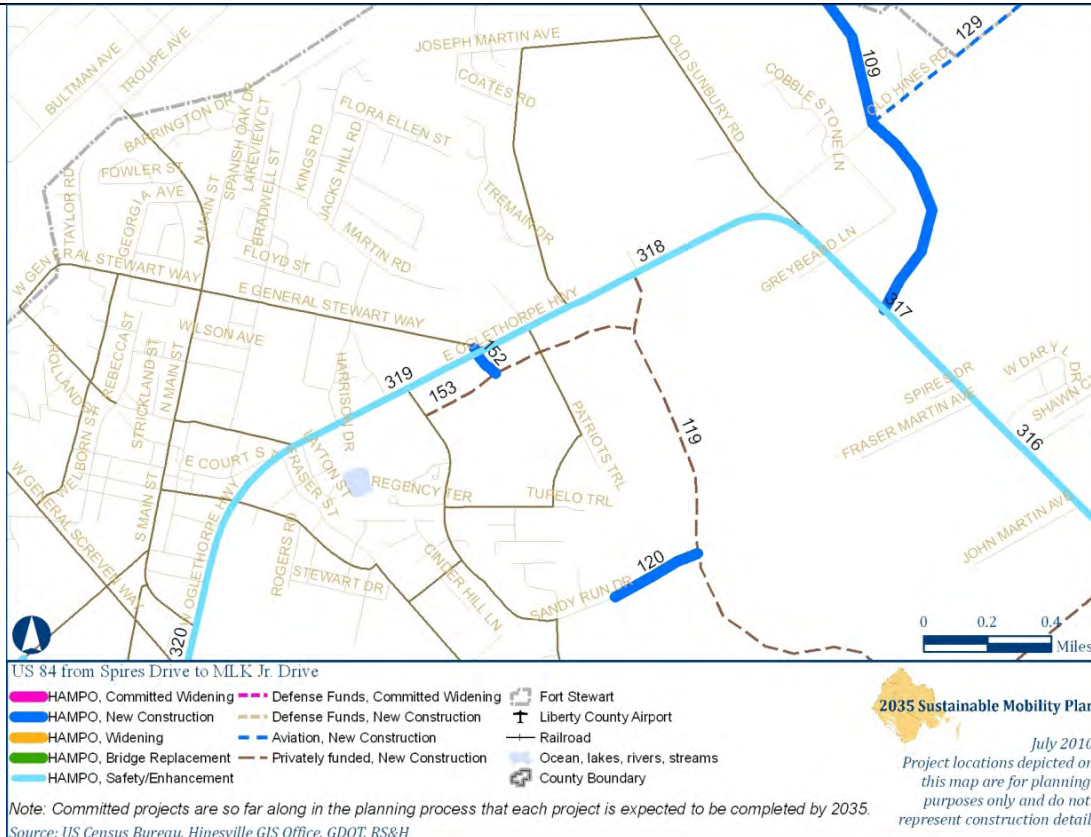
- HAMPO, Committed Widening
- HAMPO, New Construction
- HAMPO, Widening
- HAMPO, Bridge Replacement
- HAMPO, Safety/Enhancement
- Defense Funds, Committed Widening
- Defense Funds, New Construction
- Aviation, New Construction
- Privately funded, New Construction
- Fort Stewart
- Liberty County Airport
- Railroad
- Ocean, lakes, rivers, streams
- County Boundary

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

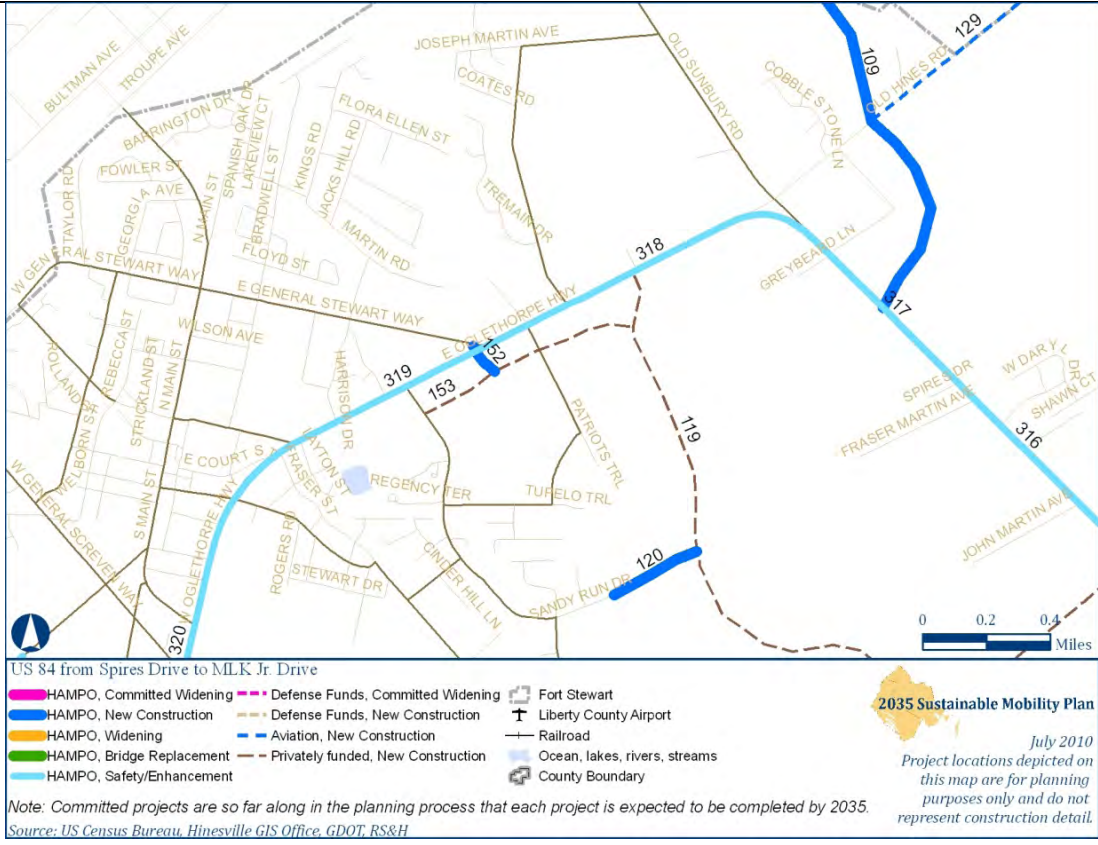
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84		PI #: N/A		
PROJECT DESCRIPTION:		HAMPO #: 317		
US 84 Access Management Improvements		GDOT District: 5		
		Cong. District: 1		
Improvement Type: Safety/Enhancement	SR/US Road #: US 84		County: Liberty	
From: Spires Drive	To: Old Hines Road		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.9	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$80,921	\$	\$
Right-of-Way	\$	\$50,576	\$	\$
Construction	\$	\$1,011,518	\$	\$
PROJECT COST	\$	\$1,143,015	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.				



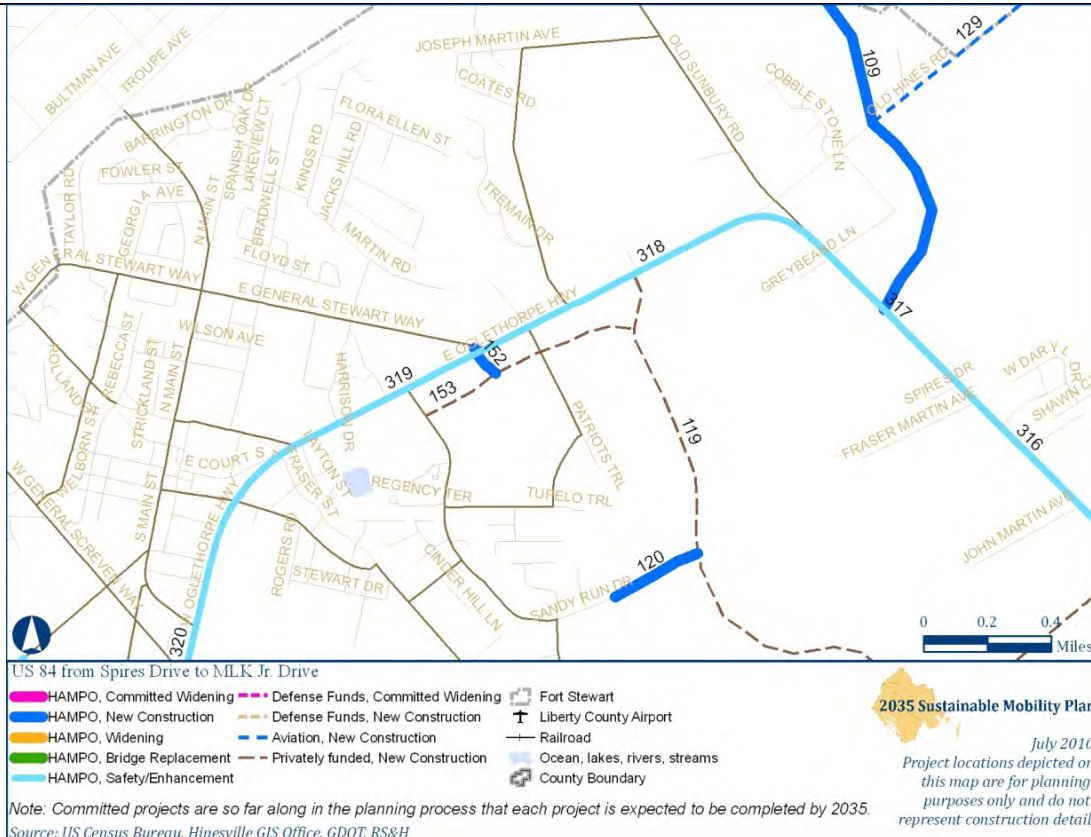
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 318	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: Old Hines Road		To: General Stewart Way		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 1.35	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$80,155	\$	\$	
Right-of-Way	\$	\$50,097	\$	\$	
Construction	\$	\$1,001,936	\$	\$	
PROJECT COST	\$	\$1,132,188	\$	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: HAMPO #s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.					



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 319	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: General Stewart Way		To: MLK Jr. Drive		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.95	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$76,158	\$	\$
Right-of-Way	\$	\$47,599	\$	\$
Construction	\$	\$951,979	\$	\$
PROJECT COST	\$	\$1,075,736	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.				



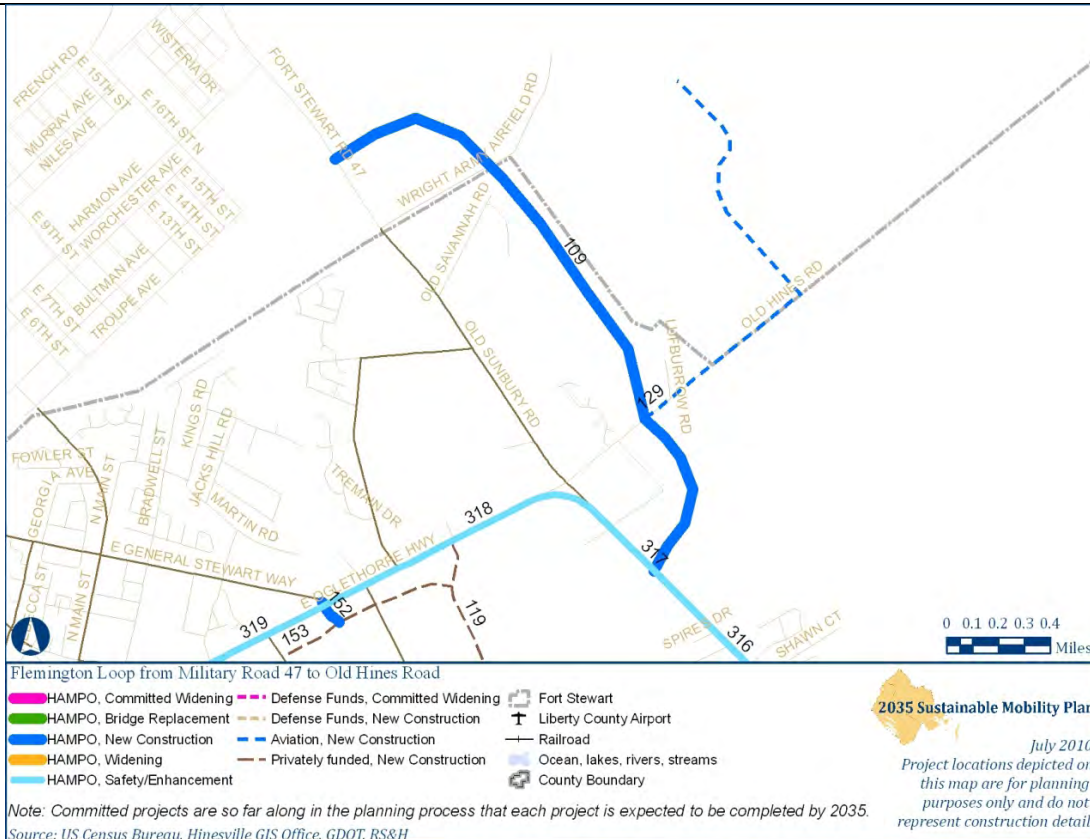
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Barrington Ferry Rd		PI #: N/A		
PROJECT DESCRIPTION:		HAMPO #: 324		
Safety Improvements along Barrington Ferry Road: Repave and add shoulders from US 17 to SR 119/EB Cooper Hwy		GDOT District: 5		
		Cong. District: 1		
Improvement Type: Safety/Enhancement	SR/US Road #: N/A		County: Liberty	
From: US 17	To: SR 119		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 1.68	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$109,953	\$	\$
Right-of-Way	\$	\$68,721	\$	\$
Construction	\$	\$	\$ 1,773,517	\$
PROJECT COST	\$	\$178,674	\$ 1,773,517	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Improvements to be completed prior to Hinesville Bypass (HAMPO #115)				



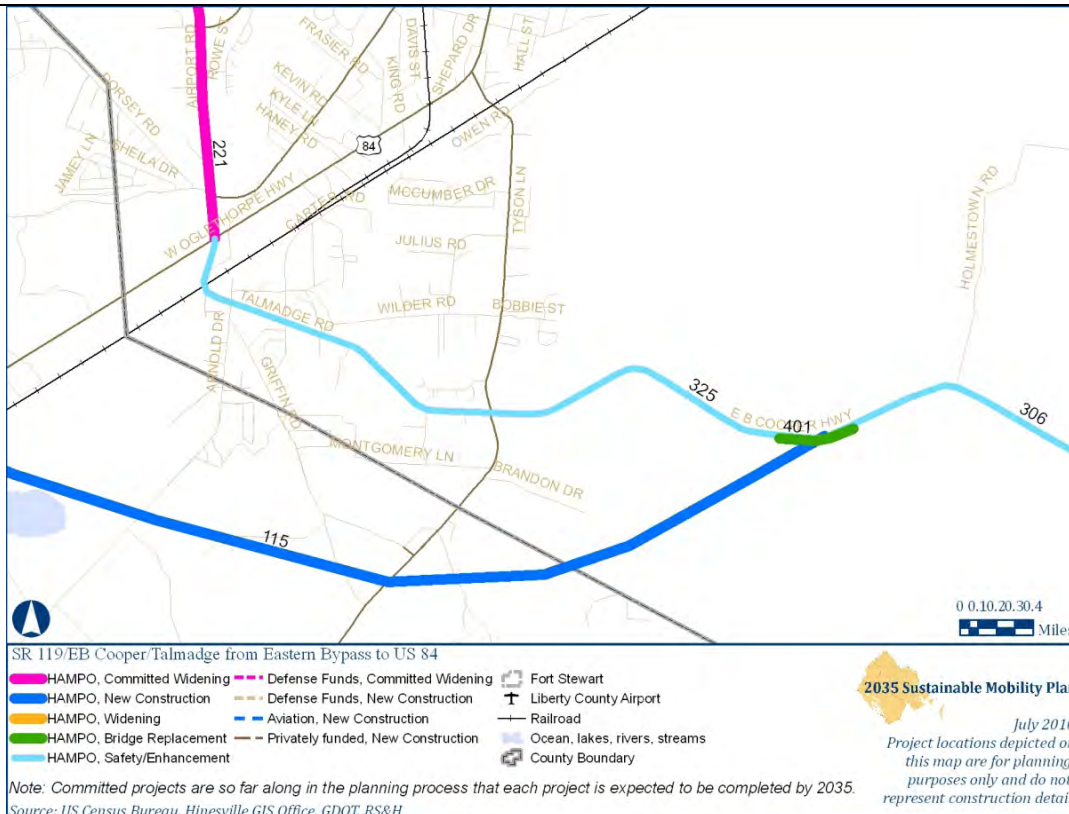
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Flemington Loop				PI #: N/A	
PROJECT DESCRIPTION: New 2 lane roadway				HAMPO #: 109	
				GDOT District: 5	
				Cong. District: 1	
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty	
From: Fort Stewart Rd 47		To: US 84		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 1.87	2006 Volume: N/A	2035 Volume: 4,490	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$909,795	\$	\$	
Right-of-Way	\$	\$728,876	\$	\$	
Construction	\$	\$	\$ 14,674,742	\$	
PROJECT COST	\$	\$ 1,638,671	\$ 14,674,742	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: Intended to relieve traffic from new IBCT on Fort Stewart. High priority local project from SPLOST 4 in Liberty County; PE locally funded.					



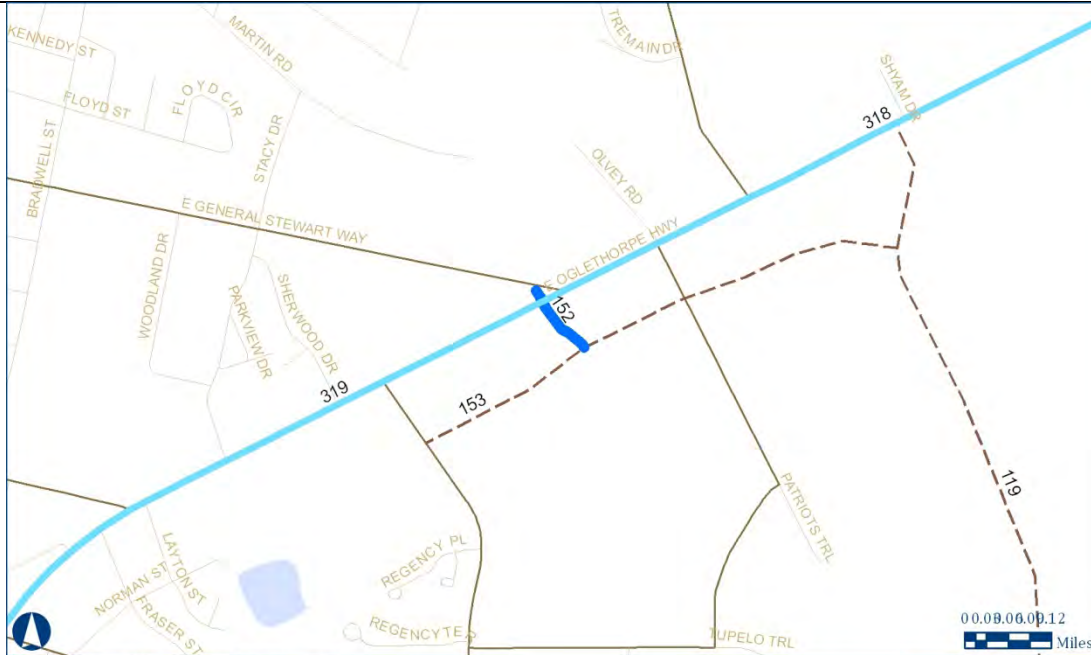
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: SR 119/Talmadge Rd			PI #: N/A	
PROJECT DESCRIPTION: Safety Improvements along SR 119/EB Cooper Hwy: Repave and add shoulders from proposed Hinesville Bypass to US 84			HAMPO #: 325	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: SR 119		County: Liberty
From: Hinesville Bypass/Russell Swamp bridge		To: US 84		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 4.8	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$258,854	\$	\$
Right-of-Way	\$	\$161,784	\$	\$
Construction	\$	\$	\$4,175,248	\$
PROJECT COST	\$	\$420,638	\$4,175,248	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks:				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: General Stewart Extension East			PI #: N/A	
PROJECT DESCRIPTION: New 2 lane roadway			HAMPO #: 152	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty
From: US 84		To: Developer Road		RC: CRC
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 0.11	2006 Volume: N/A	2035 Volume: 2,370
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$85,157	\$	\$
Right-of-Way	\$	\$	\$4,460,577	\$
Construction	\$	\$	\$1,373,553	\$
PROJECT COST	\$	\$85,157	\$5,834,130	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Alignment and phasing to be coordinated with new privately-funded road (HAMPO #153) constructed as part of a proposed development				



General Stewart Way from US 84 to Access Road

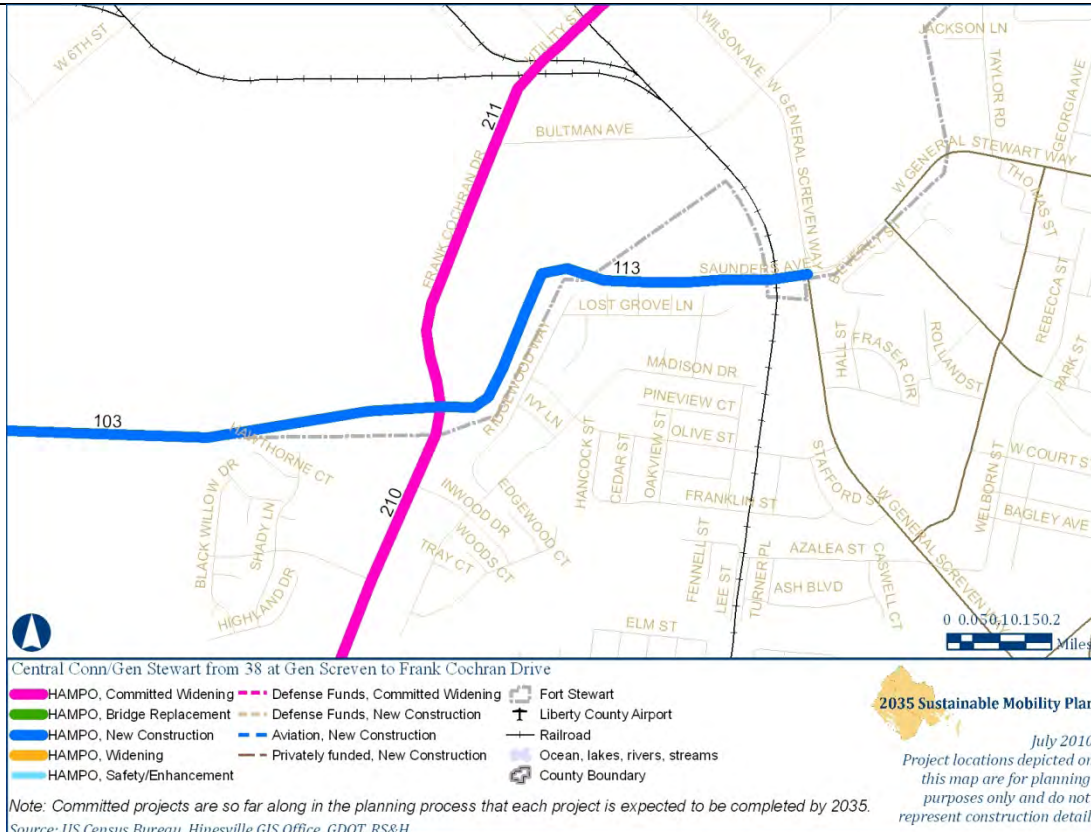
HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, Bridge Replacement	Defense Funds, New Construction	Liberty County Airport
HAMPO, New Construction	Aviation, New Construction	Railroad
HAMPO, Widening	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement		County Boundary

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

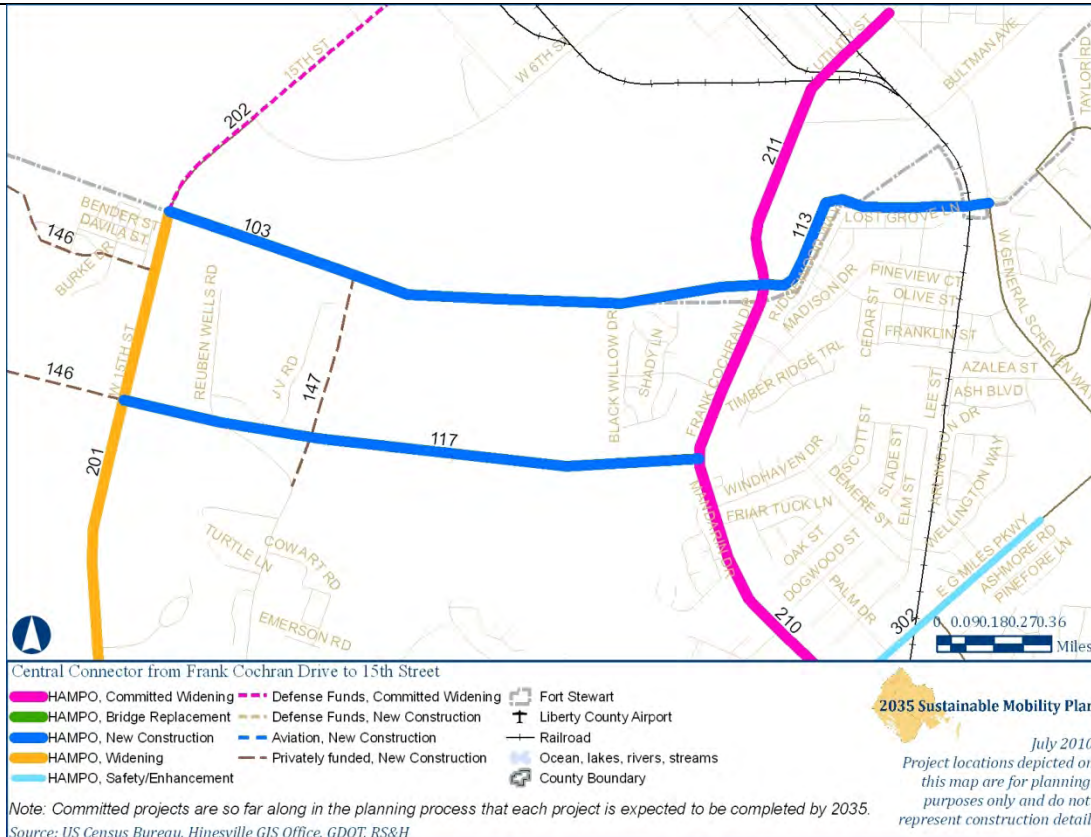
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Central Connector/General Stewart Way extension				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 113	
New 4 lane roadway				GDOT District: 5	
				Cong. District: 1	
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty	
From: General Screven Way		To: Frank Cochran Dr		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 4	Length (miles): 0.87	2006 Volume: N/A	2035 Volume: 12,460	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$1,311,235	\$	
Right-of-Way	\$	\$	\$4,491,886	\$	
Construction	\$	\$	\$16,390,437	\$	
PROJECT COST	\$	\$	\$22,193,558	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: R/W and alignment will be coordinated with Fort Stewart.					



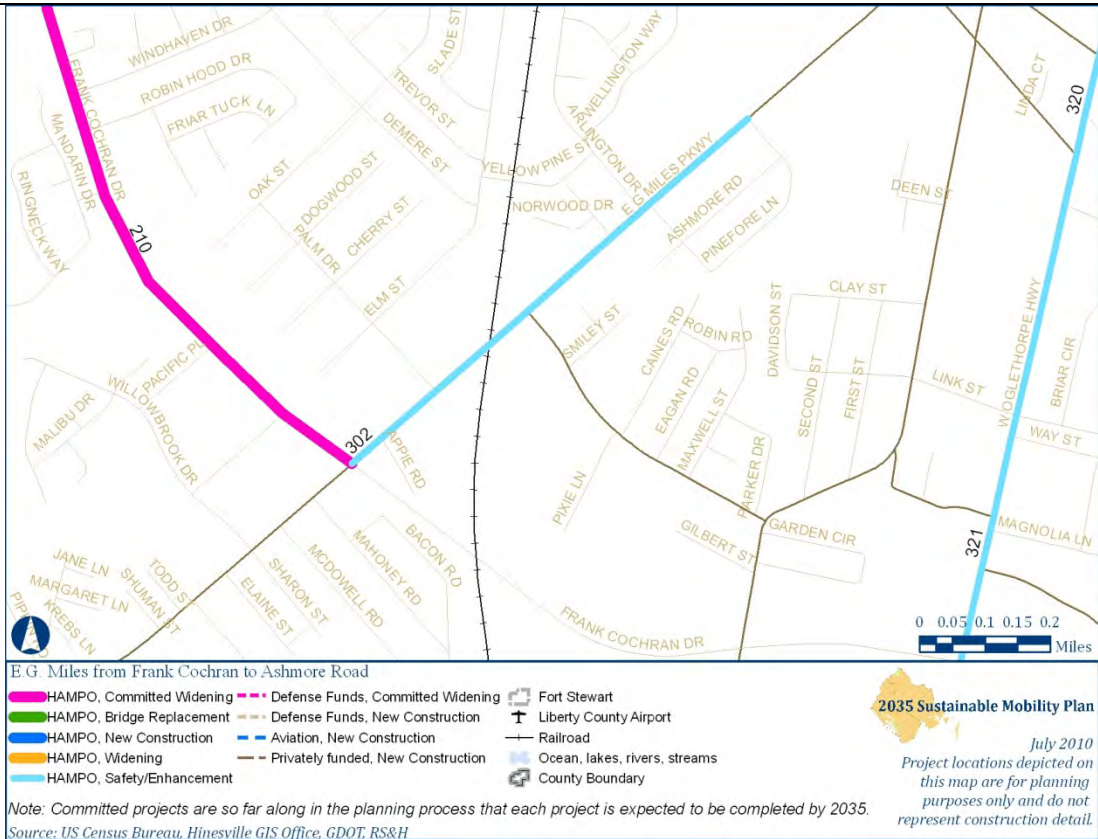
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Central Connector/General Stewart Way extension				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 103	
New 4 lane roadway				GDOT District: 5	
				Cong. District: 1	
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty	
From: Frank Cochran Drive		To: 15th Street		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 4	Length (miles): 1.92	2006 Volume: N/A		2035 Volume: 6,830
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering	\$	\$	\$1,319,829		\$
Right-of-Way	\$	\$	\$2,607,316		\$
Construction	\$	\$	\$16,497,861		\$
PROJECT COST	\$	\$	\$20,425,006		\$
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: R/W and alignment will be coordinated with Fort Stewart.					



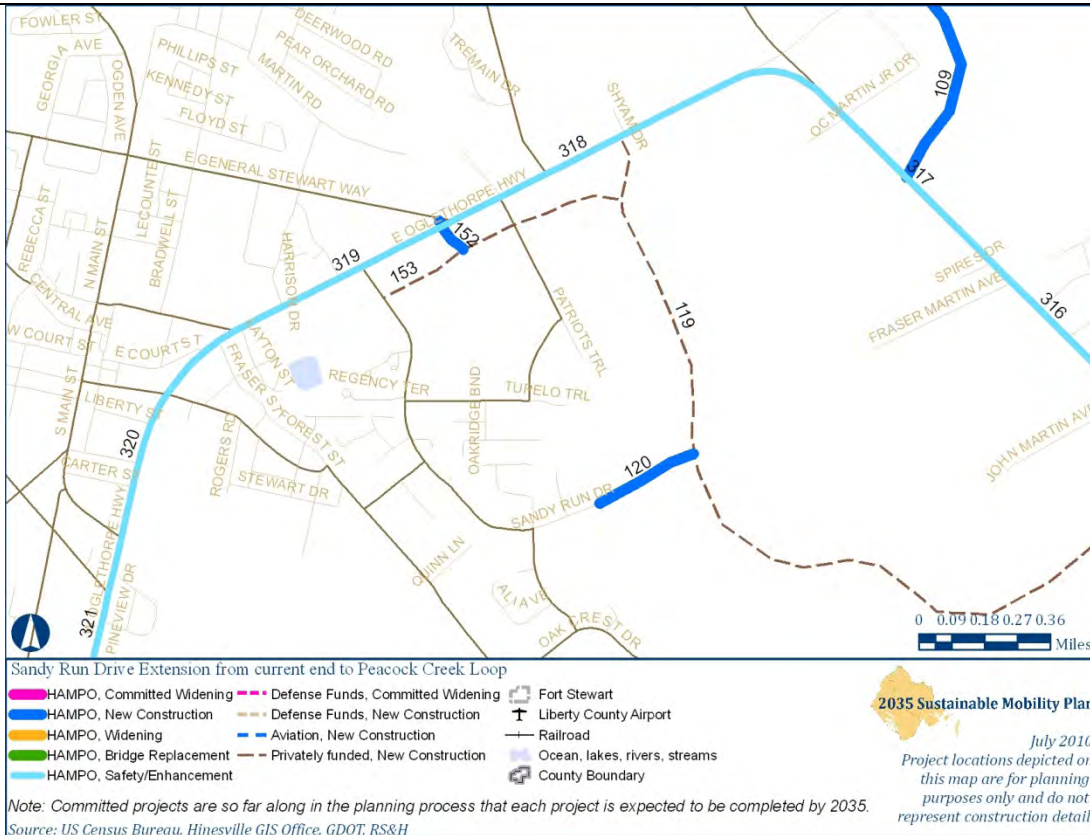
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: E.G. Miles Pkwy			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 302	
Signal at Deal + Public Works driveway realignment with turn lanes			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: SR 196		County: Liberty
From: Frank Cochran Drive		To: Ashmore Road		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.8	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$33,601	\$	\$
Right-of-Way	\$	\$	\$	\$
Construction	\$	\$420,013	\$	\$
PROJECT COST	\$	\$453,614	\$	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks:				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Sandy Run Drive Extension			PI #: N/A	
PROJECT DESCRIPTION: New 2 lane roadway			HAMPO #: 120	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: New Construction	SR/US Road #: N/A		County: Liberty	
From: Sandy Run Drive	To: proposed Peacock Creek Road		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 0.3	2006 Volume: N/A	2035 Volume: 1,120
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$253,420	\$
Right-of-Way	\$	\$	\$150,886	\$
Construction	\$	\$	\$3,167,756	\$
PROJECT COST	\$	\$	\$3,572,062	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Project will be coordinated with development proposed in area				



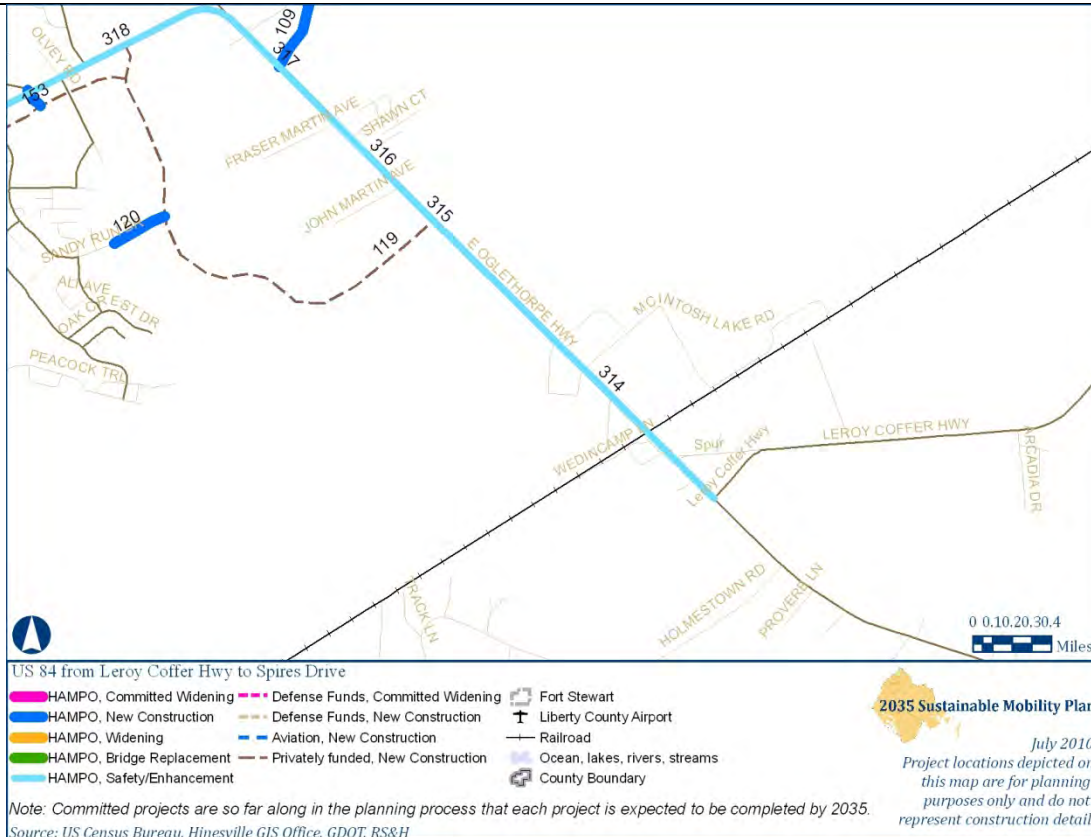
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: SR 119/EB Cooper Hwy			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 306	
SR 119 Safety Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: SR 119		County: Liberty
From: Hinesville Bypass		To: Barrington Ferry Rd		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 1	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$456,351	\$
Right-of-Way	\$	\$	\$285,219	\$
Construction	\$	\$	\$5,704,387	\$
PROJECT COST	\$	\$	\$6,445,957	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Improvements to be completed prior to Hinesville Bypass (HAMPO #115)				



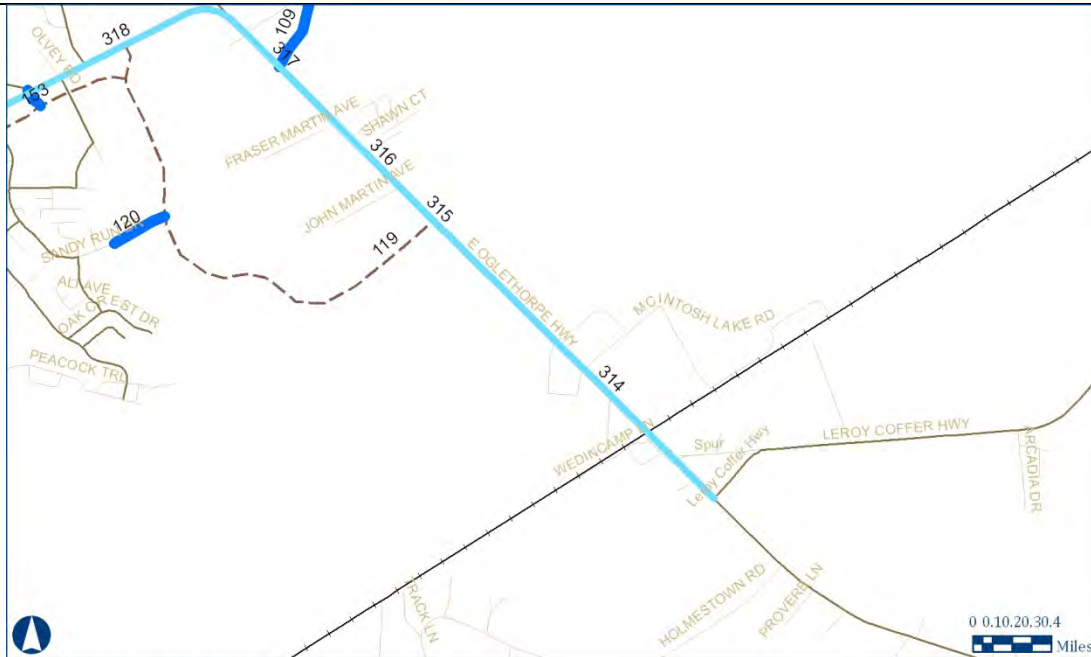
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 314	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: Brights Lake Rd		To: SR 196		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.85	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$119,787	\$
Right-of-Way	\$	\$	\$74,867	\$
Construction	\$	\$	\$1,497,343	\$
PROJECT COST	\$	\$	\$1,691,997	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 314, 315, and 316 will be implemented as a group. Improvements defined by US 84 Corridor Study.				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 315	
US 84 Access Management Improvements			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty
From: John Martin		To: Brights Lake Road		RC: CRC
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 1.12	2006 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$153,994	\$
Right-of-Way	\$	\$	\$96,246	\$
Construction	\$	\$	\$1,924,920	\$
PROJECT COST	\$	\$	\$2,175,160	\$
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: HAMPO #s 314, 315, and 316 will be implemented as a group. Improvements defined by US 84 Corridor Study.				



US 84 from Leroy Coffey Hwy to Spires Drive

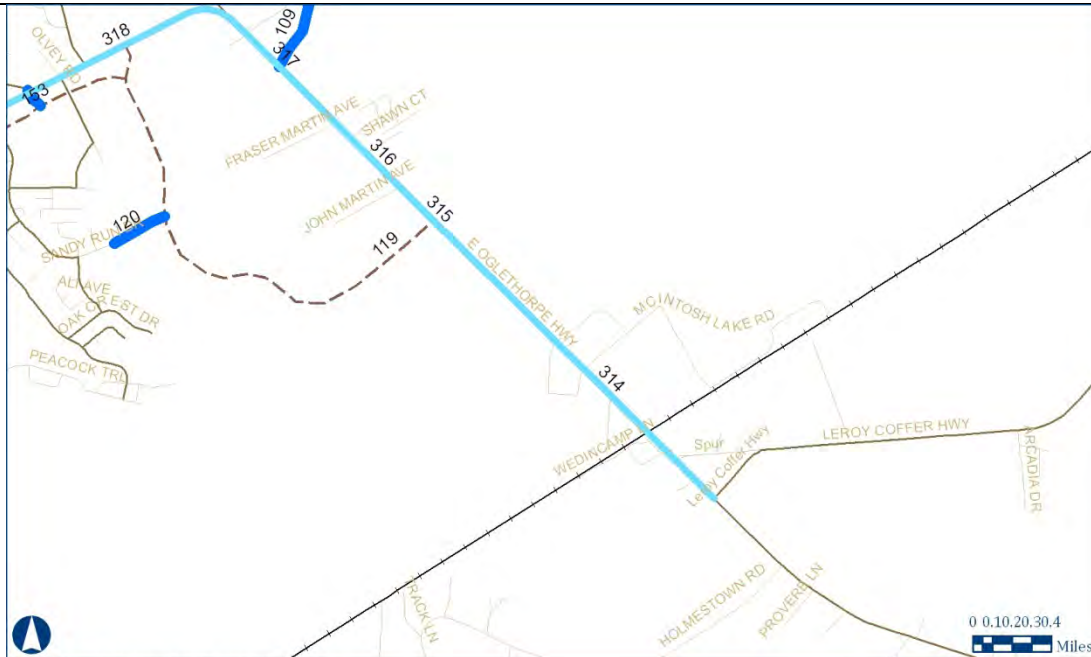
HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, New Construction	Defense Funds, New Construction	Liberty County Airport
HAMPO, Widening	Aviation, New Construction	Railroad
HAMPO, Bridge Replacement	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement	County Boundary	

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 316	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: Spires Drive		To: John Martin		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.53	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$52,597	\$	
Right-of-Way	\$	\$	\$32,873	\$	
Construction	\$	\$	\$657,466	\$	
PROJECT COST	\$	\$	\$742,936	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: HAMPO #s 314, 315, and 316 will be implemented as a group. Improvements defined by US 84 Corridor Study.					



US 84 from Leroy Coffey Hwy to Spires Drive

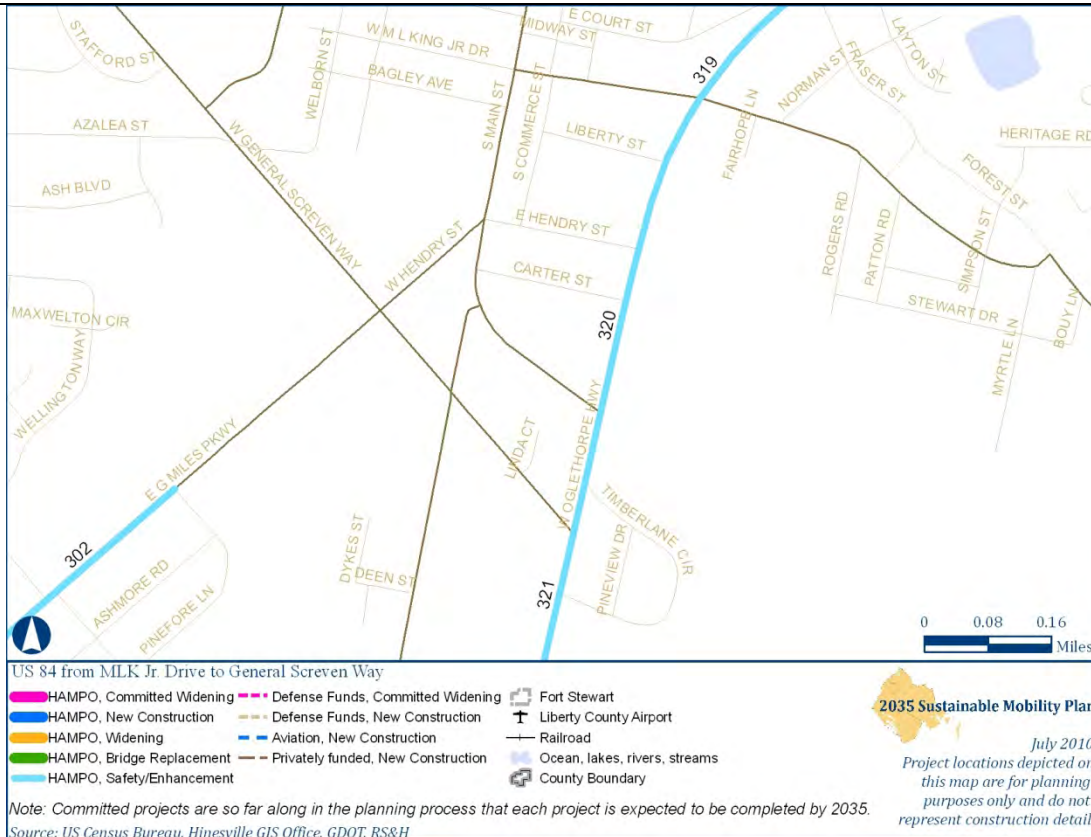
HAMPO, Committed Widening	Defense Funds, Committed Widening	Fort Stewart
HAMPO, New Construction	Defense Funds, New Construction	Liberty County Airport
HAMPO, Widening	Aviation, New Construction	Railroad
HAMPO, Bridge Replacement	Privately funded, New Construction	Ocean, lakes, rivers, streams
HAMPO, Safety/Enhancement	County Boundary	

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.
Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

2035 Sustainable Mobility Plan
July 2010
Project locations depicted on this map are for planning purposes only and do not represent construction detail.

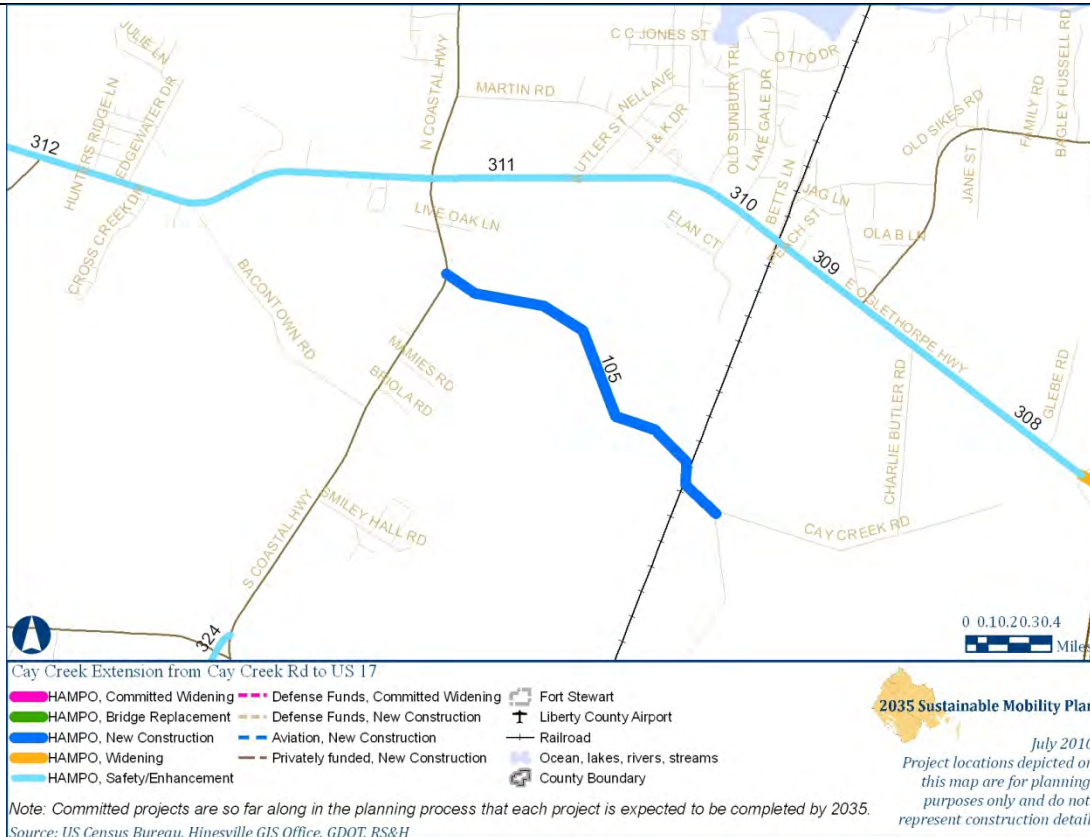
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 320	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: General Screven Way		To: MLK Jr. Drive		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 0.6	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$36,648	\$	
Right-of-Way	\$	\$	\$22,905	\$	
Construction	\$	\$	\$458,103	\$	
PROJECT COST	\$	\$	\$517,656	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: Improvements defined by US 84 Corridor Study.					



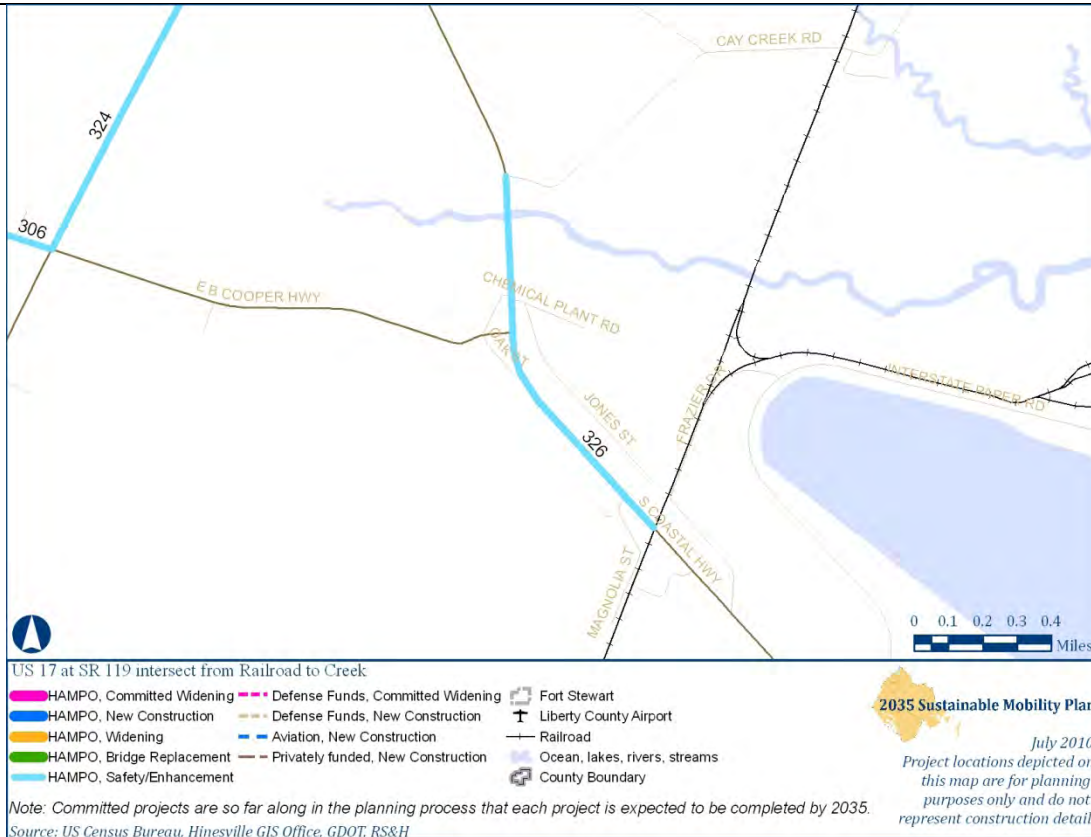
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Cay Creek Extension			PI #: N/A	
PROJECT DESCRIPTION: New 2 lane roadway			HAMPO #: 105	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty
From: Cay Creek Rd		To: US 17		RC: CRC
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 1.85	2006 Volume: N/A	2035 Volume: 2100
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$584,601	\$
Right-of-Way	\$	\$	\$	\$
Construction	\$	\$	\$	\$9,806,630
PROJECT COST	\$	\$	\$584,601	\$9,806,630
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Right-of-way and alignment to be coordinated with Liberty County Development Authority				



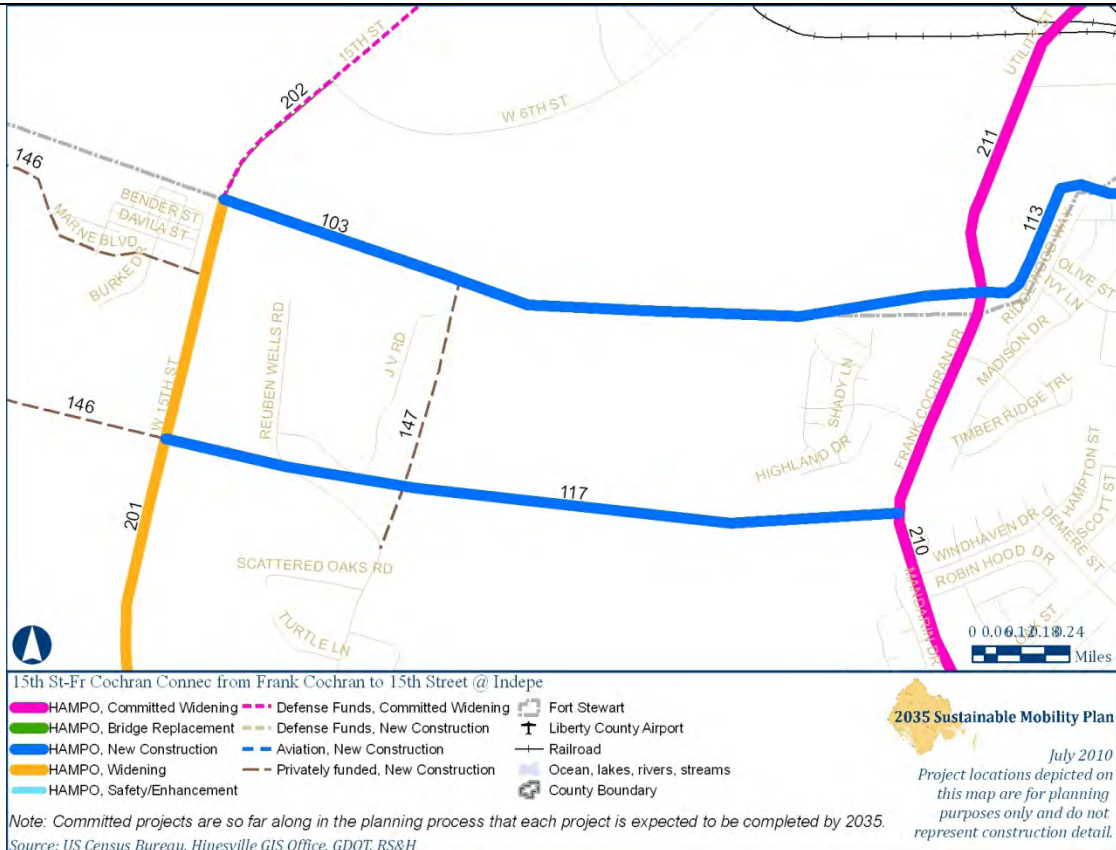
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Coastal Hwy/US 17				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 326	
Intersection Improvements including turn lanes				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 17		County: Liberty	
From: Railroad		To: Creek, includes SR 119 intersection		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 1	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$92,799	\$	
Right-of-Way	\$	\$	\$22,512	\$	
Construction	\$	\$	\$773,331	\$	
PROJECT COST	\$	\$	\$888,642	\$	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: Improvements to be coordinated with Chemtall entrance realignment.					



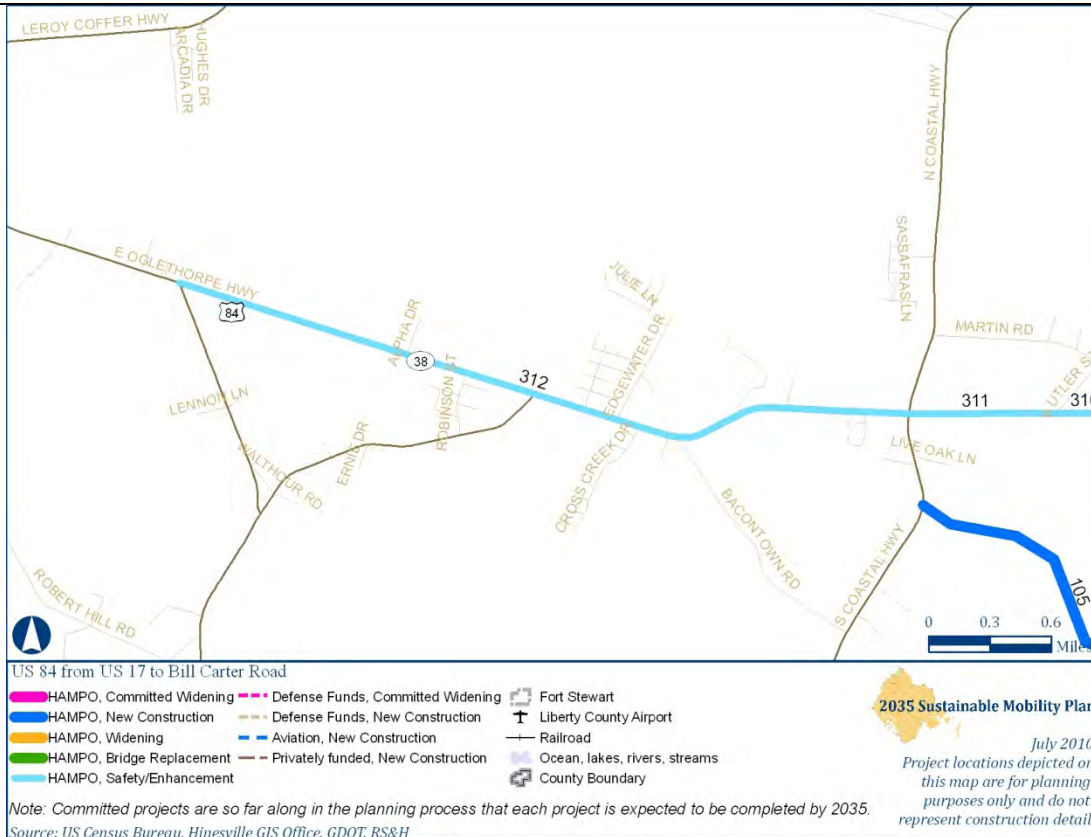
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: 15th St-Frank Cochran Drive Connector			PI #: N/A	
PROJECT DESCRIPTION: New 2 lane roadway			HAMPO #: 117	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: New Construction	SR/US Road #: N/A		County: Liberty	
From: Frank Cochran Drive	To: 15th Street		RC: CRC	
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 0.73	2006 Volume: N/A	2035 Volume: 7550
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$418,907
Right-of-Way	\$	\$	\$	\$2,922,581
Construction	\$	\$	\$	\$5,236,333
PROJECT COST	\$	\$	\$	\$8,577,821
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Alignment and phasing to be coordinated with proposed developments in area.				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 312	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: US 17		To: Bill Carter Road		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 3.7	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$	\$436,029	
Right-of-Way	\$	\$	\$	\$272,518	
Construction	\$	\$	\$	\$5,450,365	
PROJECT COST	\$	\$	\$	\$6,158,912	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: Improvements defined by US 84 Corridor Study					



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: US 84 bridge at I-95			PI #: N/A	
PROJECT DESCRIPTION:			HAMPO #: 228	
Widening of US 84 bridge over I-95			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Widening		SR/US Road #: US 84		County: Liberty
From: I-95 access		To: I-95 access		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 0.33	2006 Volume: 6,960	2035 Volume: 21,470
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$2,847,562
Right-of-Way	\$	\$	\$	\$
Construction	\$	\$	\$	\$35,594,523
PROJECT COST	\$	\$	\$	\$38,442,085
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks:				



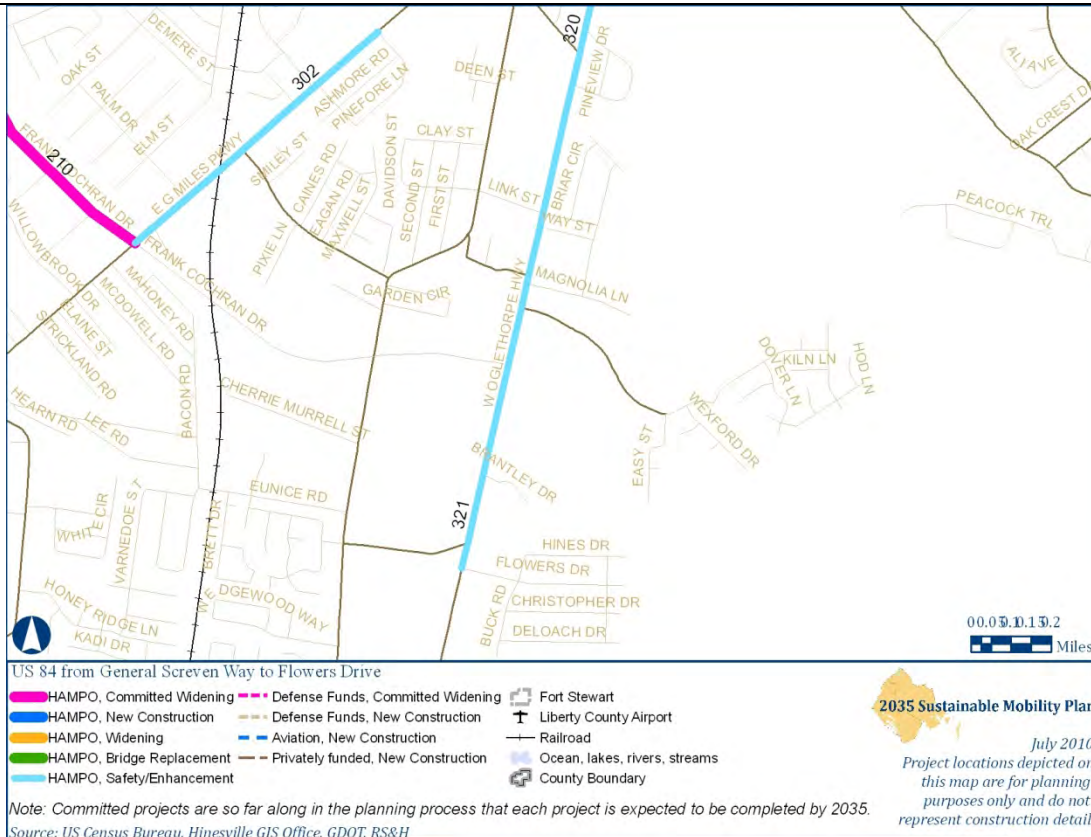
HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Islands Hwy		PI #: N/A		
PROJECT DESCRIPTION: Widening of Islands Highway from 2 to 4 lanes from Tradeport Access Road to I-95		HAMPO #: 226		
		GDOT District: 5		
		Cong. District: 1		
Improvement Type: Widening		SR/US Road #: N/A		County: Liberty
From: Tradeport Access Road		To: I-95 ramp		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 1.14	2006 Volume: 4,000	2035 Volume: 17,800
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering	\$	\$	\$	\$3,575,325
Right-of-Way	\$	\$	\$	\$17,363,810
Construction	\$	\$	\$	\$
PROJECT COST	\$	\$	\$	\$20,939,135
Federal Cost	\$			
State Cost	\$			
Local Cost	\$			
Comments/Remarks: Construction phase funded beyond 2035				



HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

PROJECT NAME: Oglethorpe Hwy/US 84				PI #: N/A	
PROJECT DESCRIPTION:				HAMPO #: 321	
US 84 Access Management Improvements				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Safety/Enhancement		SR/US Road #: US 84		County: Liberty	
From: General Screven Way		To: Flowers Drive		RC: CRC	
Existing No. Lanes: 4	Planned No. Lanes: 4	Length (miles): 1.33	2006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$	\$	\$146,118	
Right-of-Way	\$	\$	\$	\$91,323	
Construction	\$	\$	\$	\$1,826,470	
PROJECT COST	\$	\$	\$	\$2,063,911	
Federal Cost	\$				
State Cost	\$				
Local Cost	\$				
Comments/Remarks: Improvements defined by US 84 Corridor Study.					



APPENDIX B: PROJECT COST AND REVENUE ESTIMATES

Note: Cost estimates for projects not funded in the LRTP are in 2009 dollars. Phases in the TIP and 2015-2035 plan are in year of expenditure (YOE) dollars. Revenues shown are a sum of funding estimates in year of funding dollars.

*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

Project Phases Funded in the 2011-2014 TIP (YOES\$)

Project Index	GDOT PI	Project Name	From	To	Proposed Lanes	Note	PE	RW	Construction	Total Cost Funded
221	0004917	SR 119/Airport Rd	US 84	EG Miles Pkwy/SR 196	4	PE authorized; RW CST in TIP.	\$ -	\$ 10,192,358	\$ 12,076,259	\$ 22,268,616
401	0007038	SR 119 @ Russell Swamp			2	Bridge	\$ -	\$ 68,428	\$ -	\$ 68,428
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	4	PE authorized	\$ -	\$ -	\$ -	\$ -
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	4	Committed project. PE authorized	\$ -	\$ 3,141,552	\$ -	\$ 3,141,552
211	550600	Frank Cochran Dr (on post)	Fort Stewart boundary	Wilson Avenue	4	Committed project. PE authorized	\$ -	\$ -	\$ -	\$ -
115	522570	Hinesville Bypass (sw segment)	SR 119	US 84	2	PE authorized	\$ -	\$ 1,891,000	\$ -	\$ 1,891,000
Total Phases Funded 2011-2014 (TIP phases)										\$ 27,369,597
Total Revenue Estimates 2011-2014										\$ 27,369,597
Remaining Revenue										\$ -

HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan

Project Phases Funded 2015-2035 (YOES\$)

Project Index	GDOT PI	Project Name	From	To	Proposed Lanes	Note	PE	RW	Construction	Total Cost Funded
401	0007038	SR 119 @ Russell Swamp			2	Bridge	\$ -	\$ -	\$ 491,441	\$ 491,441
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	4	PE authorized	\$ -	\$ 6,035,089	\$ 26,496,961	\$ 32,532,050
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	4	Committed project. PE authorized	\$ -	\$ -	\$ 13,299,377	\$ 13,299,377
211	550600	Frank Cochran Dr (on post)	Fort Stewart boundary	Wilson Avenue	4	R/W costs excluded on installation. Committed project. PE authorized	\$ -	\$ -	\$ 6,377,771	\$ 6,377,771
115	522570	Hinesville Bypass (sw segment)	SR 119	US 84	2	PE authorized	\$ -	\$ -	\$ 31,377,587	\$ 31,377,587
302		E.G. Miles Pkwy	Frank Cochran	Ashmore Road	4	Safety/enhancement	\$ 33,601	\$ -	\$ 420,013	\$ 453,614
308		Oglethorpe Hwy/US 84 Access Mgt	I-95	Charlie Butler	4	Safety/enhancement	\$ 119,340	\$ 74,587	\$ 1,491,748	\$ 1,685,676
309		Oglethorpe Hwy/US 84 Access Mgt	Charlie Butler	Peach Street	4	Safety/enhancement	\$ 38,987	\$ 24,367	\$ 487,333	\$ 550,686
310		Oglethorpe Hwy/US 84 Access Mgt	Peach Street	Butler Avenue	4	Safety/enhancement	\$ 59,893	\$ 37,433	\$ 748,663	\$ 845,989
311		Oglethorpe Hwy/US 84 Access Mgt	Butler Avenue	US 17	4	Safety/enhancement	\$ 53,531	\$ 33,457	\$ 669,134	\$ 756,121
317		Oglethorpe Hwy/US 84 Access Mgt	Spires Drive	Old Hines Road	4	Safety/enhancement	\$ 80,921	\$ 50,576	\$ 1,011,518	\$ 1,143,015
318		Oglethorpe Hwy/US 84 Access Mgt	Old Hines Road	General Stewart Way	4	Safety/enhancement	\$ 80,155	\$ 50,097	\$ 1,001,936	\$ 1,132,187
319		Oglethorpe Hwy/US 84 Access Mgt	General Stewart Way	MLK Jr. Drive	4	Safety/enhancement	\$ 76,158	\$ 47,599	\$ 951,979	\$ 1,075,736
324		Barrington Ferry Rd	SR 119	US 17	2	Safety/enhancement	\$ 109,953	\$ 68,721	\$ 1,773,517	\$ 1,952,192
109		Flemington Loop	US 84	Fort Stewart Rd 47	2	Extents revised since 2030 LRTP	\$ 909,795	\$ 728,876	\$ 14,674,742	\$ 16,313,414
325		SR 119/Talmadge Rd	US 84	Eastern Bypass	2	Safety/enhancement	\$ 258,854	\$ 161,784	\$ 4,175,248	\$ 4,595,886
152		General Stewart Way Extension (east from current terminus at US 84)	US 84	Proposed Privately Funded Road	2		\$ 85,157	\$ 4,460,577	\$ 1,373,553	\$ 5,919,286
113		Central Connector/ General Stewart Way extension	General Screven Way	Frank Cochran Dr	4	assume R/W through agreement	\$ 1,311,235	\$ 4,491,886	\$ 16,390,437	\$ 22,193,558
103		Central Connector/ General Stewart Way extension Phase 2	Frank Cochran Dr	15th Street	4	assumed R/W through agreement on installation	\$ 1,319,829	\$ 2,607,316	\$ 16,497,861	\$ 20,425,005
326		Coastal Hwy/US 17	Railroad	Creek, includes SR 119 intersection	2	Safety/enhancement	\$ 92,799	\$ 22,512	\$ 773,331	\$ 888,641
314		Oglethorpe Hwy/US 84 Access Mgt	SR 196	Brights Lake Rd	4	Safety/enhancement	\$ 119,787	\$ 74,867	\$ 1,497,343	\$ 1,691,997
315		Oglethorpe Hwy/US 84 Access Mgt	Brights Lake Road	John Martin	4	Safety/enhancement	\$ 153,994	\$ 96,246	\$ 1,924,920	\$ 2,175,160
316		Oglethorpe Hwy/US 84 Access Mgt	John Martin	Spires Drive	4	Safety/enhancement	\$ 52,597	\$ 32,873	\$ 657,466	\$ 742,937
320		Oglethorpe Hwy/US 84 Access Mgt	MLK Jr. Drive	General Screven Way	4	Safety/enhancement	\$ 36,648	\$ 22,905	\$ 458,103	\$ 517,657
120		Sandy Run Drive extension	Sandy Run Dr	Peacock Creek Rd	2		\$ 253,420	\$ 150,886	\$ 3,167,756	\$ 3,572,062
306		SR 119/EB Cooper Hwy	Eastern Bypass	Barrington Ferry Rd	2	Safety/enhancement	\$ 456,351	\$ 285,219	\$ 5,704,387	\$ 6,445,957
105		Cay Creek Extension	Cay Creek Rd	US 17	2		\$ 584,601	\$ -	\$ 9,806,630	\$ 10,391,231
117		15th St/Frank Cochran Connector	Frank Cochran Dr	15th Street	2		\$ 418,907	\$ 2,922,581	\$ 5,236,333	\$ 8,577,820
312		Oglethorpe Hwy/US 84 Access Mgt	US 17	Bill Carter Road	4	Safety/enhancement	\$ 436,029	\$ 272,518	\$ 5,450,365	\$ 6,158,912
321		Oglethorpe Hwy/US 84 Access Mgt	General Screven Way	Flowers Drive	4	Safety/enhancement	\$ 146,118	\$ 91,323	\$ 1,826,470	\$ 2,063,911
228		US 84 bridge at I-95	I-95 access	I-95 access	4	overpass widening	\$ 2,847,562	\$ -	\$ 35,594,523	\$ 38,442,085
226		Sunbury Rd/Islands Hwy	I-95 ramp	Tradeport Access Road	4		\$ 3,575,325	\$ 17,363,810	\$ -	\$ 20,939,135
Total Phases Funded 2015-2035 (YOE)							\$ 13,711,547	\$ 40,208,106	\$ 211,808,444	\$ 265,728,097
Total Revenue Estimates 2015-2035 (YOE)										\$ 266,380,827
Remaining Revenue (YOE)										\$ 652,730

*HAMPO 2035 Sustainable Mobility Plan
Long Range Transportation Plan*

Illustrative Project Phases not Funded in LRTP (2009\$)

Project Index	GDOT PI	Project Name	From	To	Proposed Lanes	Note	PE	RW	Construction	Total Cost Not Funded
114		Hinesville Bypass (eastern segment)	US 84	SR 119	4	PE authorized; RW, CST beyond 2035	\$ -	\$ 6,844,975	\$ 44,584,741	\$ 52,300,216
226		Sunbury Rd/Islands Hwy	I-95 ramp	Tradeport Access Road	4		\$ -	\$ -	\$ 18,491,637	\$ 18,491,637
313		Oglethorpe Hwy/US 84 Access Mgt	Bill Carter Road	SR 196	4	Safety/enhancement	\$ 107,148	\$ 66,967	\$ 1,339,348	\$ 1,513,463
254		General Stewart Way	Memorial Drive	General Screven Way	4		\$ 101,521	\$ 457,495	\$ 1,269,009	\$ 1,828,024
255		General Stewart Way	Main St	Memorial Drive	4		\$ 234,637	\$ 112,200	\$ 2,932,963	\$ 3,279,800
248		Barrington Ferry Rd	US 17	SR 119	4		\$ 628,243	\$ 2,591,607	\$ 7,853,035	\$ 11,072,885
106		Central Connector (W)	15th Street	Dairy Rd/Hodges Rd	2	assumed R/W through agreement on installation	\$ 1,360,503	\$ 2,088,960	\$ 17,006,290	\$ 20,455,753
151		Hinesville Bypass III	US 84	SR 196	2		\$ 667,607	\$ 882,502	\$ 8,345,090	\$ 9,895,199
216	511155, 511145	I-95 (8 lanes)	McIntosh County line	South of Jericho River [Bryan County line] then to 0.8 mi south of US 17 in Bryan County	8	Two GDOT projects	\$ 16,360,500	\$ 3,072,000	\$ 204,506,253	\$ 223,938,753
118		Laurel View Connector	Isle of Wight	Laurelview Road	2		\$ 343,704	\$ 636,742	\$ 4,296,299	\$ 5,276,745
222		SR 119/EB Cooper Hwy	Barrington Ferry Rd	Hinesville Bypass	4	Extents revised since 2030 LRTP	\$ 1,913,534	\$ 4,889,273	\$ 23,919,174	\$ 30,721,981
224		SR 196 W (from Rye Patch Rd)	Rye Patch Rd/SR 196	Hodges Rd/Central Connector	4		\$ 1,514,078	\$ 7,725,418	\$ 18,925,974	\$ 28,165,470
225		SR 196 W (to US 301)	Hodges Rd/Central Con	US 301	4		\$ 826,037	\$ 3,730,040	\$ 10,325,462	\$ 14,881,539
227		Coastal Hwy/US 17	SR 196	US 84	4		\$ 3,290,113	\$ 9,781,556	\$ 41,126,414	\$ 54,198,083
249		Coastal Hwy/US 17	US 84	Barrington Ferry Rd	4		\$ 1,627,229	\$ 5,204,564	\$ 20,340,359	\$ 27,172,152
250		Coastal Hwy/US 17	Barrington Ferry Rd	SR 119/EB Cooper	4		\$ 780,173	\$ 725,553	\$ 9,752,162	\$ 11,257,888
301		Dunlevie Road	US 84	SR 119	2	Safety/enhancement	\$ 59,672	\$ 599,982	\$ 745,896	\$ 1,405,550
307		South Main Street	Darsey Road	Deen Street	2	Safety/enhancement	\$ 308,197	\$ 1,782,291	\$ 3,852,469	\$ 5,942,957
322		Oglethorpe Hwy/US 84 Access Mgt	Flowers Drive	Topi Trail	4	Safety/enhancement	\$ 78,241	\$ 48,901	\$ 978,018	\$ 1,105,160
323		Oglethorpe Hwy/US 84 Access Mgt	Topi Trail	Airport Road	4	Safety/enhancement	\$ 143,686	\$ 89,804	\$ 1,796,070	\$ 2,029,559
327	532600	SR 144	four locations	through Fort Stewart	4	Passing Lanes	\$ 110,000	\$ 1,412,153	\$ 3,105,208	\$ 4,627,361
Total Phases Not Funded (Illustrative Phases (2009 \$))							\$30,454,823	\$52,742,981	\$ 445,491,868	\$529,560,172

**APPENDIX C: HAMPO 2035 SUSTAINABLE MOBILITY PLAN EXISTING
CONDITIONS REPORT**



**HINESVILLE AREA
METROPOLITAN PLANNING ORGANIZATION**

2035 Sustainable Mobility Plan

Existing Conditions Report and Needs Assessment

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

Submitted February 2010



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INTRODUCTION

The Hinesville Area Metropolitan Planning Organization (HAMPO) is the federally designated transportation planning agency for the Hinesville Urbanized Area. The HAMPO boundary, which includes all of Liberty and a portion of Long County, is shown below. While the MPO does not have jurisdiction over all of Long County, the study area covers all of Liberty and Long County. This ensures that issues, needs, or recommendations will be documented for the entirety of both counties. Figure 1 shows the area's location in coastal Georgia between Savannah and Brunswick.

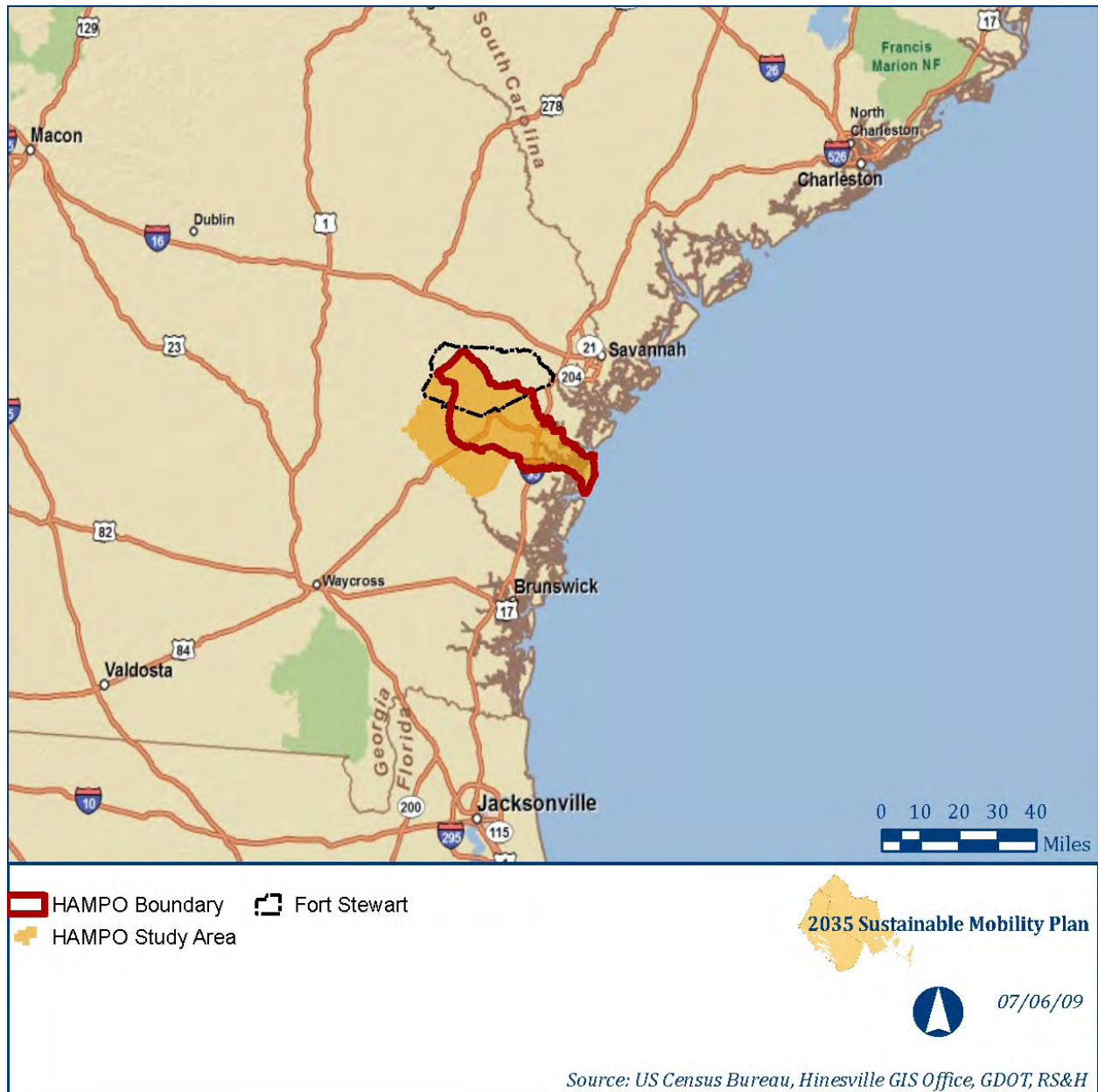


Figure 1 HAMPO Planning Area

2035 Sustainable Mobility Plan Goals

The *2035 Sustainable Mobility Plan* will meet the planning requirements specified in the latest federal transportation legislation, SAFETEA-LU. As such, it will support the following federal eight planning factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

These factors, as well as vision statements, goals, and objectives from previous planning documents formed the foundation for the goals of this plan. During the August 2009 public comment period, members of the public and HAMPO committees discussed the plan goals. With statements suggested and accepted by stakeholders, the *2035 Sustainable Mobility Plan* goals are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system; and
9. Improve public information about the transportation system and proposed or planned improvements to the system.

EXISTING CONDITIONS

Socioeconomic Trends

The transportation system exists to meet the needs of the traveling public. In the study area, this includes residents, visitors, and employees that work in the area. The US Army is one of the largest employers and therefore influences the need for transportation infrastructure.

Growth Patterns

The HAMPO study area has a history dating to colonial times. For example, Sunbury Road, one of the longest vehicular thoroughfares of post-Revolutionary Georgia, begins on the Midway River in

Liberty County. The road connects Greensboro via today's Sparta and Swainsboro to the town of Sunbury, a historic port. Today, growth in the HAMPO area is driven by proximity to the interstate, major ports, and rail lines. The study area is also home to Fort Stewart, the largest military installation east of the Mississippi River. The transportation system has been the backbone of growth in the region and will continue to shape how area residents, employees, and visitors live and work.

Population and Households

The estimated 2008 population of Liberty and Long Counties is 58,491 and 11,452, respectively, according to the US Census Bureau. The Census Bureau data indicate that over the last several years, population has declined in Liberty County and has grown slowly in Long County.

Table 1 Population in the Study Area

	1990	2000	2008
Liberty County	52,745	61,610	58,491
Long County	6,202	10,304	11,452
Total	58,947	71,914	69,943

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000, 1990 Census

Table 2 Household Characteristics in the Study Area

	1990 Households	2000 Households	2000 Average Household Size
Liberty County	15,136	19,383	2.93
Long County	2,196	3,574	2.88

Source: U.S. Census Bureau, Census 2000, 1990 Census

Seventy-percent of the population in Liberty and Long counties lived in the Hinesville urbanized area¹ in 2000. According to the 2000 Census, the Hinesville urbanized area had a population of 50,360 in 15,286 households with an average household size of 3.00. Also according to the 2000 Census, 4,464 people were living in military quarters at that time. The presence of Fort Stewart and the fluctuations in the military population, their dependents, civilian employees, and military contractors are important planning factors for the Hinesville area.

There are several sources for population projections for the HAMPO area. The Georgia Department of Community Affairs projects population based on historic annualized growth observed during the decennial Census.

¹ The US Census Bureau definition of an urbanized area is an area consisting of a central place(s) and adjacent territory with a general population density of at least 1,000 people per square mile of land area that together have a minimum residential population of at least 50,000 people.

Table 3 DCA Population Projections in the Study Area

	2010	2015	2020	2025	2030
Liberty County	73,624	79,630	85,637	91,644	97,651
Long County	13,194	14,639	16,084	17,529	18,974
Total	86,818	94,269	101,721	109,172	116,625

Source: Georgia Department of Community Affairs

In addition to DCA, the Office of Planning and Budget (OPB) has projected population growth for both counties as part of the Coastal Water Planning Region efforts. Table 4 shows the OPB projections, which will be used as control totals for transportation planning purposes.

Table 4 OPB Population Projections in the Study Area

2035 Population Projections	
Liberty County	100,008
Long County	19,696
Total	119,704

The figure below shows the various population growth projections available from public sources, and the OPB projections, which are labeled as Liberty County Target and Long County Target.

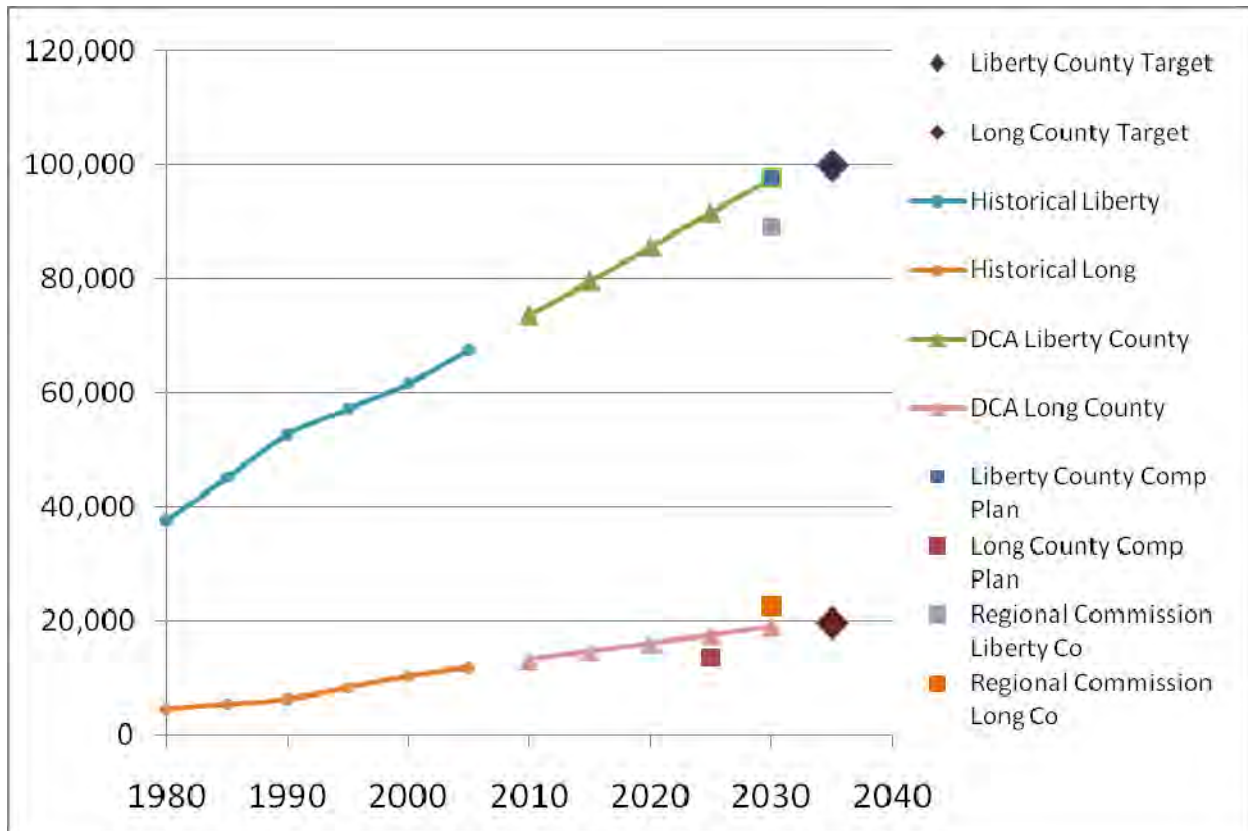


Figure 2 Population Growth Trends and Projections

Employment

Recent Georgia Department of Labor employment data² for the HAMPO area indicate that the top ten major employers are as follows:

- Chemtall Inc
- Department of Defense
- Eagle Group International Inc
- Fort Stewart – US Army
- Liberty County
- Liberty County School System
- Liberty Regional Medical Center
- Long County School System
- Target
- Wal-Mart

Public sector employment dominates the labor market in the area. The major employers are identified in Figure 3. Public sector employment dominates the labor market in the area.

² Georgia Department of Labor 2008 first and second quarter data for the Hinesville Fort Stewart Metropolitan Statistical Area accessed at <http://explorer.dol.state.ga.us/mis/top.htm> on July 7, 2009.

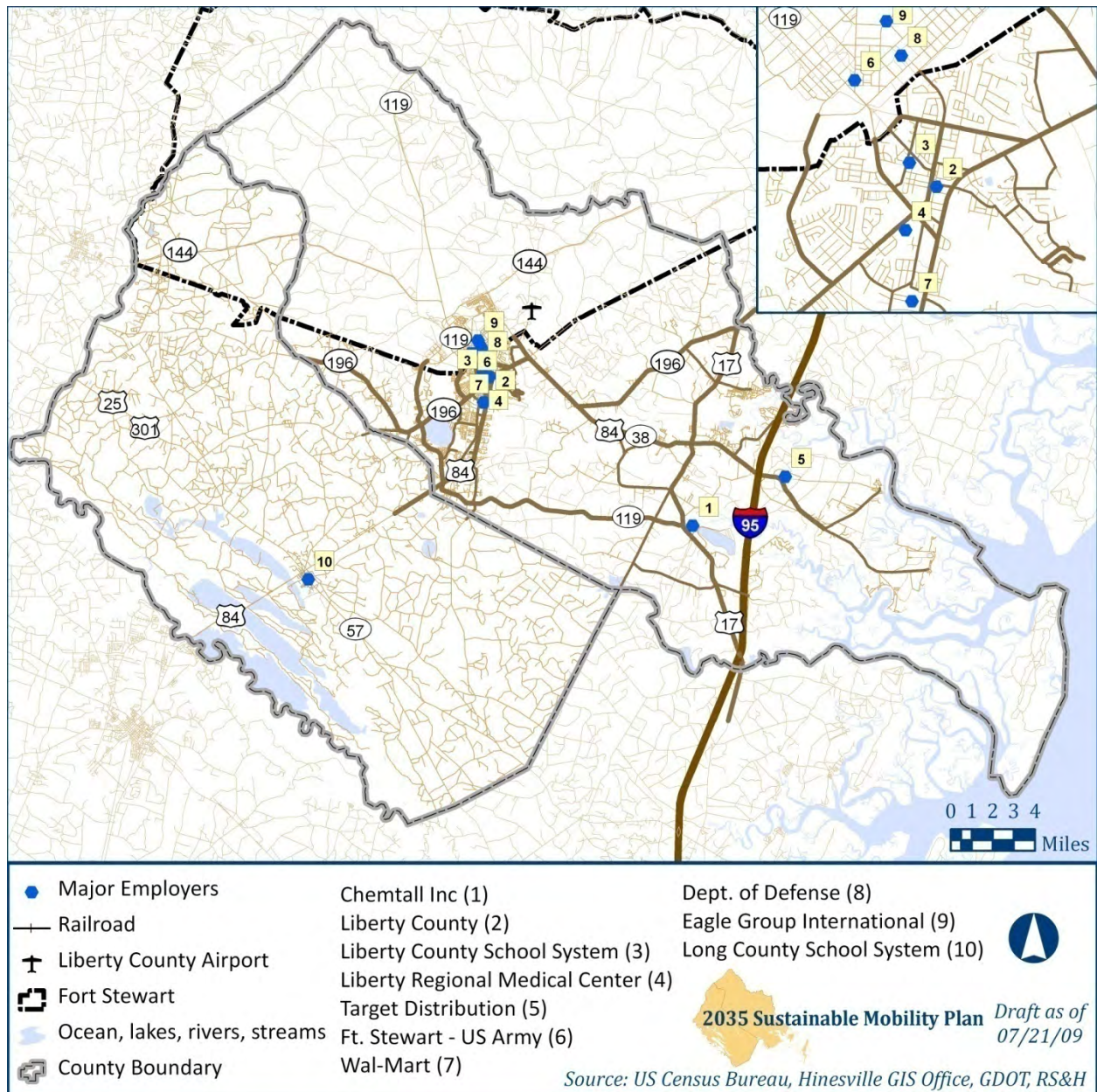


Figure 3 Major Employers

Transportation System

The transportation system in Liberty and Long Counties includes public roadways, sidewalks, on-demand public transportation for eligible passengers, rail, Liberty County Airport, and trails. The system is centered on roadways, which are managed by cities, counties, or the Georgia Department of Transportation (GDOT). Table 5 shows that the majority of roadways are managed by county governments. The major arterials are state routes. These roads connect activity centers and carry large volumes of traffic at moderate speeds. US 84 is a main east-west route and also the main interchange location at I-95. There are several operational and safety improvements planned for US 84 in the current TIP and LRTP. US 25/US 307/SR 57 is another main cross-county route in Long County. US 17 is a major north-south arterial. SR 196 carries traffic roughly east-west and provides an alternative to I-95 in the eastern part of Liberty County.

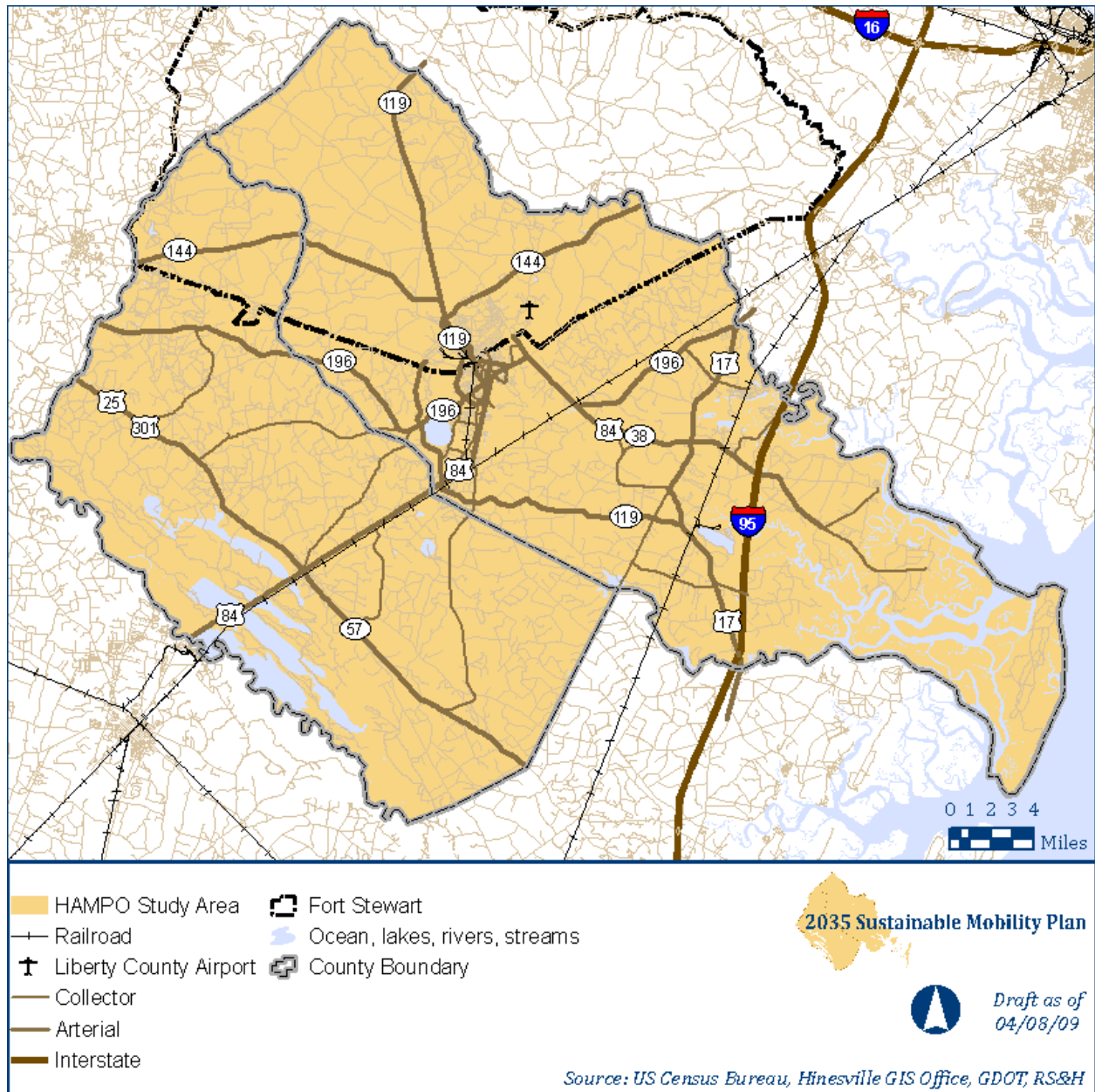


Figure 4 Transportation Network

The road network is grouped by functional class according to the character of travel each road is intended to serve. The Federal Highway Administration (FHWA) defines the hierarchy of the highway functional classification system. Functional classification determines eligibility for certain funding categories for road improvements. GDOT has designated the following routes as arterials (urban or rural depending on where they are located): SR 119, SR 144, SR 196, SR 23, SR 38, SR 57, US 25, US 84, US 301, and US 17/SR25.

In Georgia, the functional classes for urban areas are interstate arterials, principal arterials, minor arterials, collector streets, and local streets. Arterials play a significant role in the road system, carrying a majority of through traffic and major movements within the area between and within

activity centers. According to FHWA, for principal arterials, traffic mobility should be a higher priority than access to adjacent land. Minor arterials provide more land access than principal arterials. Collectors balances land access with traffic circulation. Collectors *collect* traffic from local streets and channel it to the arterial system. Local streets primarily provide access to adjacent land. Service to through traffic is generally discouraged on local streets.

Georgia’s rural road system is classified into interstate principal arterials, principal arterials, minor arterials, major and minor collectors, and local roads. Rural arterials connect to urban areas and serve the vast majority of through traffic. Rural collectors primarily serve intracounty travel of shorter trips than those served by arterials. Rural local roads provide access to land and serve relatively short trips. The HAMPO study area contains the Hinesville Urbanized Area and adjacent rural areas. The functional class of roads in the area is shown below.

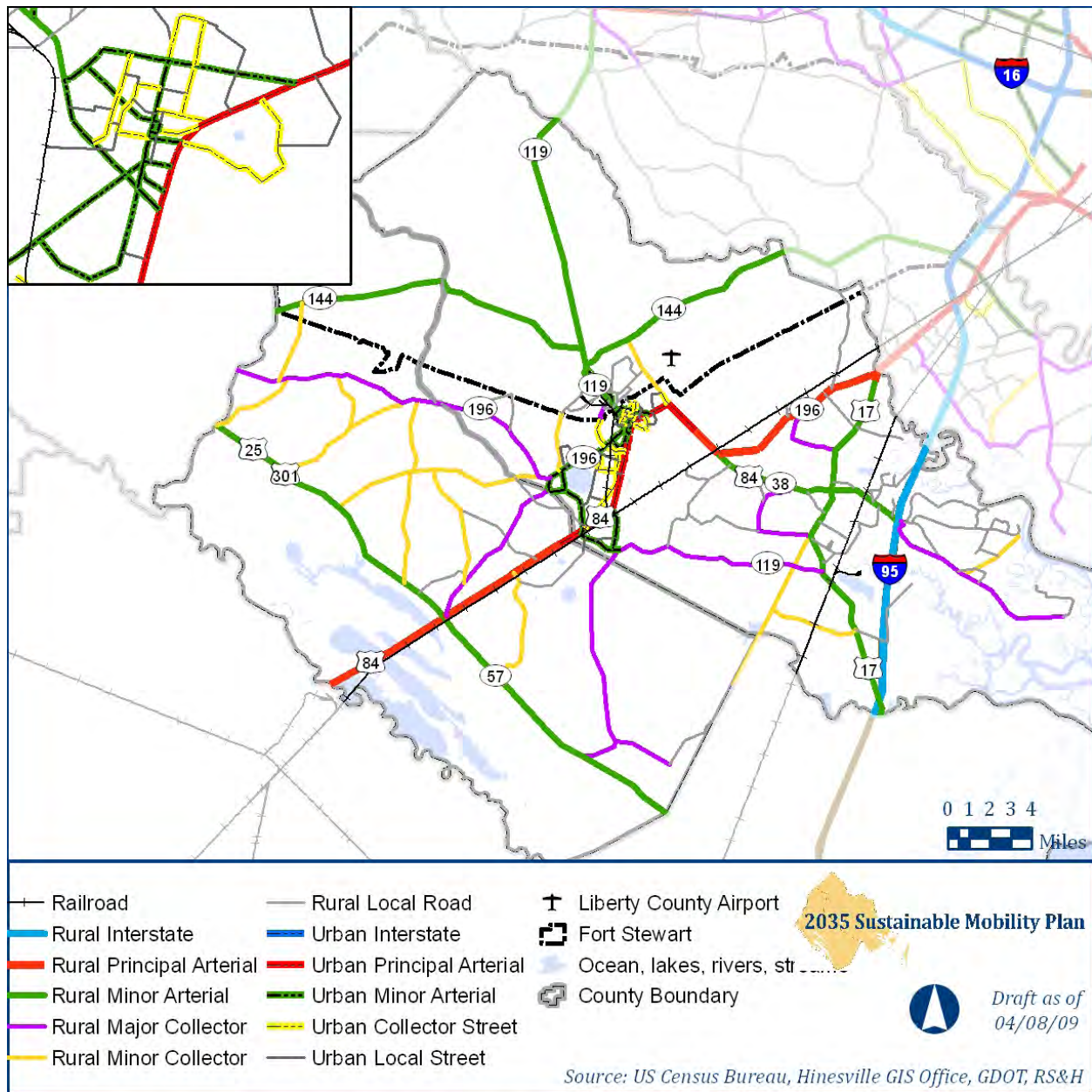


Figure 5 Functional Class

Table 5 Highway Mileage by Owner

County	Highway Mileage, State	Highway Mileage, Interstates	Highway Mileage, County	Highway Mileage, City	Total
Liberty	130.6	13.1	223.7	143.1	510.5
Long	60.9	0	257.7	12.3	330.9
Total	191.5	13.1	481.4	155.4	841.4

Source: GDOT 400 Series Reports

The Georgia Department of Transportation maintains traffic count stations in Liberty and Long Counties. Traffic counts for the previous three years are shown below. Major roads carrying large traffic volumes include US 84, SR 196, Main Street, Frank Cochran Drive, and Interstate 95.

HAMPO 2035 Sustainable Mobility Plan
Existing Conditions Report and Needs Assessment

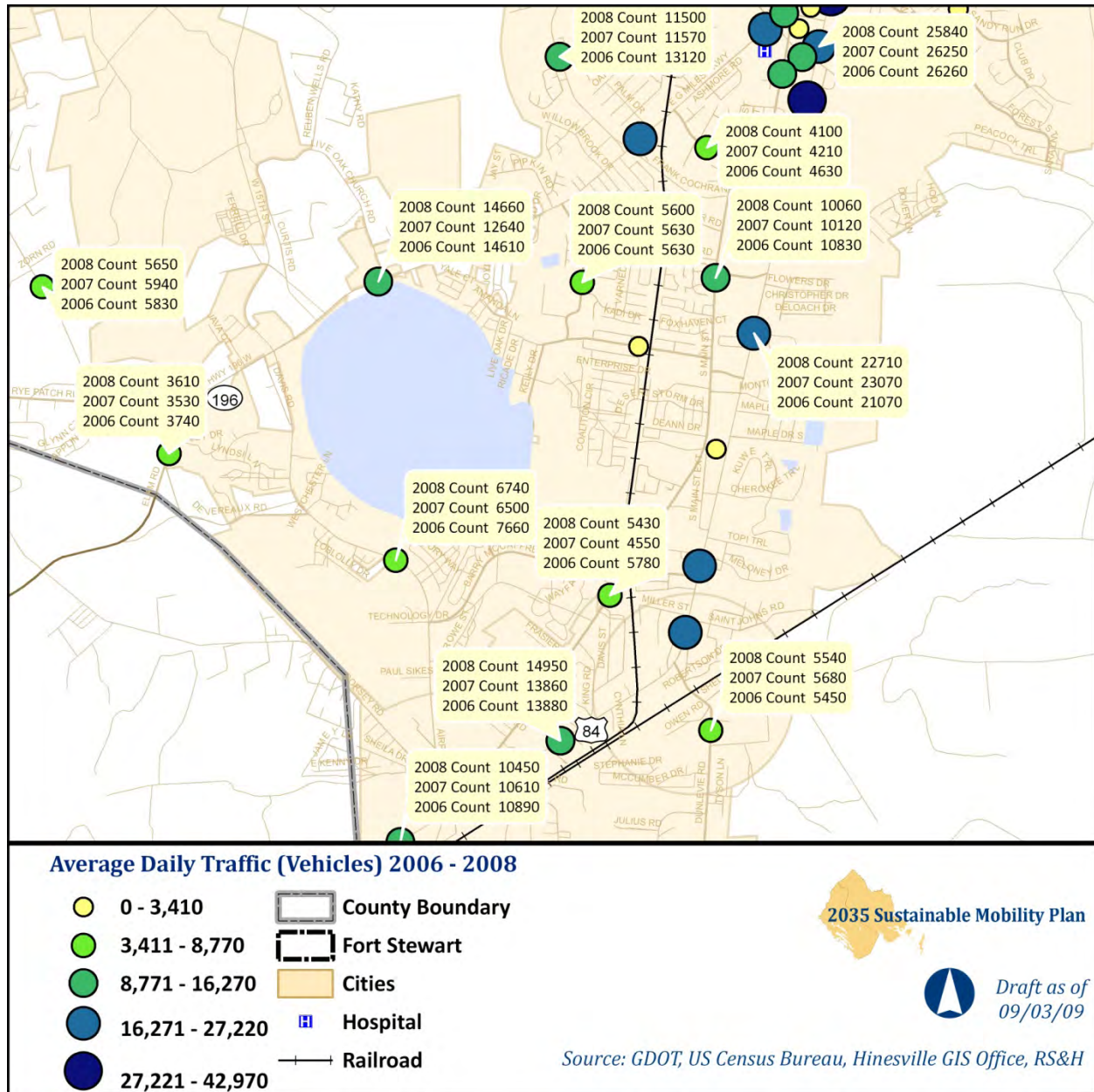


Figure 6 Traffic County in the Walthourville-Allenhurst-Gum Branch area

HAMPO 2035 Sustainable Mobility Plan
Existing Conditions Report and Needs Assessment

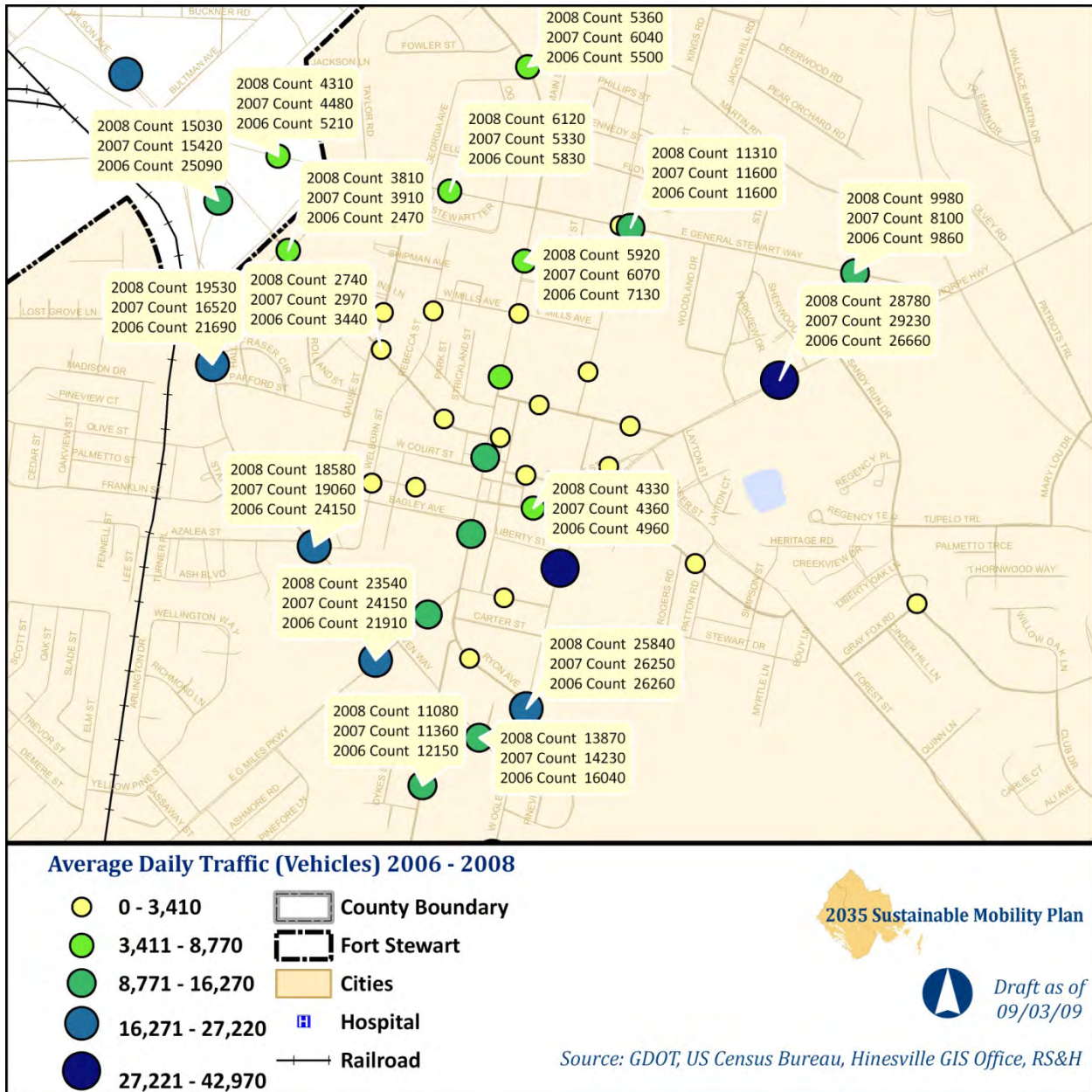


Figure 7 Traffic Counts in the Hinesville Area

HAMPO 2035 Sustainable Mobility Plan
Existing Conditions Report and Needs Assessment

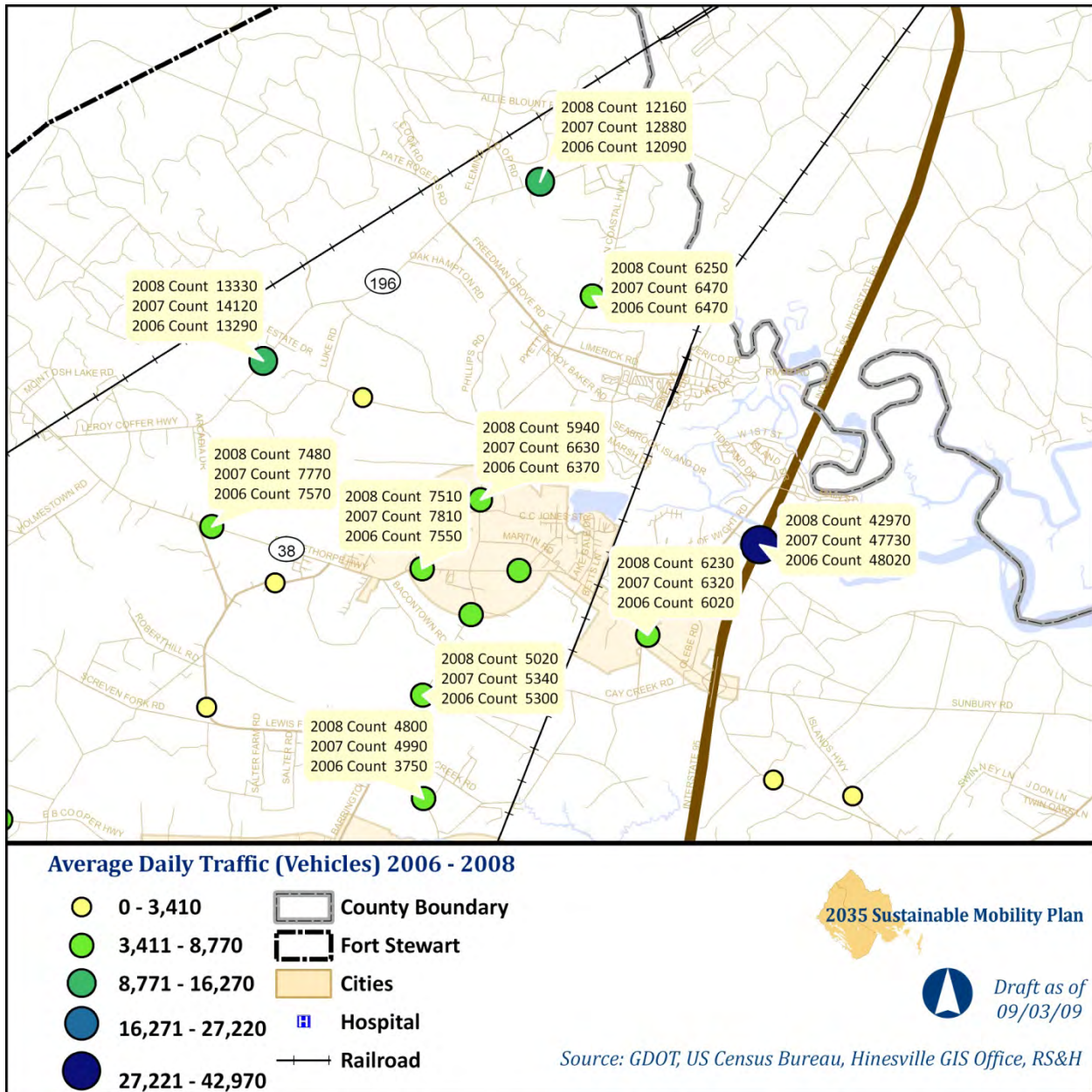


Figure 8 Traffic Counts in the Midway Area

HAMPO 2035 Sustainable Mobility Plan
Existing Conditions Report and Needs Assessment

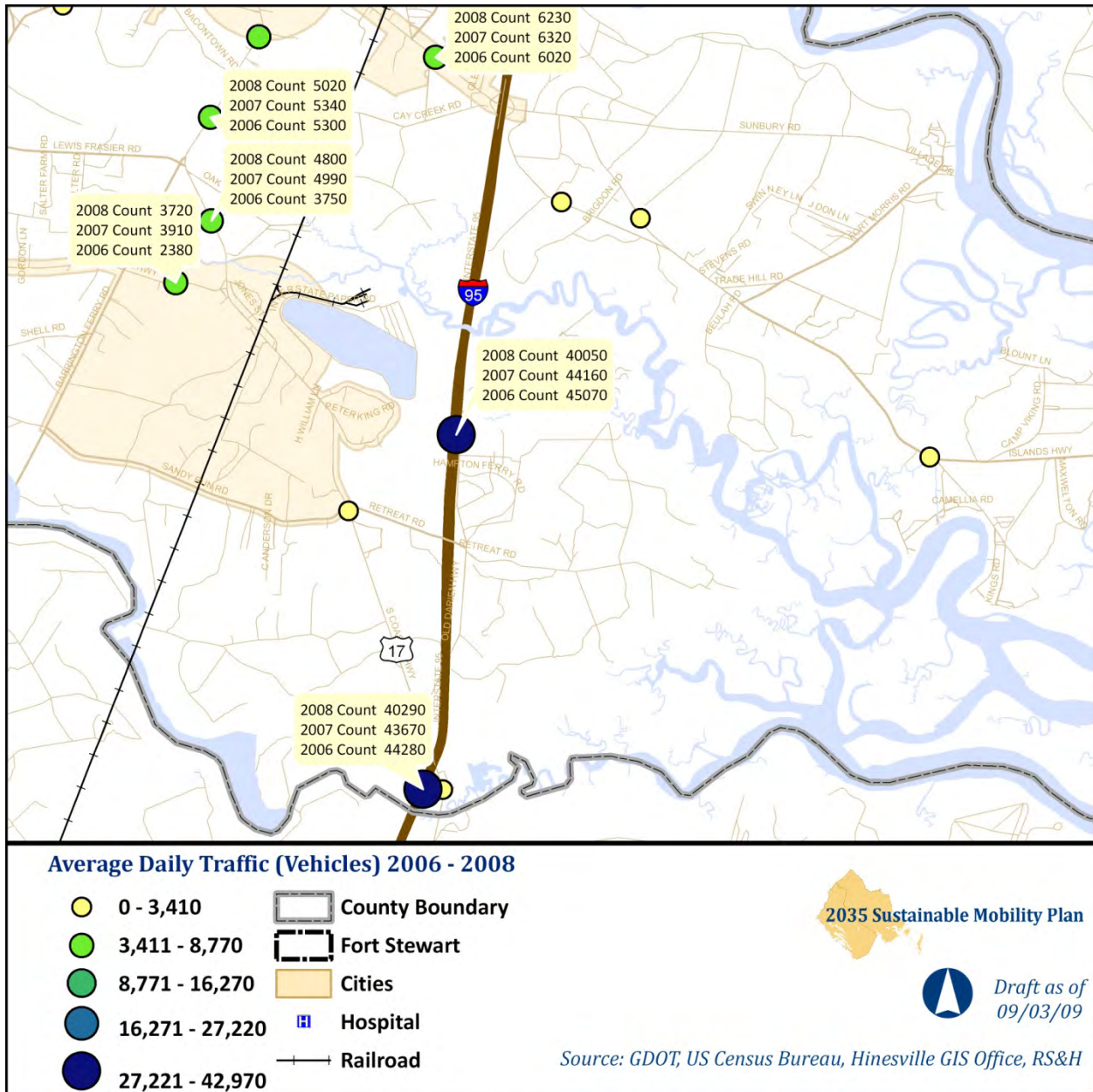


Figure 9 Traffic Counts in the Riceboro Area

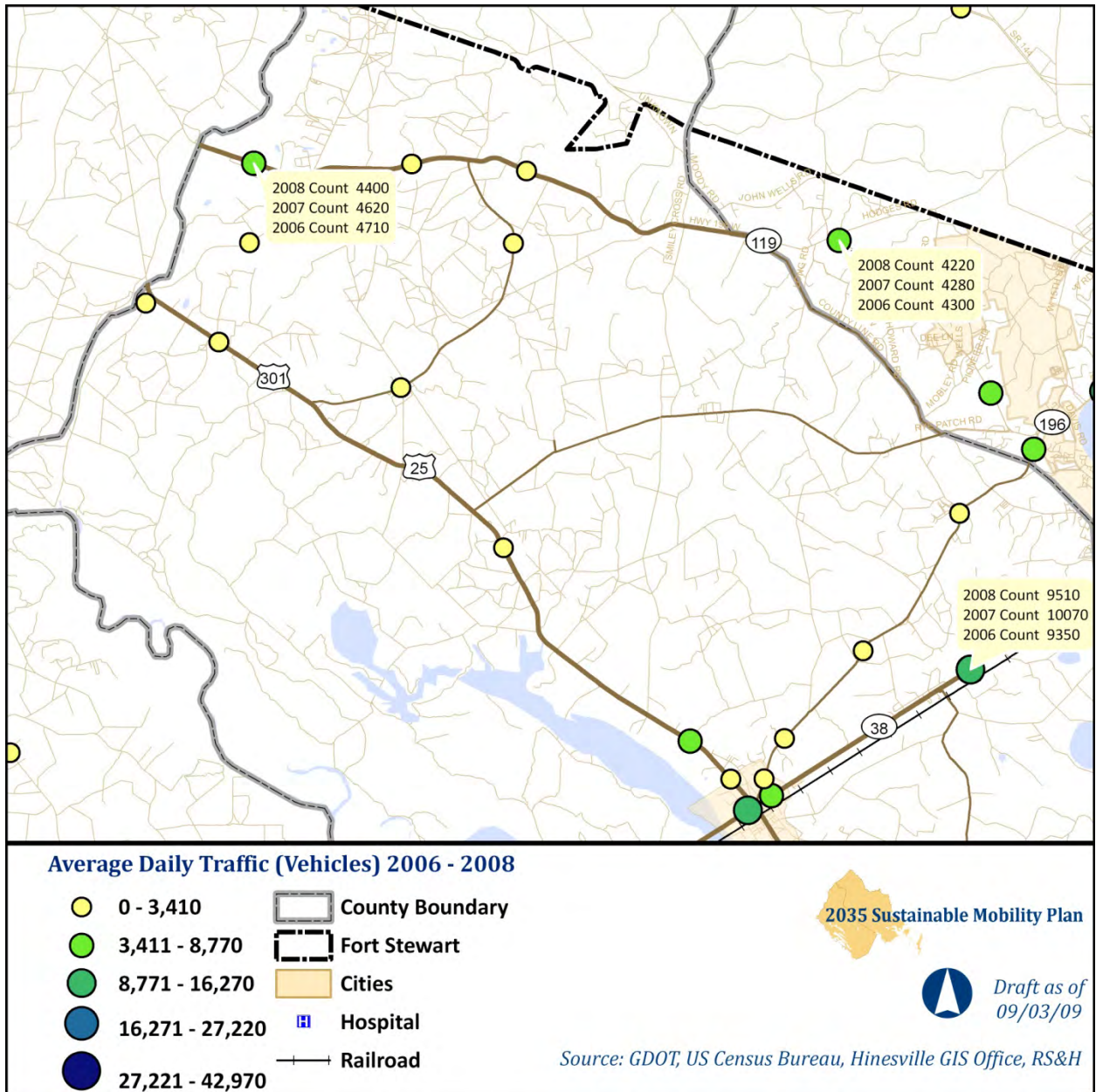


Figure 10 Traffic Counts in Western Long County

It is not surprising that US 84 carries that largest amount of daily traffic in the area near Ludowici as it serves both through traffic and trips to the employers located in the city.

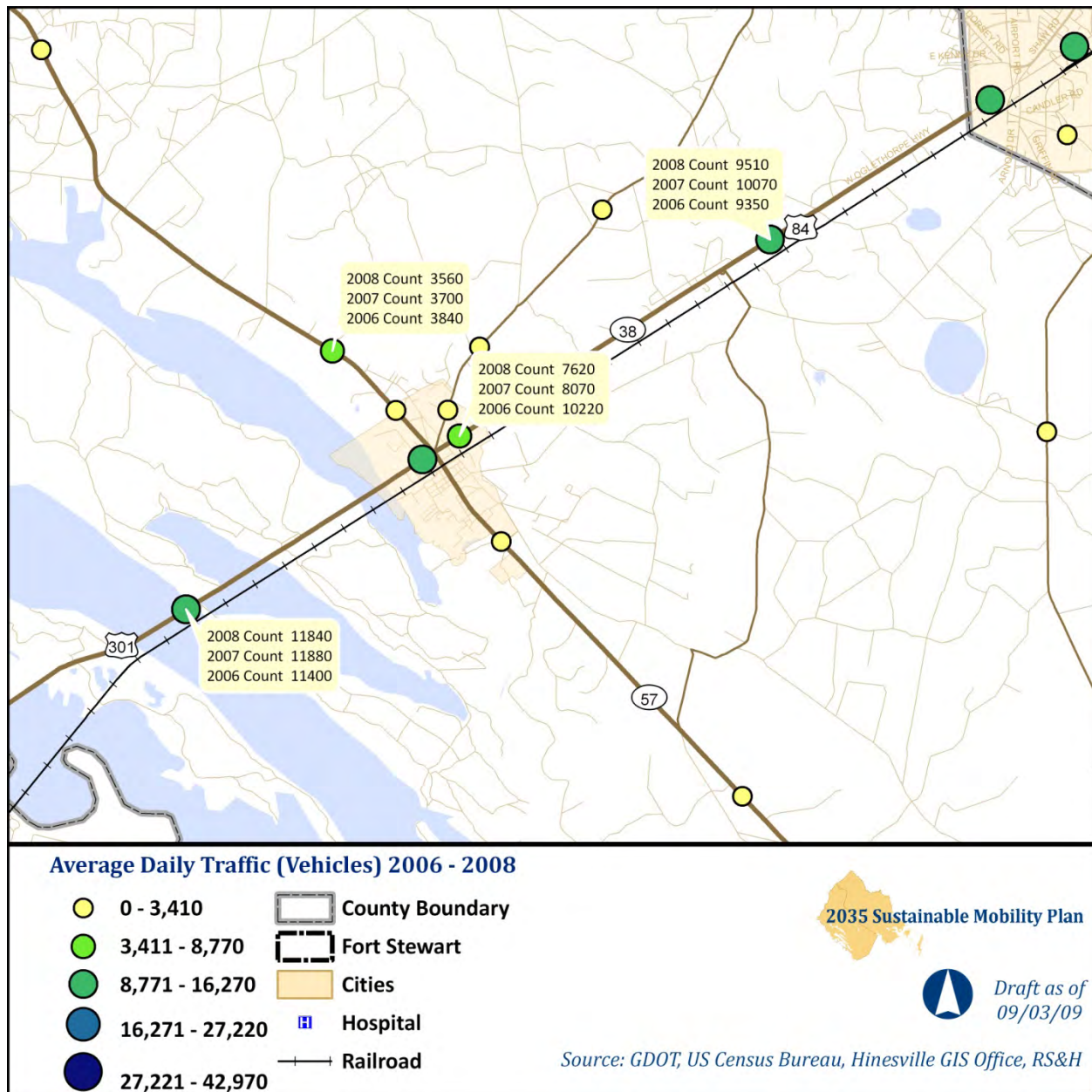


Figure 11 Traffic Counts in the Ludowici Area

Traffic counts from 2006, 2007, and 2008 as well as congestion estimates from the regional travel demand model indicated a potential need for roadway improvements. The HAMPO travel demand model was expanded and updated for this plan. The model was used to first examine baseline conditions in year 2006. Figure 12 shows the base year level of service on the road network.

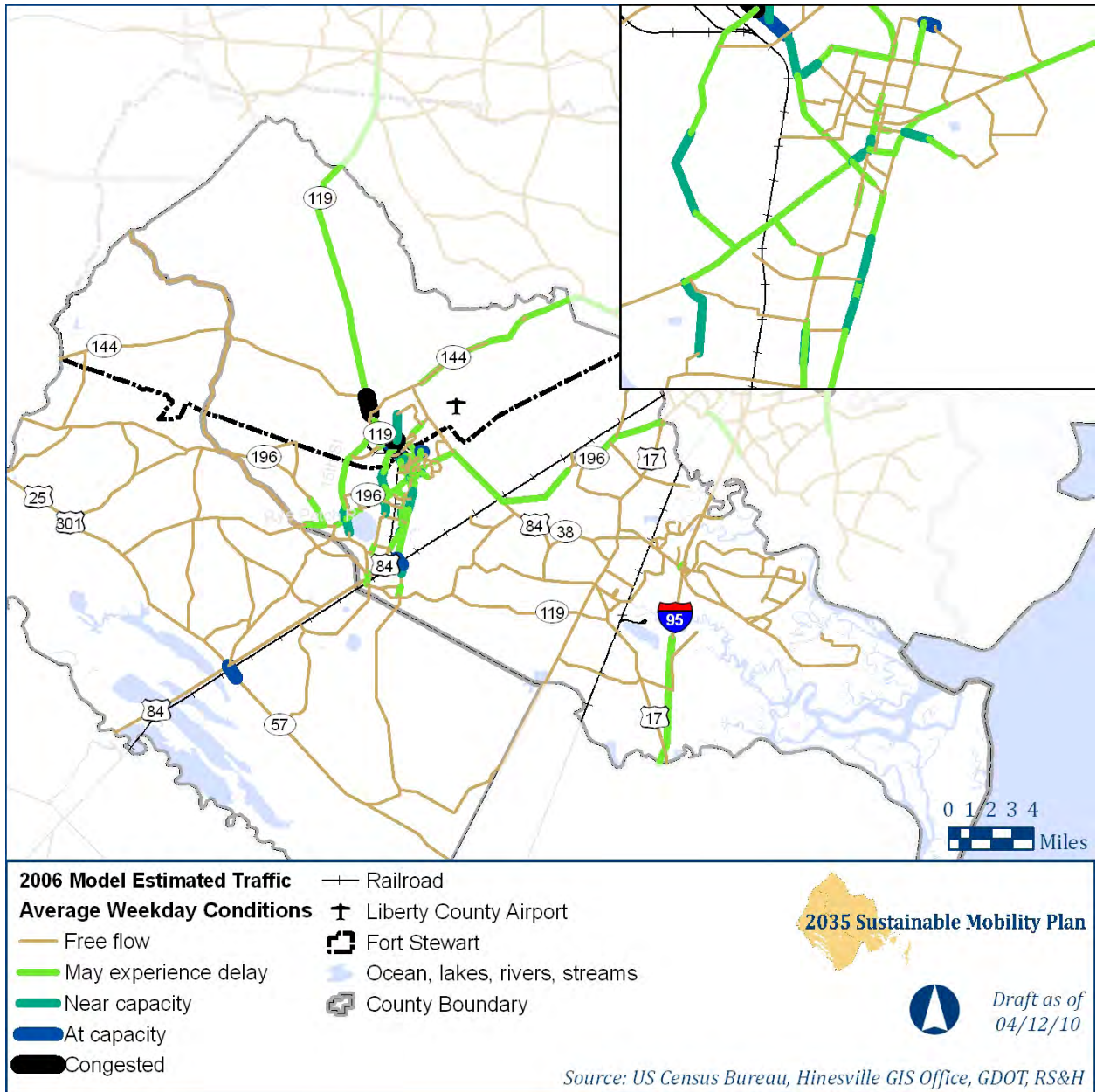


Figure 12 Base Year Roadway Level of Service

The study team also reviewed vehicle hours of delay estimates to identify road segments where congestion impacts high traffic volumes. Figure 13 shows the base year delay in the region. Oglethorpe Highway/US 84, Leroy Coffey Highway/SR 196, I-95 and SR 119 on Fort Stewart are roadways with high levels of vehicle delay. On these high volume roads, even small amounts of congestion may impact many travelers.

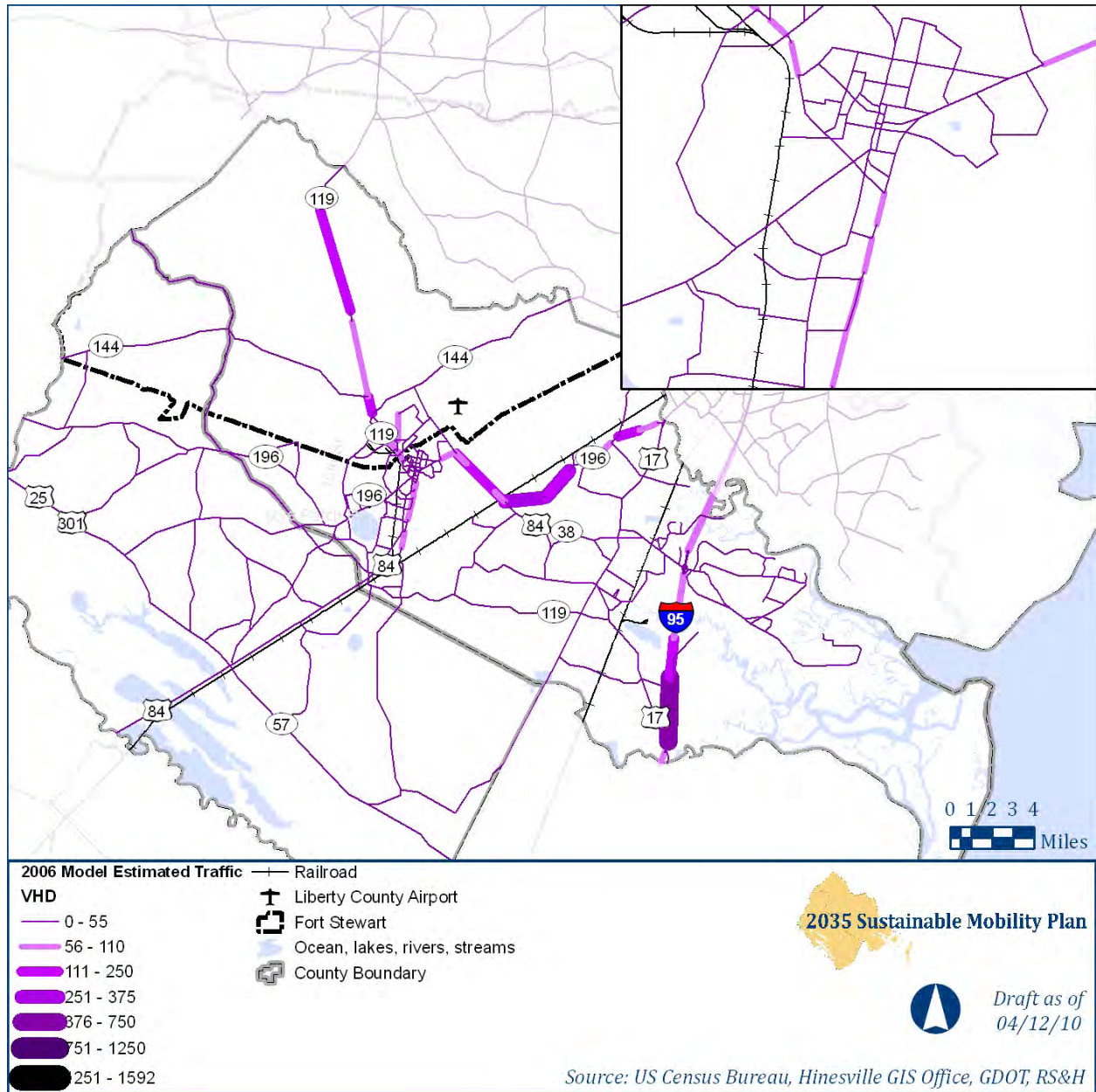


Figure 13 Base Year Vehicle Hours of Delay

Bicycle and Pedestrian Facilities

There is one designated bicycle route on US 17 that is part of the Coastal State Bicycle Route; this segment is also part of the proposed Coastal Georgia Greenway. The City of Riceboro has planned a rails-to-trails project in the city and there are several recommendations for new or improved bicycle and pedestrian facilities in the Liberty County Bicycle and Pedestrian Plan. See the *Identified Issues and Opportunities* section for maps of proposed bicycle-pedestrian improvements as well as locations of perceived issues from the public. Many main roads in Liberty County have sidewalks. According to the Long County Comprehensive Plan, there are no known sidewalks in Long County, nor are there dedicated bicycle facilities. In both counties, additional sidewalk, trail or multiuse path connectivity is needed in order for walking to serve as a true alternative mode rather than only recreational purpose.

Transit

At the present time, there is no general public transit service available on a regular schedule. There is limited paratransit service provided through the Coastal Regional Commission (CRC). The service focuses on transporting seniors, disabled, youth, and/or low income individuals who cannot drive or do not have the resources to own and operate a car. This paratransit service operates on a “request” basis and requires 24 hours advance notice for trips. Long County Transit provides the rural paratransit service throughout Long County as a subcontractor to the CRC. The limited span of this paratransit service, number of available vehicles, and advance reservation requirement do not lend themselves to being a viable travel option for most HAMPO residents for work, medical, shopping, recreation, and other personal trips.

The City of Hinesville has applied for and received funds for a fixed route bus service serving the urbanized areas of Hinesville, Fort Stewart, and Flemington. The proposed system has three fixed routes with route deviation available to serve eligible passengers that cannot access regular bus stop locations. The service area outside Ft. Stewart includes Downtown Hinesville, the Brewton Parker College campus, the Liberty County Medical Center area as well as commercial, government, medical, educational, hotel/restaurant, entertainment, and office locations in both Hinesville and Flemington. On Ft. Stewart, the service area includes major family housing areas, barracks areas for single soldiers, and major activity centers, such as the PX, the Commissary, and the military hospital complex. Service is expected to begin in spring or summer 2010.

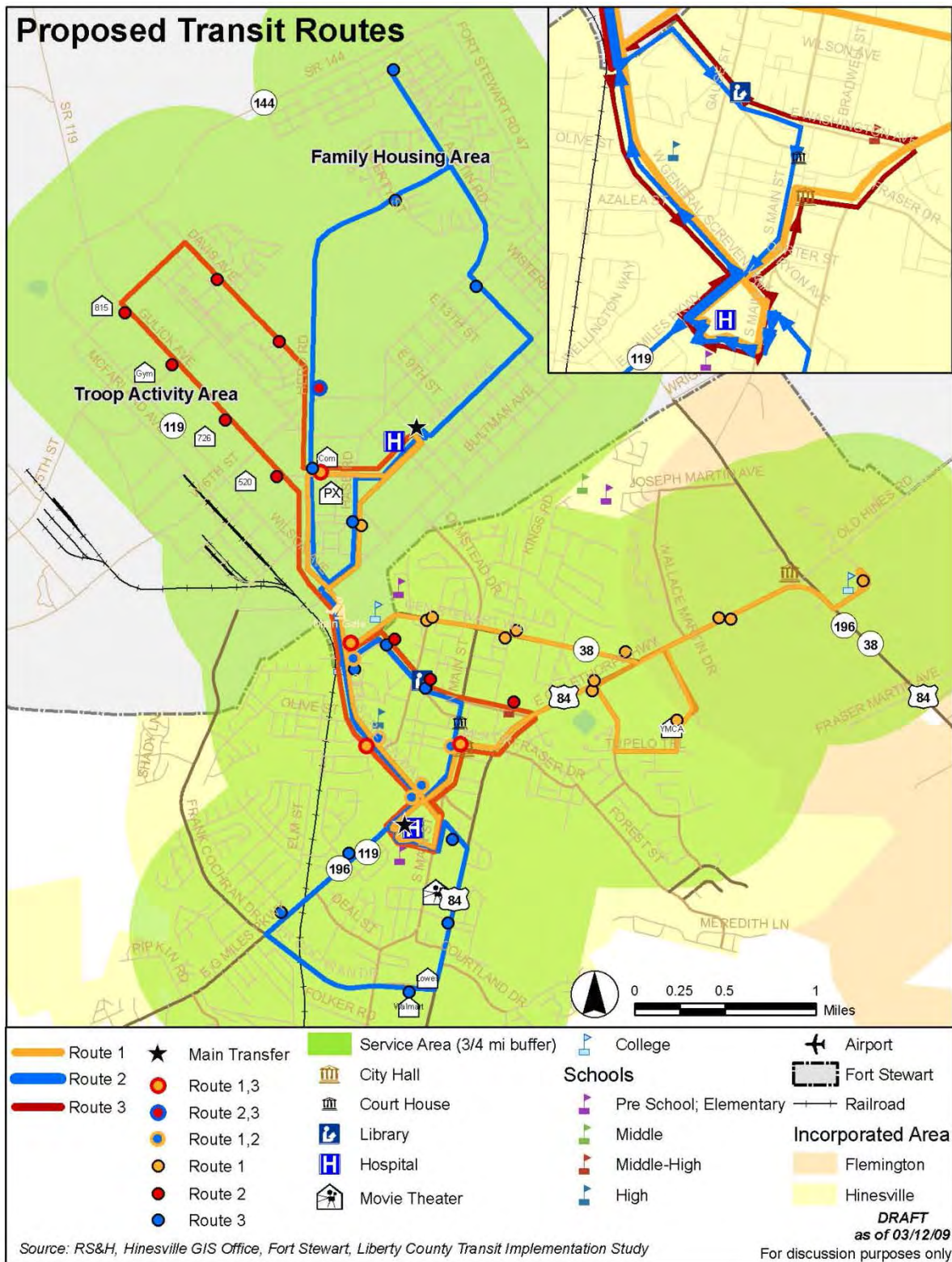


Figure 14 Proposed Liberty Transit Routes

Railroads, Trucking, Port Facilities, and Airports

The HAMPO area has one airport, the Wright Army Air Field on Fort Stewart. The closest major airports for general purpose are the Savannah-Hilton Head International Airport (approximately 50 miles away on average) and the Jacksonville International Airport (approximately 100 miles away).

Two rail lines run roughly parallel to I-95. The mainline railroad from the Savannah Port Terminal to the north is owned by CSX. The CSX rail continues to the west to Waycross, Valdosta and other south Georgia cities. This line carried 25 to 49 million gross freight tons according to 2004 data from CSX. There are no major rail intermodal facilities in the HAMPO area. Both CSX and Norfolk Southern serve the HAMPO area and provide cargo transport for industries in Liberty and neighboring counties.

The Georgia Ports Authority has major facilities nearby in both Savannah and Brunswick.

Significant truck traffic destinations are located near US 84 and I-95, as well as on Fort Stewart. There are planned industrial and distribution facilities in both counties that may generate additional truck traffic in the area.

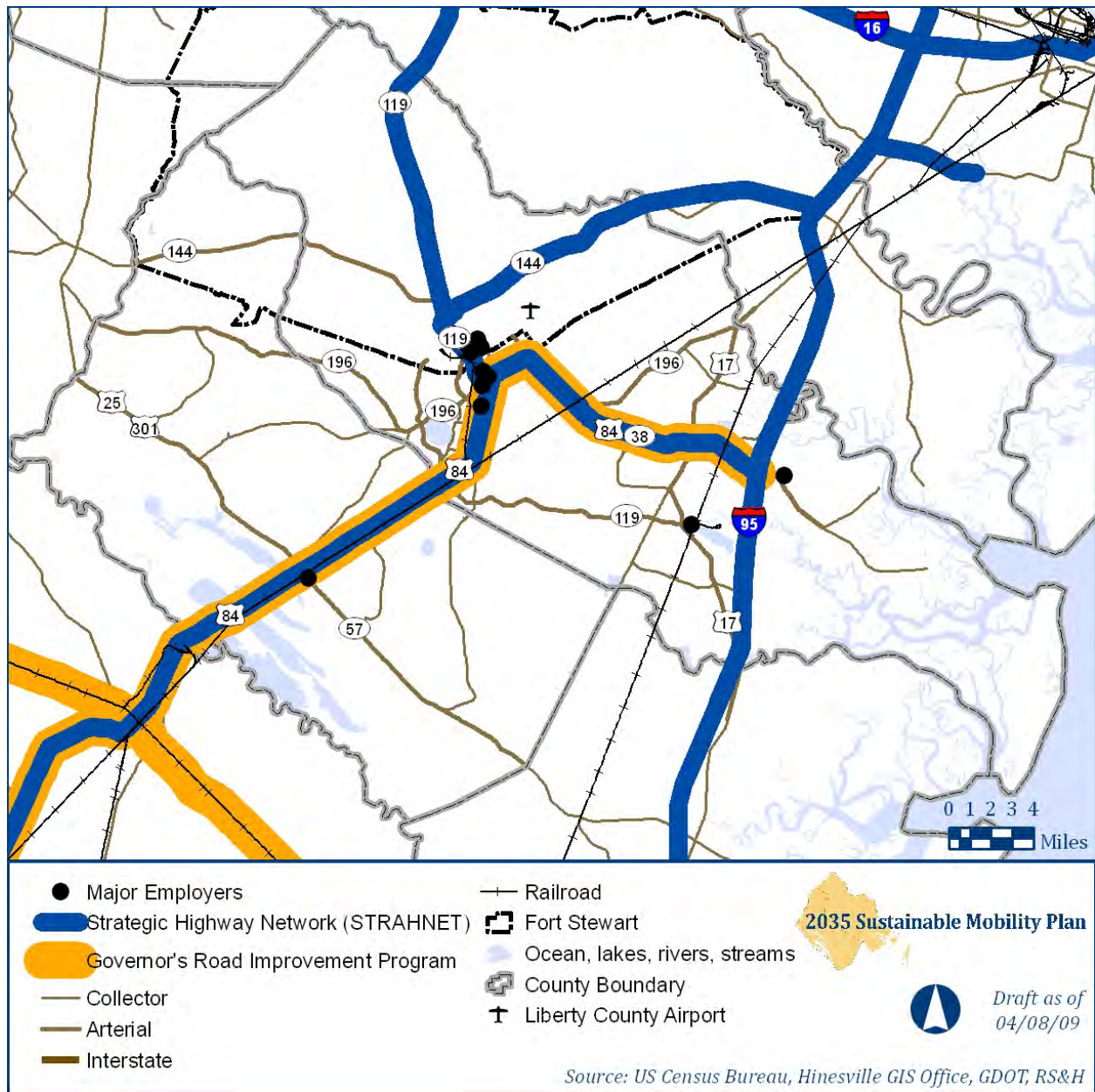


Figure 15 Designated Truck Routes in Liberty and Long Counties

Safety

The Georgia DOT maintains a crash database that was accessed to locate high crash locations in the HAMPO area for years 2006 to 2008. It should be noted that the database includes location errors and therefore should only be used as an indication of potential locations for further analysis. Figure 16 shows non-intersection crashes relative to estimated road volume over the three years. Crashes were summed over one-mile segments and normalized to vehicle miles traveled to generate the rating shown. Figure 17 shows a crash location severity index based on the same database. Note that these segments are also locations for further analysis due to the inconsistencies in the database location reporting.

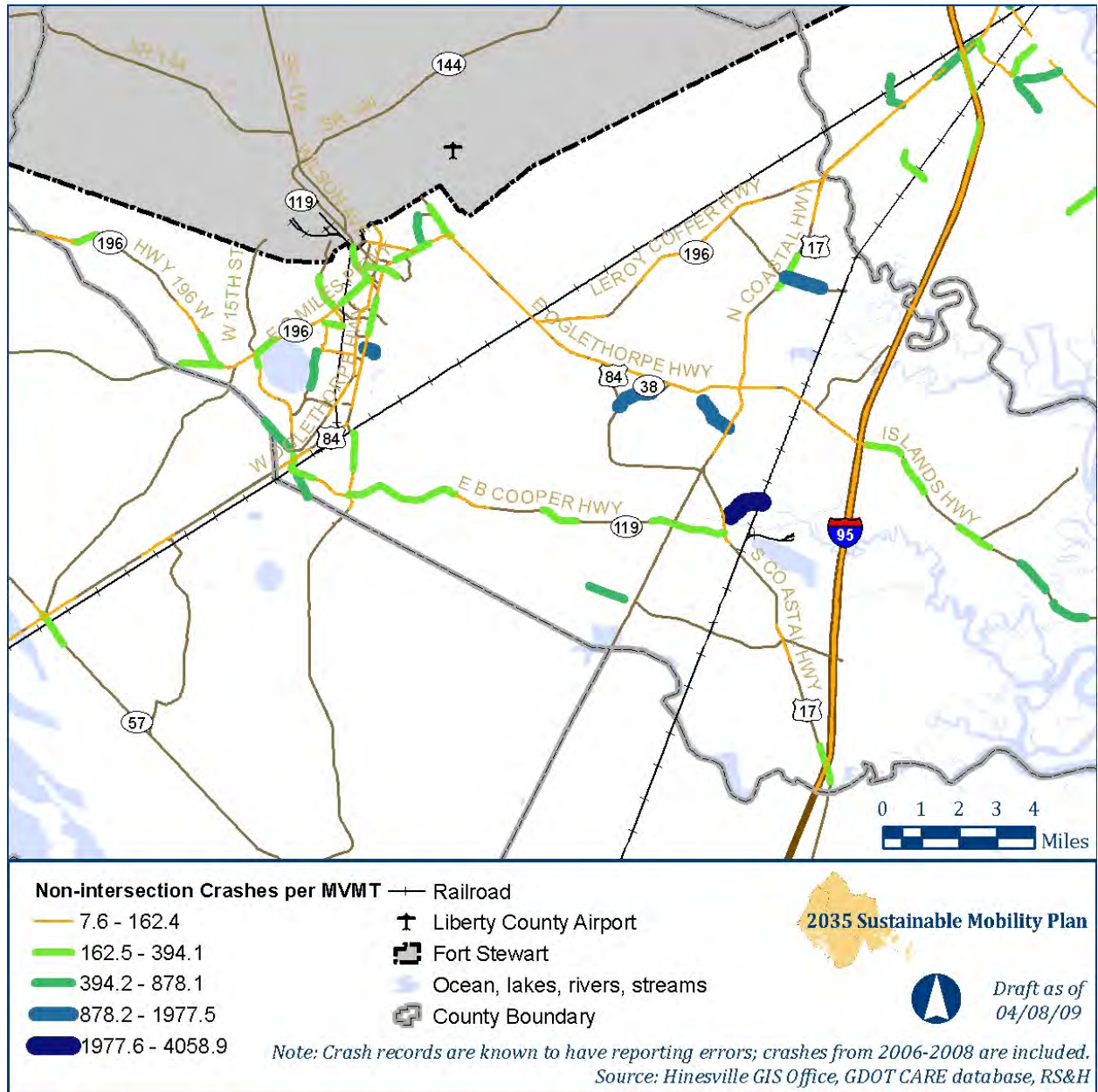


Figure 16 Non-intersection Crashes per Road Volume (100 Million Vehicle Miles Travelled)

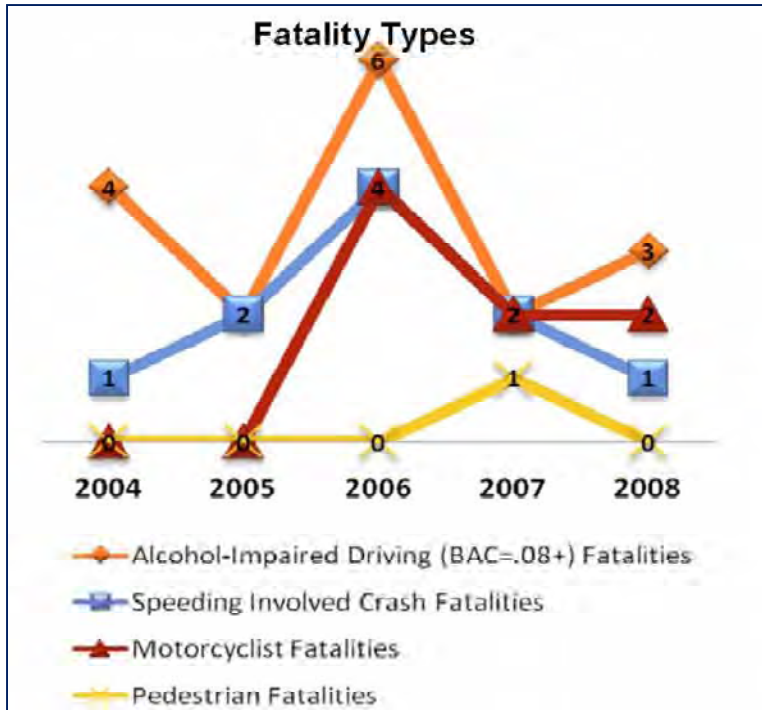


Figure 18 Liberty County Fatality Types

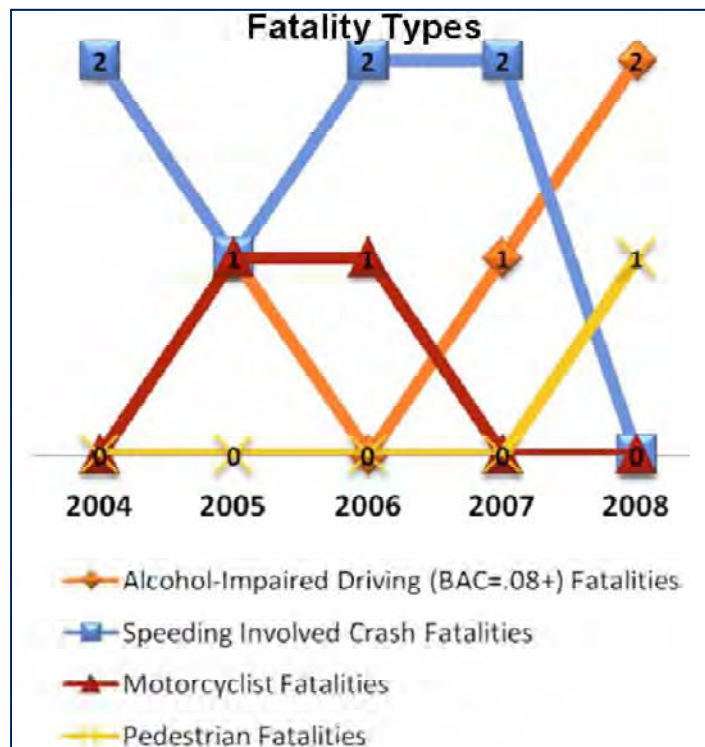


Figure 19 Long County Fatality Types

Table 6 Annual Crashes by County and Rate per 100 Million Vehicle Miles Traveled

	2000	2001	2002	2003	2004	2005	2006	2000-2006
Bryan County	671	682	794	850	798	818	820	5,433
<i>Rate</i>	131.6	120.9	143.3	143.3	80.7	144	136.5	124.1
Bulloch County	1,877	1,830	1,996	2,111	1,990	2,025	2,004	13,833
<i>Rate</i>	244.1	229.9	262.3	268.9	258.4	244.3	231.6	248.1
Chatham County	11,796	12,084	12,736	12,509	13,217	13,021	13,637	89,000
<i>Rate</i>	480.1	491.6	532.2	472.8	508.2	474.9	487.3	491.8
Liberty County	1,219	1,090	1,501	1,428	1,813	1,483	1,749	10,283
<i>Rate</i>	189.9	158.9	217.2	195.1	233.3	216.8	244.3	208.7
Long County	87	113	119	77	144	105	150	795
<i>Rate</i>	68	72.4	76.8	50.7	83.7	63.6	93.5	73

Source: GDOT

Commute Patterns

Where people live, work, shop, attend school, and go for recreation determines their travel patterns. Table 7 shows the historical proportion of workers who worked in the same county where they lived. Historically, most Liberty County workers also lived in Liberty County, while a low proportion of Long County workers also lived in Long County. More recently, it appears that a lesser share of workers in Liberty County also live in the County, while Long County jobs are held by a higher proportion of Long County residents. This means that there has been an increase in inter-county commuting over time in the HAMPO region.

Table 7 Percent of Workers who Worked in County of Residence

	1990	2000	2006
United States	76%	73%	73%
Georgia	62%	58%	59%
Liberty County	88%	81%	63%
Long County	19%	14%	33%

Source: US Census Bureau (American Community Survey estimates and Local Employment Dynamics Origin-Destination Data Base for 2006 values)

Figure 20 below shows that major employment centers for residents of the HAMPO area are in Savannah, Richmond Hill, Garden City, Hinesville, and Midway, with lesser centers in Glennville, Ludowici, Pembroke, and Riceboro. Statesboro (not shown) is also a lesser center of employment for HAMPO residents. The Hinesville area is the most concentrated employment center.

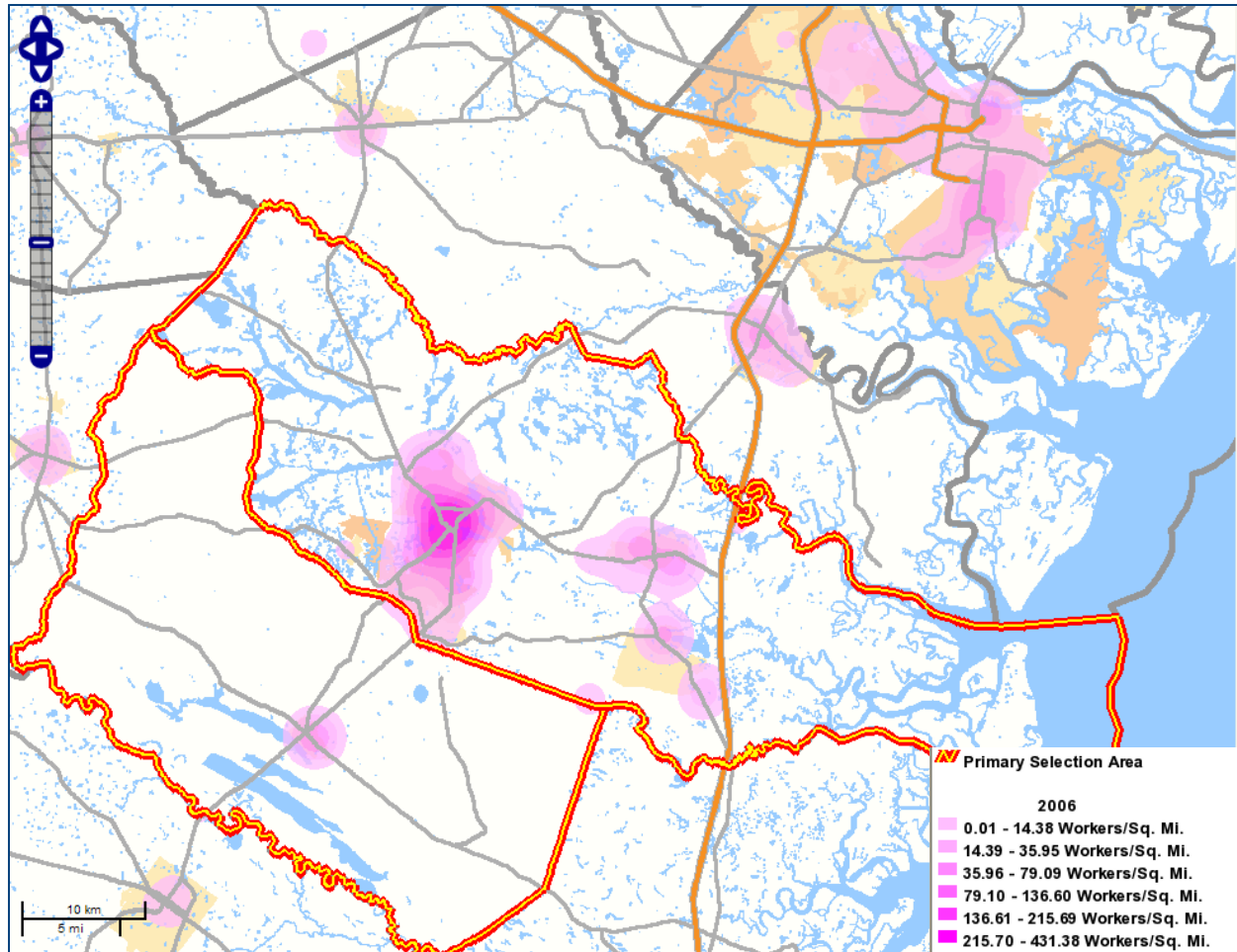
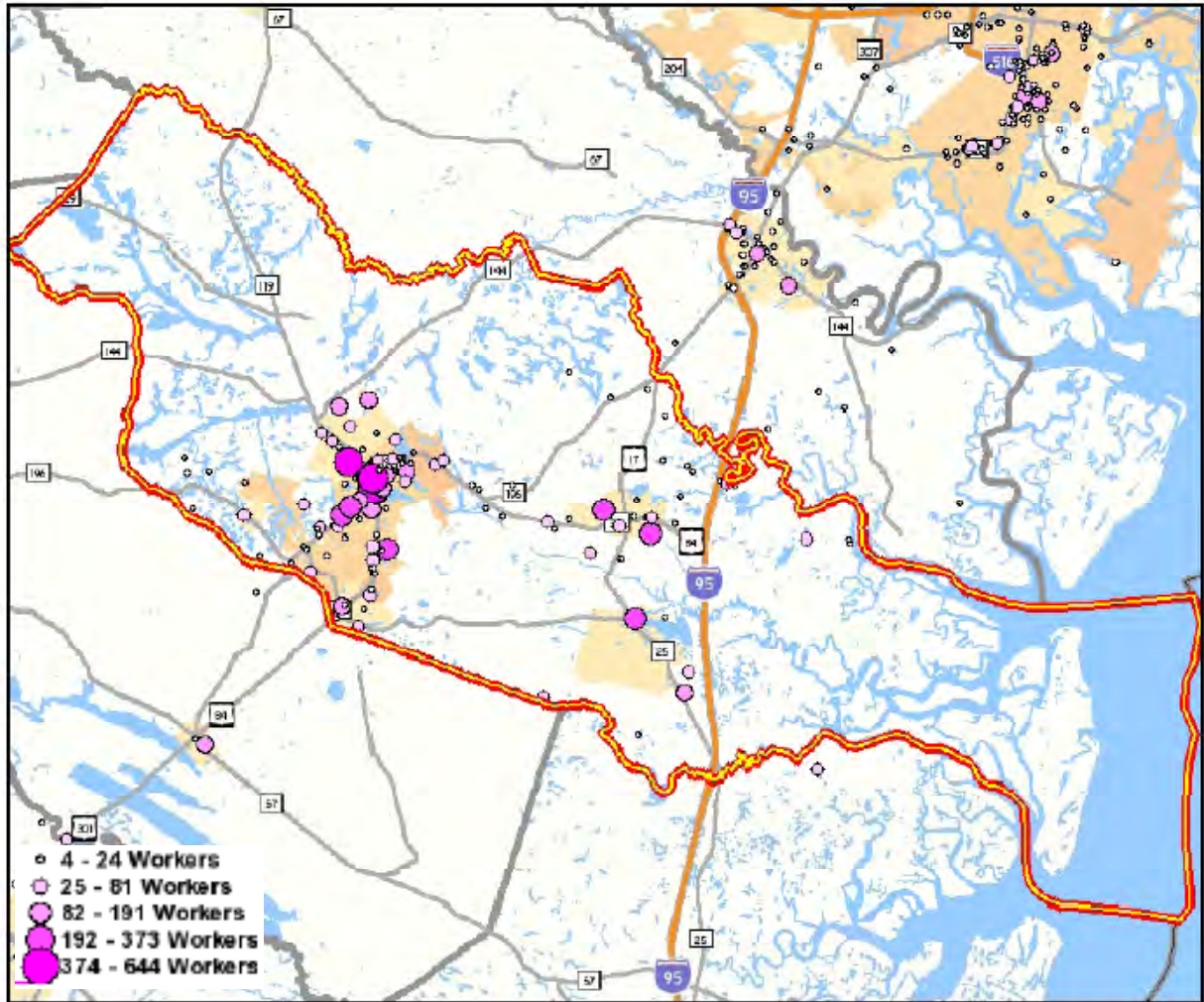


Figure 20 Job Locations for Employed Residents of Liberty and Long Counties

Figure 21 and Figure 22 identify where employed residents of Liberty County and Long County work, respectively. In 2006, forty-two percent (42 %) of Liberty County employed residents remained in Liberty County for employment, while almost twenty-one percent of Liberty County employed residents traveled north to Chatham County for employment. Liberty County was a major source of employment for over twenty-five percent (25%) of employed Long County residents, with only fourteen percent (14%) of employed Long County residents working in Long County.

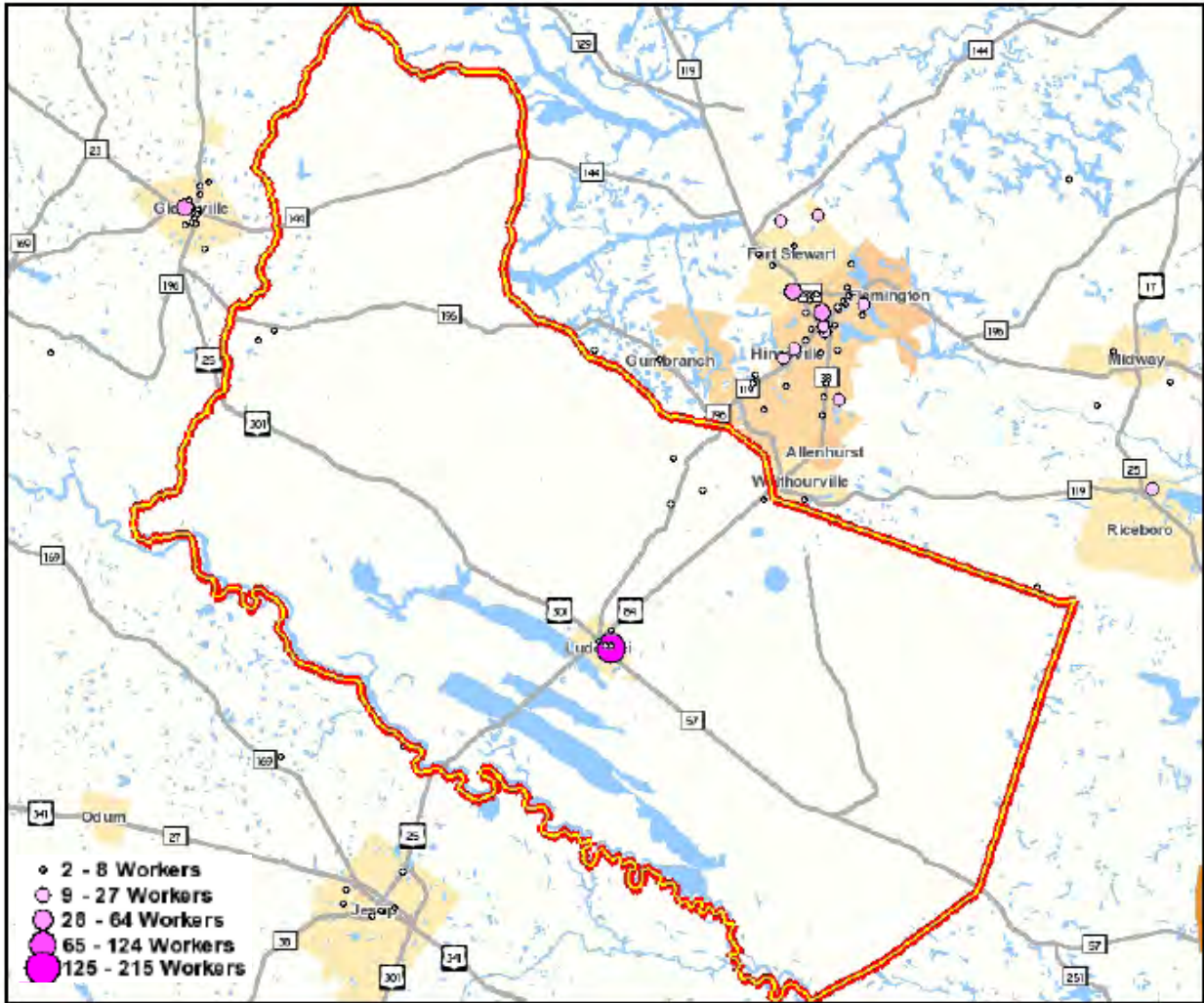


Source: US Census Bureau, LED

Figure 21 Employment Locations of Liberty County Residents, 2006

Table 8 Where Liberty County Residents are Employed in 2006 (percent of employed residents)

	Share
Liberty County	42.0%
Chatham County	20.9%
Bryan County	5.7%
All Other Counties	31.4%



Source: US Census Bureau, LED

Figure 22 Employment Locations of Long County Residents, 2006

Table 9 Where Long County Residents are Employed in 2006 (percent of employed residents)

	Share
Liberty County	25.9%
Long County	14.2%
Tattnall County	8.1%
Chatham County	7.6%
All Other Counties	44.2%

The map below shows the location of residents who work on Fort Stewart. Many workers live in Liberty County, particularly in Hinesville.

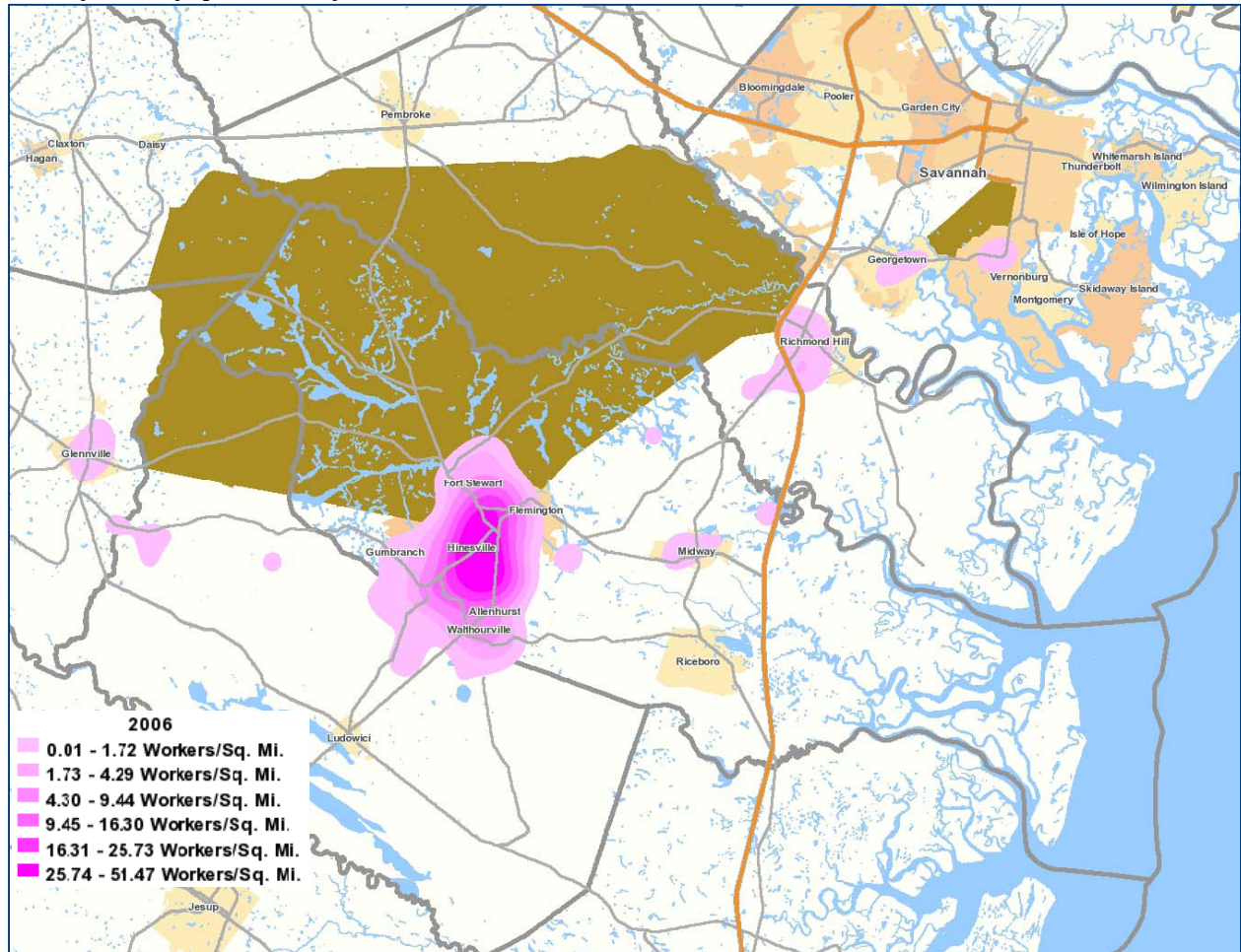


Figure 23 Density of Commuters to Fort Stewart, 2006

Source: US Census Bureau, LED

Identified Issues and Opportunities

Throughout the initial months of the LRTP process, the study team sought public input regarding the performance of the transportation system. Comments were documented and mapped, if possible. Comments were received from an online survey during August 2009, during public workshops, and through the MPO committees and the LRTP Stakeholder Advisory Committee. The maps also show proposed projects from the previous LRTP and the Liberty County Bicycle and Pedestrian Study.

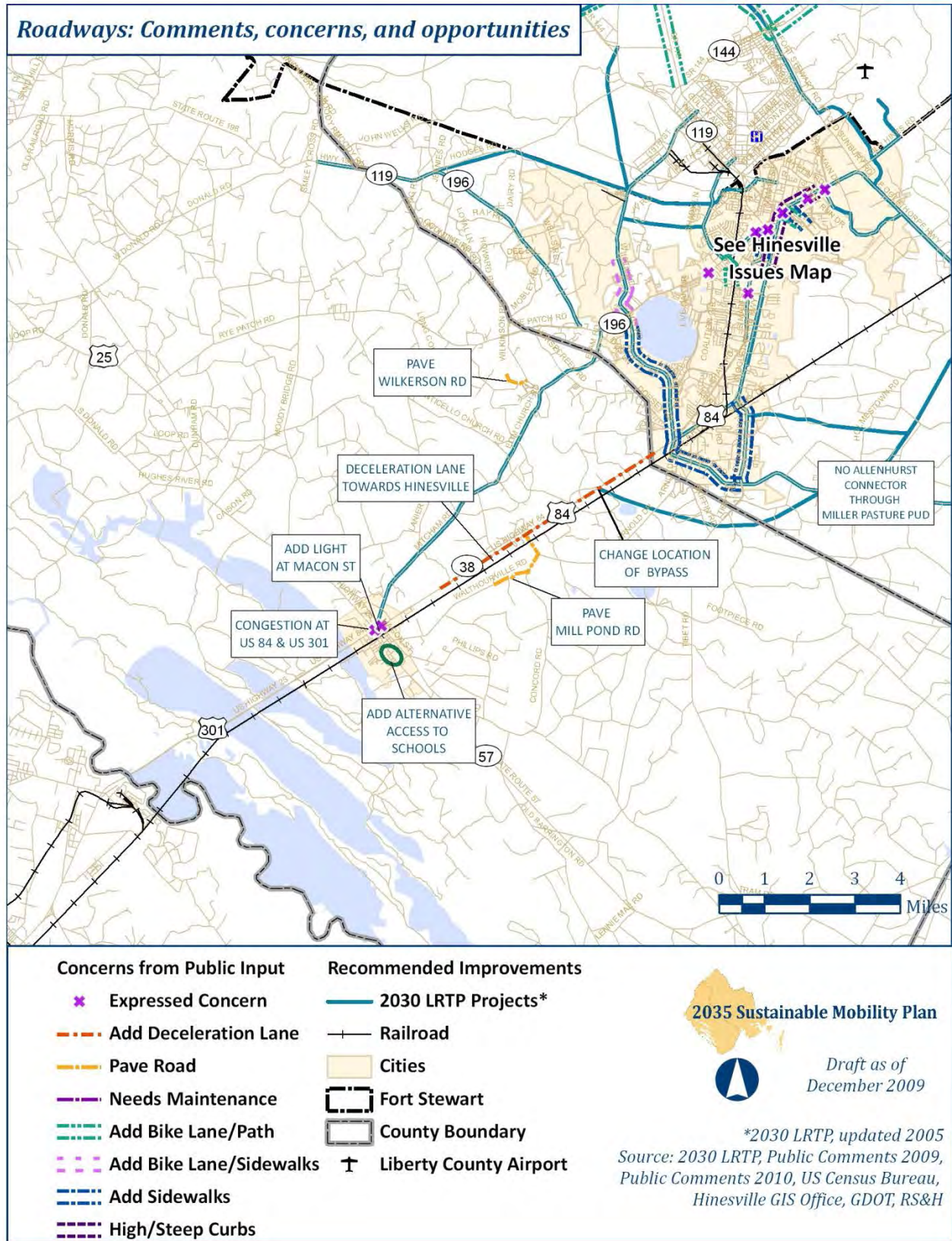


Figure 24 Transportation Issues and Opportunities in Liberty and Long Counties

Figure 25 Bicycle and Pedestrian Issues and Opportunities

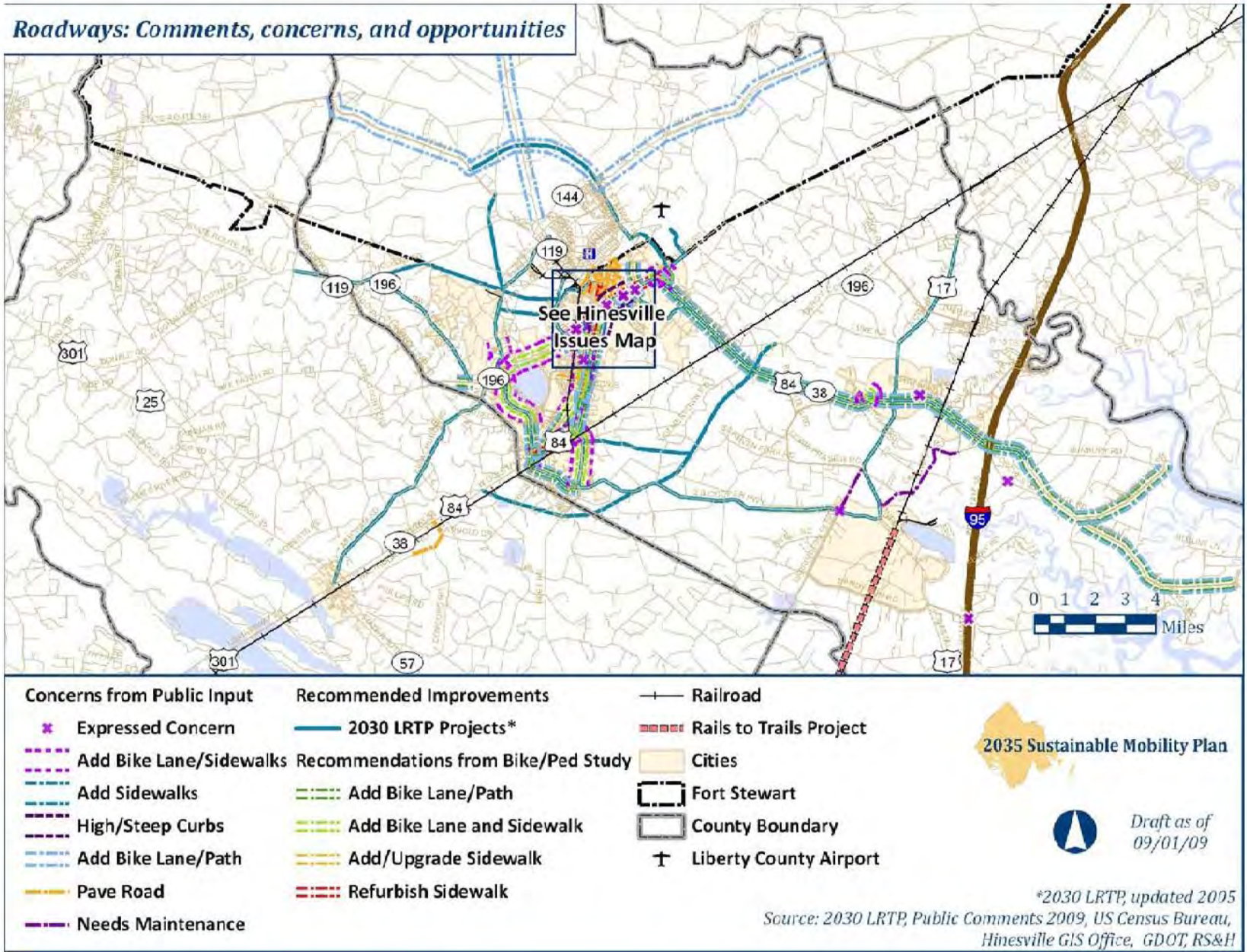
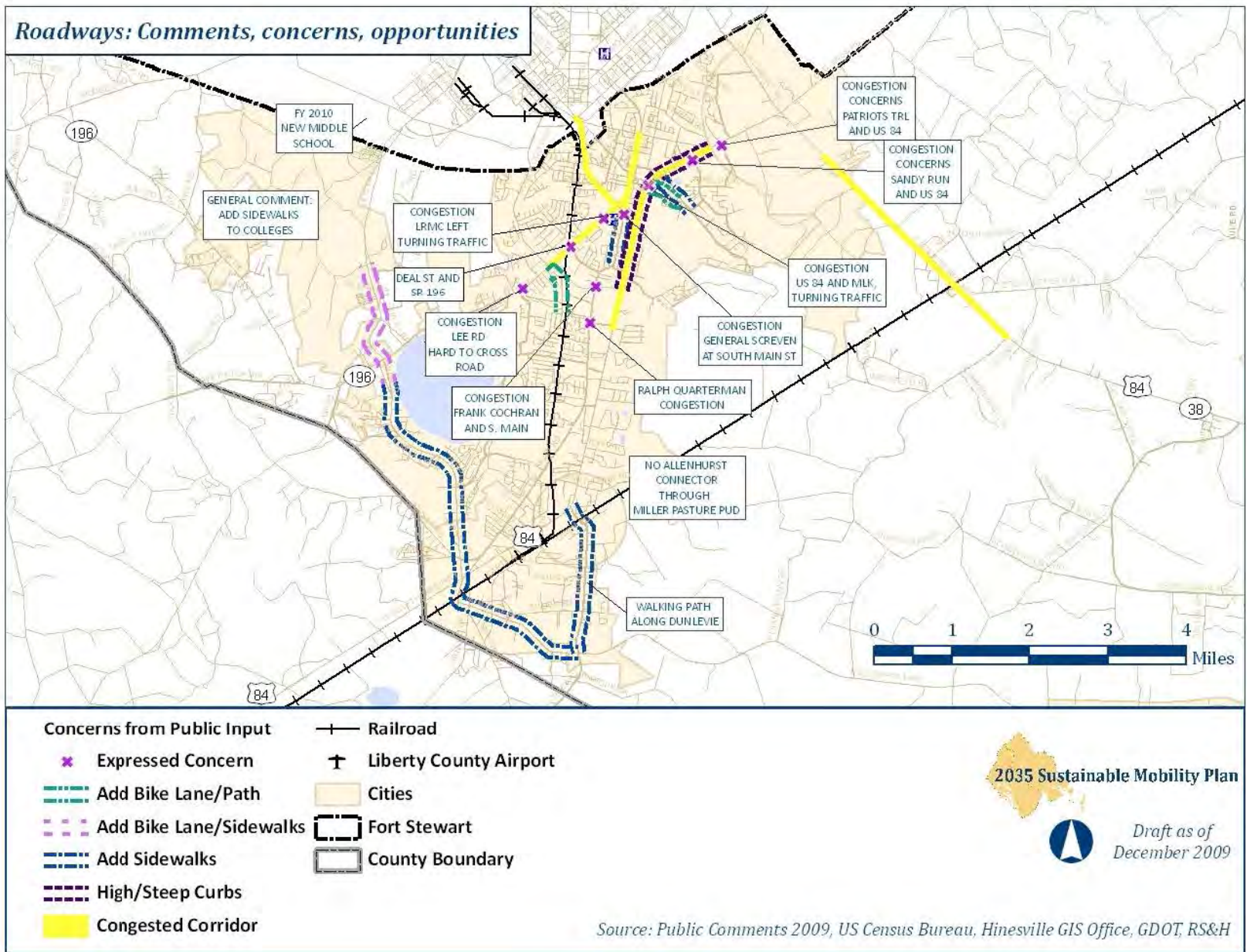


Figure 26 Transportation Issues and Opportunities in the Hinesville Area



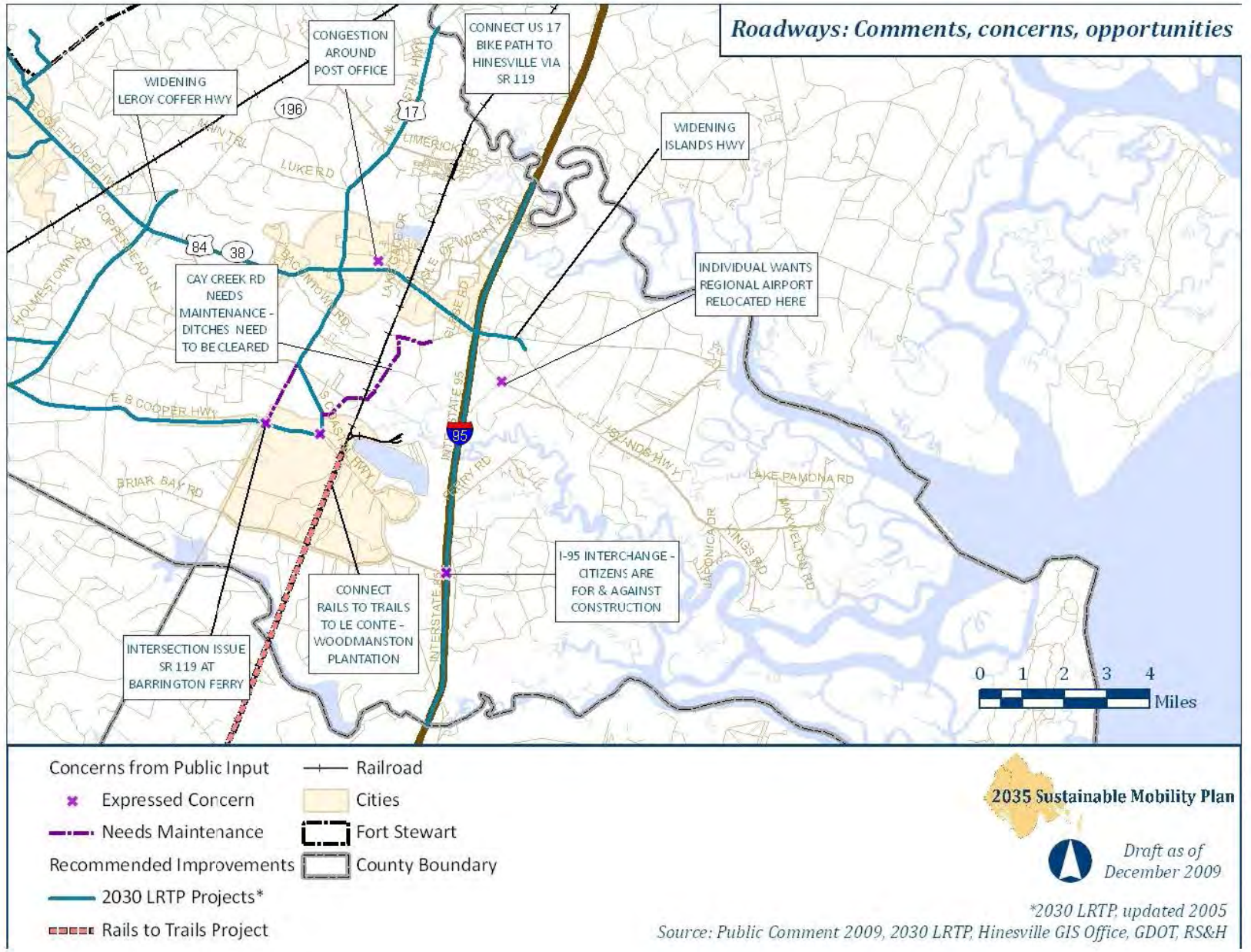


Figure 27 Transportation Issues and Opportunities in Eastern Liberty County

Needs and Strategies from Recent Studies

Coastal Georgia Comprehensive Plan

The Coastal Georgia Comprehensive Plan (CGCP) is a unique regional plan that brought together stakeholders and decision makers from the Coastal Georgia Regional Development Commission area, including the HAMPO planning area. The CGCP guiding principles for the transportation system are:

Infrastructure, including transportation, can be used as a tool to manage growth, protect our environment and influence our development patterns. Our vision is that Coastal Georgia will have regional resources and adequate funding allocated to the institutions that will provide adequate infrastructure in advance of development.

Transportation and land use coordination will be a priority, utilizing a proactive, rather than reactive, approach. We will direct growth to those areas with adequate infrastructure and use the investment in infrastructure to shape our development patterns. We encourage the State to enable the creation of regional agencies to address transportation, water supply and conservation and protection of natural areas consistent with this goal.

The CGCP also identified issues related to the transportation system in coastal Georgia. These are categorized by mode below:

Highway

- Lack of coordination of right-of-way acquisition.
- Lack of coordination between land use and transportation:
- Impacts from capacity expansion: Increased development creates the need for capacity expansion, which often damages or destroys the character and quality of neighborhoods and historic streetscapes. (e.g., Tybee Road/Victory Drive, Frederica Road).
- Hurricane evacuation: Growth creates a need for capacity expansion to accommodate hurricane evacuation, and these expansions often foster overdevelopment that absorbs the excess capacity and fuels a new round of capacity expansion. In addition, Florida evacuees often clog Georgia evacuation routes and prevent safe evacuation of Georgians.
- Lack of adequate planning for parking: Historic districts developed before the automobile have too few parking spaces, while suburban malls often have too many parking spaces on too much asphalt.
- Unattractive corridors

Rail

- Non-signalized rail crossings: The number of accidents at such intersections is increasing. There are many substandard crossings in the coastal region. Local governments lack resources to provide adequate signalization.
- Passenger service is limited and threatened by federal budget cuts that reduce quality of service and further discourage the development of rail capacity for the region. Because freight transportation is more lucrative than passenger service, railroads are disinclined to accommodate the schedules of passenger trains.

Rivers/Sea

- Impacts of port development on natural resources: The economics of shipping is creating larger and larger ships, which in turn increases pressure on ports to accommodate the larger ships, often to the detriment of the local environment. In Georgia, the deepening of

shipping channels poses threats to many sensitive resources important to coastal Georgia's quality of life.

- Impacts of port development on highway infrastructure.
- Lack of adequate cruise ship terminal(s): The cruise ship industry offers the potential for economic growth in tourism, as well as some potential negative impacts.

Miscellaneous

- Lack of a regional transportation system.
- Lack of adequate mass transit.

Liberty County Comprehensive Plan

The following list three major transportation issues that were identified through the development of the Comprehensive Plan:

- There are few alternative modes of transportation in Liberty County
- There is a lack of sufficient funding for transportation projects and programs
- There is a not sufficient understanding and buy-in from the community regarding transportation plans and projects

The guiding policy identified for the transportation system in Liberty County and its municipalities is to "Create multimodal networks to support efficient land use, minimize congestion and to facilitate countywide mobility." The Comprehensive Plan recommended various strategies, including the following:

- Implement a countywide urban and rural transit system
- Define funding capital, operating, and maintenance among participating entities
- Work together to initiate public transportation service delivery by 2008
- Continue regulations that require new developments to connect to existing development through a street network.
- Expand the sidewalk ordinance to extend sidewalks to existing roadways in the County.
- Continue to require new developments to provide sidewalks that connect to existing facilities where possible..
- Expand designated bicycle routes in the community to promote alternative transportation for residents.
- Continue to allow commercial and retail developments to share parking areas where possible. Minimize paved parking lots and allow "green" parking areas as appropriate.

Long County Comprehensive Plan

The transportation system assessment from the Comprehensive Plan recognized that the road network serves local transport needs, but also drives economic development in the County. The assessment concluded that current needs are being met in the County. Issues included:

- Unpaved roads (54% of the road system in 2005)
- Railroad junctions in Ludowici may conflict with roadway traffic
- Improvements should be planned to support industrial park expansion
- The County will need to coordinate with GDOT regarding improvements

The Comprehensive Plan also contains goals and guiding policies for the transportation network, which are included below:

Long County will continue to provide public transportation support to residents. In addition, the county will continue to pursue the paving of county roads with appropriate signage.

Goal 1: Upgrade and expand existing transportation facilities, as needed, to accommodate future growth in the most efficient manner.

Policy 1-1: Support the regional efforts of the Hinesville Metropolitan Planning Organization.

Policy 1-2: Request funds from GDOT to construct a railroad overpass in Ludowici.

Policy 1-3: Continue to make every effort to keep county roads, bridges, and right-of-ways free of litter and debris.

Policy 1-4: Continue to coordinate with state and federal highway agencies to accommodate the projects planned in Long County area.

Policy 1-5: Continue to apply for government assistance for targeted public infrastructure investments that will forward economic development, maximize returns on investments, and improve facility services.

Policy 1-6: Renovate and expand existing County Roads Department Barn.

Goal 2: Improve the mobility of pedestrians and bicyclists throughout the county.

Policy 2-1: Encourage sidewalks as part of new development.

Policy 2-2: Encourage GDOT to add bike lanes and sidewalks as part of resurfacing or new construction in appropriate areas along state highways.

Gateway Sector Plan

The Gateway Sector Plan included transportation system recommendations for the area surrounding the interchange of US 84 and I-95. Recommendations include specific roadway improvements, future Liberty Transit service, roadway connectivity, and the inclusion of bicycle and pedestrian facilities in all new developments. Many of these recommendations are incorporated into the Liberty Gateway Overlay District which was adopted in the fall of 2008 by the City of Midway and Liberty County. The specific improvement recommendations will be included in this LRTP update.

2030 HAMPO LRTP

The map below shows roadway improvement projects included in the last LRTP for the study area. These projects include widening segments of US 17, SR 119, SR 196, Airport Road, 15th Street, and I-95. New roadways include the Hinesville Bypass, Fort Stewart bypass, and a connector from Hinesville west to SR 196. The US 84 access management project through Liberty County is also in the LRTP.

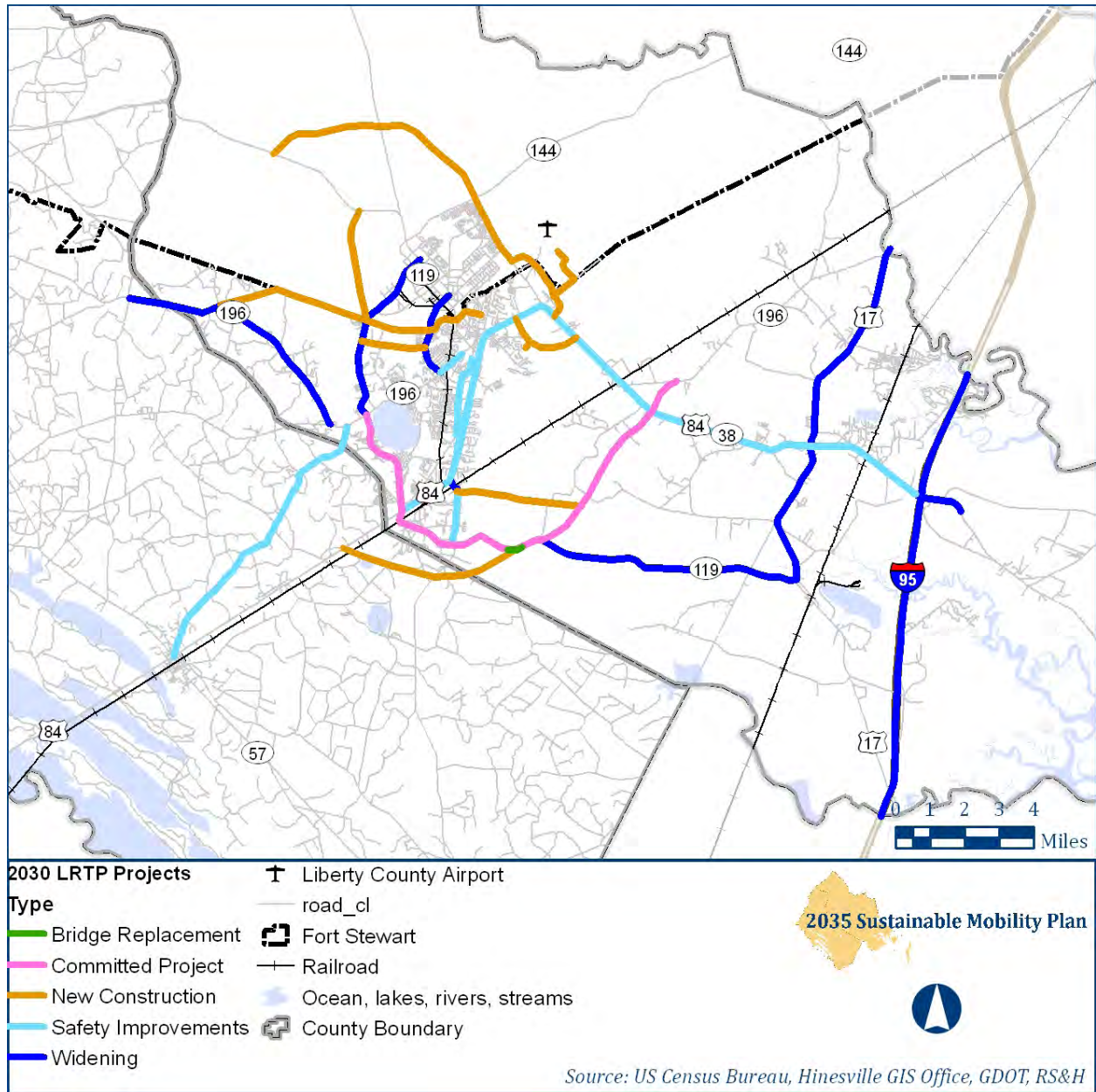


Figure 28 2030 LRTTP

FUNDING AND IMPLEMENTATION

Current Funding

The current LRTTP and TIP show projects that are partially or wholly funded with federal and state transportation funds. In addition to these funds, some transportation projects are funded locally through Liberty County Special Purpose Local Option Sales Tax (SPLOST), local government general funds, or private developer investments.

Potential Funding Sources

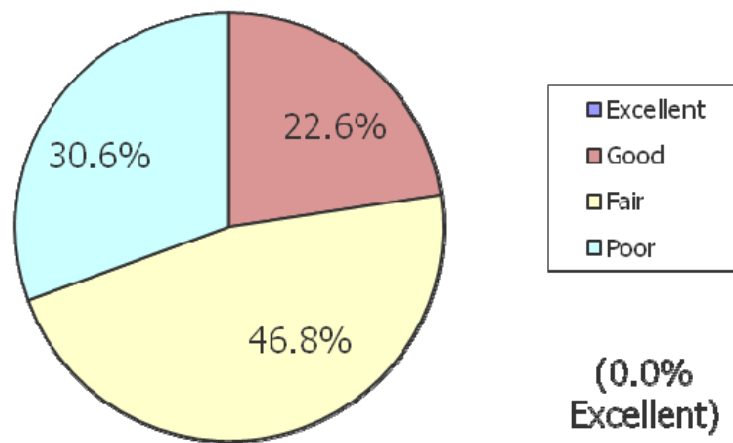
Local governments in the HAMPO area could consider impact fees, tax increment financing (tax allocation districts or community improvement districts), special service districts, or user fees to supplement funding for transportation improvements. The current discussion at the state level regarding a dedicated regional sales tax for transportation improvements could result in a new funding source. The requirements for a regional transportation sales tax would be determined by the General Assembly. Fort Stewart can also pursue funds for transportation improvements through the Defense Access Roads Program and mass transportation incentive program. The transportation improvements funded from these programs can be outside of the boundaries of Fort Stewart.

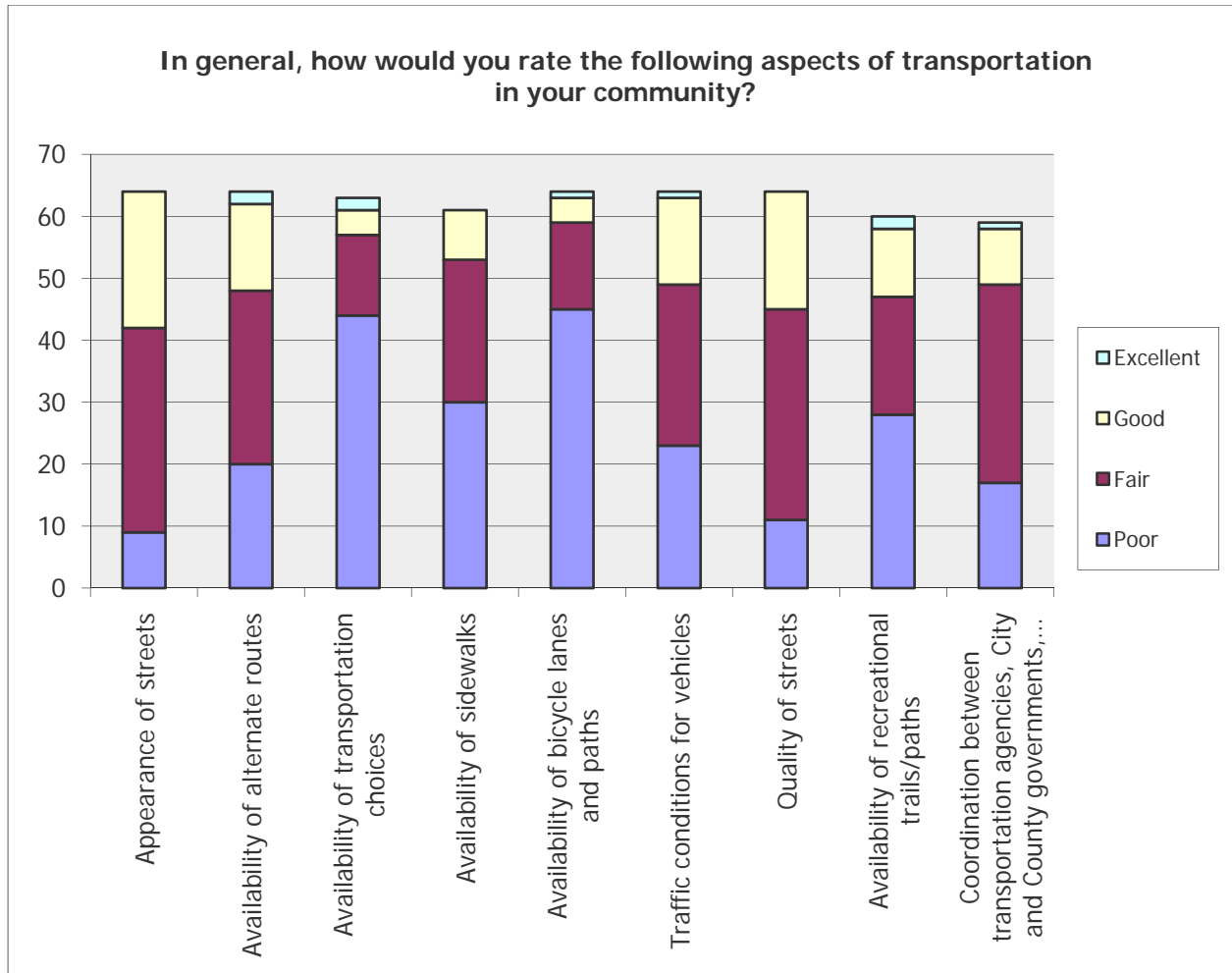
APPENDIX A: SURVEY RESULTS

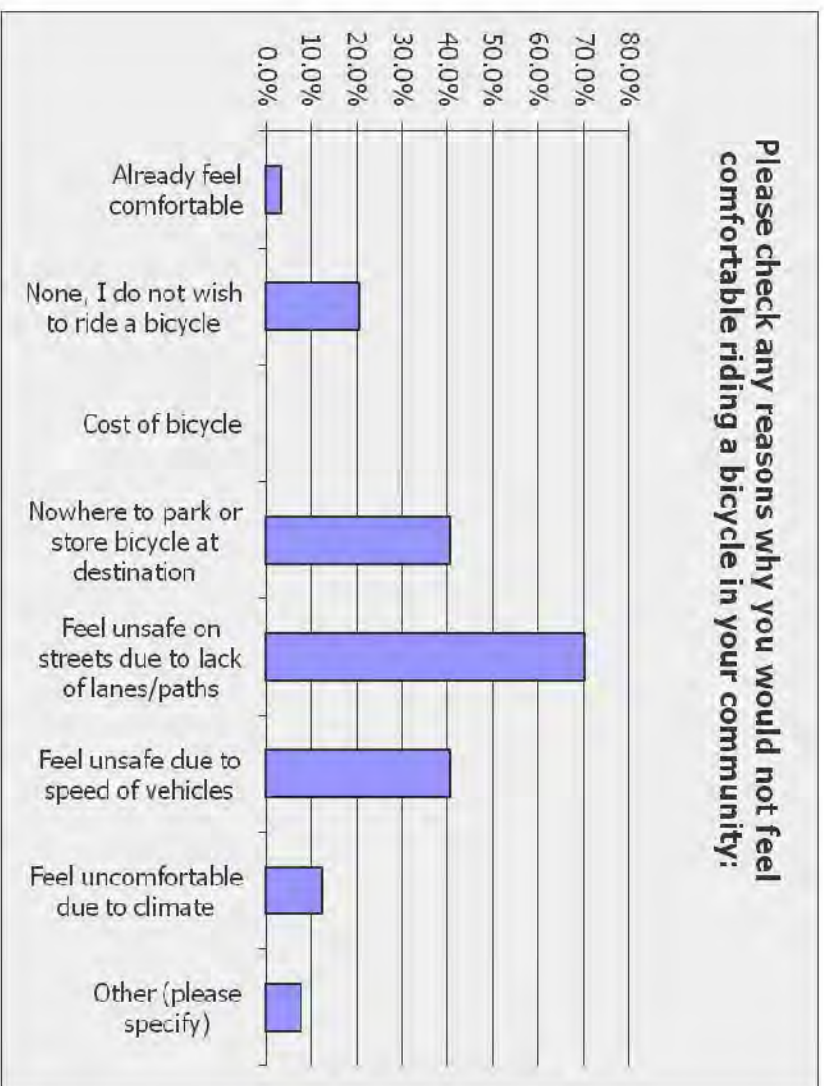
In August 2009, three public workshops were held to gain input on the performance of the existing transportation system. A survey was distributed to workshop attendees, HAMPO committee members, and other stakeholders. The survey was also available online. Sixty-seven participants completed the survey. Ninety-five percent of respondents live within Liberty or Long Counties and more than half live in Hinesville. Eighty-six percent of participants work in Hinesville.

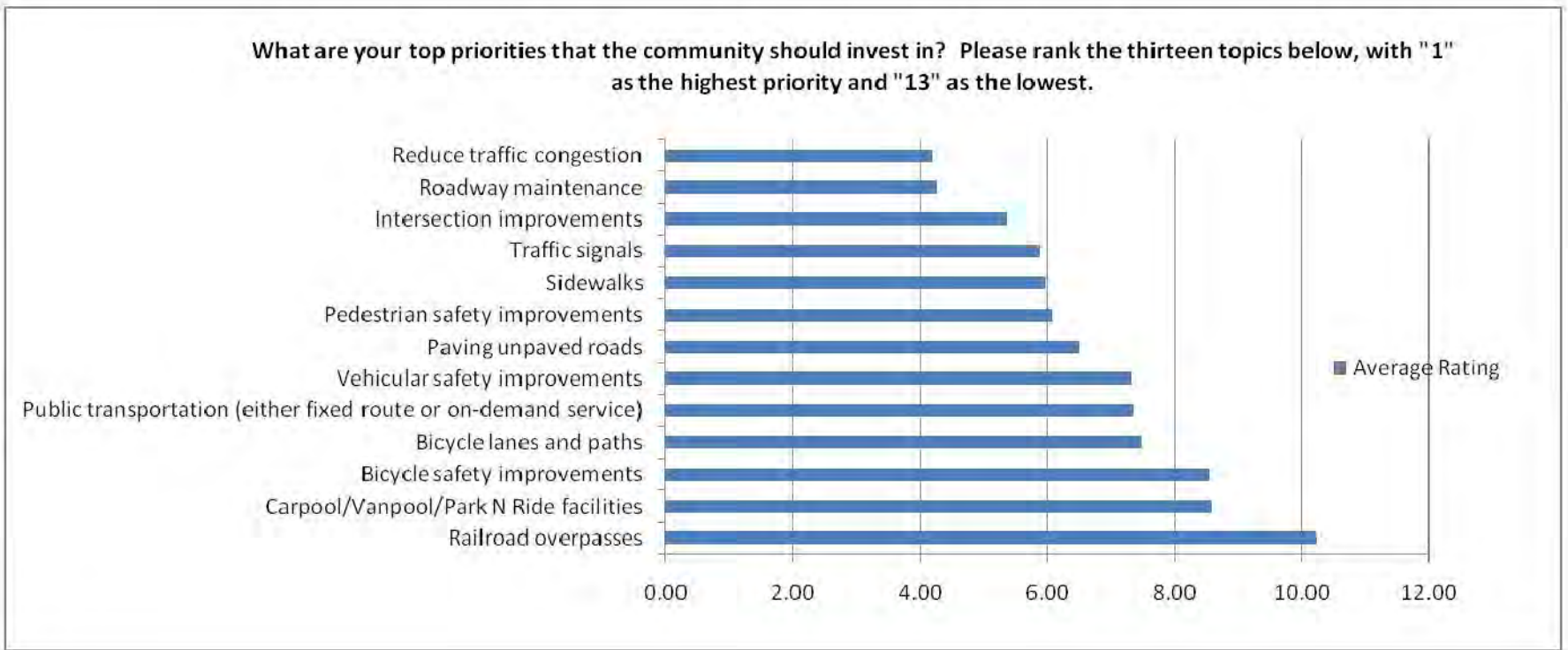
The survey respondents identified many specific concerns. Respondents showed general support for investment in sidewalks and bicycle facilities. However, support for public transit varied; there were strong feelings both in favor of and opposed to transit. Some expressed a concern that buses may delay traffic. Respondents also expressed a desire to know more about proposed transportation improvements and plans. The survey asked respondents to rank potential transportation investments in order of priority. Reducing traffic congestion was the top ranked investment, followed by roadway maintenance and intersection improvements. The lowest ranked categories were carpool and park and ride facilities as well as railroad overpasses. Results to several questions are shown below, with questions listed and responses shown in charts below the question.

How would you rate the overall transportation system (Including roads, public transport, pavements, biking, etc.)?









APPENDIX D: PUBLIC INVOLVEMENT PLAN



**HINESVILLE AREA
METROPOLITAN PLANNING ORGANIZATION**

2035 Sustainable Mobility Plan

Public Participation Plan

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

Submitted on July 9, 2009



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HAMPO AND LRTP PUBLIC PARTICIPATION

The Hinesville Area Metropolitan Planning Organization (HAMPO), the designated Metropolitan Planning Organization (MPO) for the Hinesville, Georgia urbanized area, is undertaking the update of its Long Range Transportation Plan which is required by federal and state law. This Public Participation Plan documents the opportunity for public input into the major update of the Long Range Transportation Plan (LRTP) for HAMPO. The HAMPO planning area includes Liberty County and Long County, Georgia. The current LRTP update has been titled *HAMPO 2035 Sustainable Mobility Plan* and the public participation activities are based on the SAFETEA-LU compliant HAMPO *Participation Plan* dated June 2007. During the regular update of the LRTP, the HAMPO plan requires:

- One thirty-day public comment period during LRTP visioning, including one round of workshops in three locations in the HAMPO region,
- One thirty-day public comment period on the draft plan recommendations, including one round of workshops in three locations in the HAMPO region

Public Workshops

To meet the HAMPO requirements, the LRTP will include separate public workshops in Midway, Hinesville, and Ludowici during each round of workshops.

Round 1 The first round of workshops will focus on creating a unified vision for the planning area, identifying goals for the plan, and identifying any issues related to the performance of the transportation system. Maps of the study area will be posted for public comment on the current performance of the transportation system; maps showing currently planned projects will also be shown to inform the public of previous plan recommendations. Draft goals based upon previous studies and SAFETEA-LU planning factors will also be presented for public comment. Small group discussions will focus on refining the draft goals to suit the HAMPO area.

Round 2 The LRTP will include a round of public workshops midway through the plan process which will allow public input about future scenario results, and corridor or sector specific visions and implementation strategies. The future scenarios will represent different development patterns, including an existing trend, to inform the public about potential impacts to the transportation network. Corridors and sectors are focused study areas to be determined based upon needs assessment and stakeholder input. A more detailed analysis of the transportation and development patterns will be conducted in the corridors and sectors selected. Specific policy and improvement recommendations will inform the overall LRTP recommendations submitted in the draft plan.

Round 3 A final round of workshops will allow the public to provide comments on draft plan recommendations.

The first and last rounds of workshops are scheduled during public comment periods in summer 2009 and again in late summer 2010, respectively. In addition to the three rounds of public workshops, members of the public will be invited to attend all LRTP Stakeholder Advisory Committee meetings, discussed in more detail below.

Unless unforeseen conflicts arise, public meetings will be held at the Hinesville City Council Chambers on Martin Luther King Drive in Hinesville, Georgia, the Midway Civic Center on Oglethorpe Highway in Midway Georgia, and the Long County Senior Citizens Center, at 15 Thornton Drive Northeast, Ludowici, Georgia.

Public Comment Periods

According to the HAMPO Participation Plan, the LRTP public comment periods will include opportunities for coordination and comment as follows:

Comments can be submitted via e-mail, U.S. mail, fax, phone, or in person at the LCPC\HAMPO offices in Hinesville, GA. All comments will be acknowledged by HAMPO staff with an explanation of how the comments will be addressed during the transportation planning process within 14 days of receipt. During the public comment periods, the documents, handouts, and other information will be available on the LCPC\HAMPO website along with hardcopies.

Local and state resource agencies will receive both notification of the public comment period pertaining to the Draft LRTP as well as the Draft document in digital or hardcopy versions for their review and comment. As part of the LRTP development process, the MPO will gather information from resource agencies in order to identify possible impacts to resources by transportation projects included in the LRTP through consultation with the resource agencies. Consultation will consist of direct requests for information (i.e. resource inventories, maps) and / or web-based searches for available data from the resource agencies. Plans and inventories of the resource agencies will be compared to proposed improvements outlined in the LRTP. Areas of overlap that may require further attention during the NEPA process will be identified in the LRTP for further consideration.

The availability of draft documents and information will be noticed in the *Coastal Courier*.

Agency Consultation and Coordination

The HAMPO Participation Plan includes policies for complying with federal regulations during the LRTP update. The *2035 Sustainable Mobility Plan* will follow these policies, including consultation with “state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation”. Representatives of these agencies will be included on the Stakeholders Advisory Committee and will be notified of all public meetings and the availability of draft documents for review and comment. LRTP recommendations will also be compared with state and local conservation plans and natural and historic resource inventories. By involving affected agencies and coordinating with related planning documents, the LRTP process will also comply with GDOT’s Agency Consultation Process.

Stakeholder Advisory Committee

The Stakeholder Advisory Committee brings together diverse perspectives from within the planning area and planning partners throughout the state. The committee will guide the plan with regular input into the planning process, analysis methods, and recommendations. The following lists members of the LRTP Stakeholder Advisory Committee (SAC), which will meet approximately every other month for a total of 12 (twelve) meetings. Members of the general public will be invited to attend all meetings of the Stakeholder Advisory Committee.

Local jurisdiction appointees – Mayor or County Chairman appoints one representative each

1. Liberty County
2. Long County
3. Allenhurst
4. Hinesville
5. Gum Branch
6. Midway

HAMPO 2035 Sustainable Mobility Plan
Public Participation Plan

7. Riceboro
8. Walthourville
9. Ludowici

Local stakeholder agencies/planning partners – Agency Director appoints one representative and one alternate

10. Fort Stewart
11. Liberty County Development Authority
12. Long County Development Authority
13. Hinesville Downtown Development Authority
14. Georgia Motor Trucking Association or local representative of trucking
15. Long County Transit
16. Liberty County Board of Education
17. Long County Board of Education
18. Liberty County Fire Services Department
19. Liberty County Sheriff's Office
20. Long County Fire Department
21. Long County Police Department
22. Hinesville Police Department
23. Hinesville Fire Department
24. Liberty County Convention and Visitors Bureau
25. Midcoast Regional Airport
26. Liberty Regional Medical Center
27. Liberty Division of Family and Children Services
28. Long County Division of Family and Children Services
29. Savannah Tech
30. Coastal Georgia Regional Center

Local representatives of affected groups

31. Industry representative
32. Representative of development community or Chamber of Commerce
33. Representative of environmental justice community
34. Representative of environmental advocacy group(s)

Agency Consultation and Coordination (* required per HAMPO Public Participation Plan)

35. Coastal Region MPO Executive Director
36. Fort Stewart Growth Management Partnership Director
37. Georgia Department of Community Affairs*
38. Georgia Department of Economic Development*
39. Georgia Forestry Commission*
40. Georgia Department of Natural Resources*
41. Historic Preservation Division, DNR*
42. Environmental Protection Division, DNR*
43. Wildlife Resource Division, DNR*
44. State Parks and Historic Sites, DNR*
45. Georgia Department of Transportation*

Stakeholder Interviews

In the interest of gaining input from diverse stakeholders as efficiently as possible, the planning team may conduct small group interviews with those members of the SAC that may not regularly attend committee meetings. Interviews will be scheduled for one hour each near the official kickoff of the plan update. Interviews will focus on transportation network issues and needs.

PUBLIC OUTREACH

In addition to the three rounds of public workshops, the LRTP team will contact the public through community organizations, public events, outlets, and the internet. Existing information outlets will be updated with LRTP news and links to detailed information so that the public is aware of ongoing planning activities and materials. These outlets include:

- Local websites
 - www.libertyregional.org (Liberty Regional Medical Center website),
 - Cities
 - Chambers of Commerce
 - CVB
 - CGRDC
 - Liberty County
- Liberty County e-newsletter
- Newspapers
 - Savannah Morning News
 - Coastal Courier
 - Fort Stewart Frontline newspaper
- Marne TV and radio stations
- Savannah Tech TV
- Public events
 - Savannah Tech Registration
 - 4th of July
 - November Health Fair
 - High School Football, Recreation Department activities
- Utility bills in Hinesville and Midway

Speakers Bureau

In order to ensure that a consistent message is presented to the diverse communities and populations, a speakers bureau will be developed. LCPC staff, the SAC, and HAMPO committees will identify speakers that can represent the LRTP update to the public. RS&H will assist in identifying speakers and prepare supporting materials including presentation, handouts, speakers' notes, and project information.

Technical Committee

In addition to the Stakeholder Advisory Committee, there may be a need for a focused group on either development regulations, or natural, cultural, or historic resources. The planning team will assemble and facilitate up to nine meetings if a specific issue proves controversial or complex, or the need for focused communication arises. The consultant will work with the LCPC/HAMPO staff to identify these specific needs.

Project Website

The LCPC will host a multi-page *2035 Sustainable Mobility Plan* website on their existing website. The website will include links to draft documents as they become available as well as public surveys relative to the current phase of the plan update. For example, a survey related to the vision for the planning area will be posted at the beginning of the process. LCPC staff will update and maintain the website with materials developed by the RS&H team.

Environmental Justice Community Outreach

The planning team will make specific efforts to include environmental justice community in the development of the LRTP. The planning team will develop a list of neighborhood organizations, churches, and other groups to offer small group presentations. Additionally, all public meetings will be held in locations accessible to environmental justice communities. Materials will be placed in community centers, volunteer fire stations, and at Fort Stewart activity centers.

Public Participation Plan Evaluation

Throughout the plan process, the public participation activities will include opportunities for feedback from participants. This will ensure that the planning team is using effective tools and that the process is equitable. Feedback opportunities will include:

- Short questionnaires distributed to the members of the Stakeholder Advisory Committee at their meetings to determine the level of satisfaction with the efforts.
- Short questionnaires distributed at public workshops to gauge the level of understanding of project concepts and the level of satisfaction with, and effectiveness of the public participation activities.
- Surveys available on the LRTP webpage.
- Feedback sessions with the HAMPO project manager and project team to gauge the level of satisfaction with the overall public participation and coordination activities.

COORDINATION WITH ONGOING STUDIES

Growth Management Partnership

The HAMPO jurisdictions, along with Bryan and Tattnall Counties and the cities of Pembroke, Richmond Hill Cobbtown, Collins, Glenville, Manassas and Reidsville have formed a Growth Management Partnership (GMP) to prepare for the impacts of anticipated growth in troop strength at Fort Stewart. While the detailed scope of this effort is still being developed, the LRTP planning team anticipates coordinating public outreach efforts with the GMP to the greatest extent possible. This includes hosting shared public workshops, presenting LRTP materials during GMP events, and inviting GMP stakeholders to attend all LRTP events.

Public Transportation

The Liberty Transit system is projected to begin operations during the LRTP update in Hinesville, Flemington, and Fort Stewart. The planning team will take advantage of the public awareness generated by the new transit system to advertise the LRTP and solicit feedback on the future role of public transportation in the HAMPO area. The planning team will also solicit direct feedback from the transit management firm as operations begin and system performance, public satisfaction, and any service gaps can be evaluated.

The Coastal Georgia RDC also anticipates beginning to operate regional on-demand transit and a vanpool program during the LRTP development. The LRTP team will continue to work closely with the RDC staff to coordinate future plans for public transportation in the area. The RDC will be asked to participate on the LRTP Stakeholder Advisory Committee. Note that the Coastal Georgia RDC will transition into a Regional Commission¹ effective July 1, 2009.

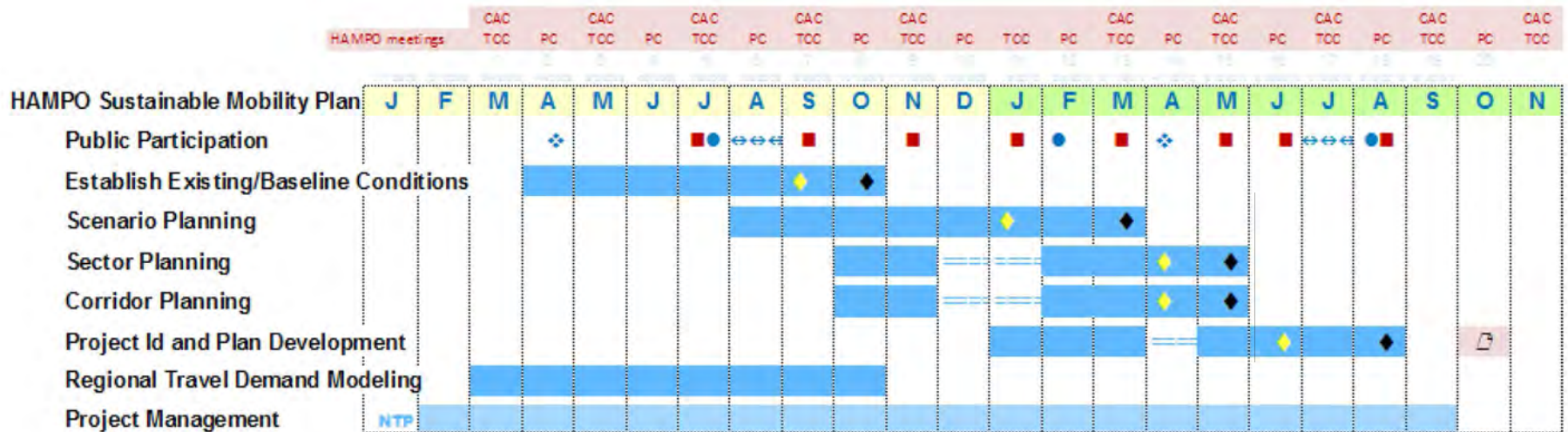
SCHEDULE

The final LRTP update is due October 19, 2010. Public participation activities are scheduled to coincide with major milestones in the update of the LRTP including the project kickoff and submittal of draft documents. The initial efforts will focus on forming a community vision for the planning area while later outreach will seek feedback on methods to achieve that vision. This includes public discussion of future development scenario results and draft plan recommendations for transportation strategies, facility improvements, and development policies.

The required 30-day public comment period during visioning is scheduled for August 1, 2009 until September 1, 2009. The 30-day public comment period on the draft plan is scheduled for July 1, 2010 until August 1, 2010. Public workshops will be held in August 2009, February 2010, and July 2010. A draft schedule for the entire plan is shown below.

¹ Region 12 includes Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven Counties.

HAMPO 2035 Sustainable Mobility Plan
Public Participation Plan



Legend

- ◆ Draft deliverable (Per GDOT, Draft plan due 7/28/10)
- ◆ Final deliverable (Per GDOT, Final Plan due 10/19/10)
- ❖ Liberty County Works hop/Retreat
- Public workshop (three)
- Stakeholder Advisory Committee
- ↔↔↔ Public Comment period (30-days)
- 📅 LRTP due October 19, 2010

Public Workshop Agendas

1. Identify issues and needs; review draft vision and goals for plan based on Comprehensive Plan and HAMPO mission and goals. Review existing conditions.
2. Review draft scenario results and refine sector area and critical corridor definitions, visions, and strategies.
3. Review draft plan recommendations including sector- and corridor-specific recommendations.

Public Comment Periods

The required 30-day Visioning public comment period will occur August 1 - September 1, 2009.
 The required 30-day public comment period on the draft LRTP will be July 1 - August 1, 2010.
 TCC/PC are scheduled to approve draft plan in June 2010; PC is scheduled to approve final plan August 12, 2010, unless significant comments are received.

APPENDIX E: PUBLIC AND STAKEHOLDER INVOLVEMENT MATERIALS

Visit www.thelcpc.org

HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

HAMPO

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[HAMPO](#)

[Background](#)

[Organization](#)

[Meetings](#)

[Documents & Forms](#)

[Resources](#)



Our Mission: To provide the citizens of the HAMPO study area, the traveling public, and the community with a safe, efficient, environmentally sound, and cost effective multimodal transportation system that provides services at reasonable levels of service, supports and enhances our economy, promotes our comprehensive development goals, and complements the mission of Fort Stewart.

HAMPO is currently updating the Long Range Transportation Plan (LRTP). Please click below to provide feedback on your vision for the future of the area and the goals of the LRTP. Please email raquel@thelcpc.org with completed forms to:

Ms. Raquel Hatcher, 306 N Main Street, Hinesville, GA 31313.

[HAMPO 2035 Sustainable Mobility Plan](#)
[Click Here to take survey](#)



Counties
in Georgia

Hinesville Area Metropolitan Planning Organization

205 E. Court Street, Hinesville, Georgia 31313
Phone: 912-408-2030 Fax: 912-408-2037

Sonny Timmerman, P. E., AICP, Director

John D. McIver, Policy Committee Chairman

August 10, 2009

RE: Public Participation Plan Requirement

Local and State Resource Agencies,

Please see ad information below as seen in the Coastal Courier News Paper (www.coastalcourier.com) set to run in a 1/8 page legal ad on the following dates:

- * Sunday August 9
- * Wednesday August 12
- * Sunday August 16

This notice serves as fulfillment of our Public Participation Requirement for the 2035 LRTP update.

Do you like your commute?

Input regarding transportation options and perceived issues is welcome during the transportation plan public comment period.

All members of the public are invited to one of three workshops in August:

Hinesville City Council Chambers, 12:00 noon on Thursday, August 13

Long County Senior Citizens Center, 6:00 pm, Thursday, August 13

Midway Civic Center, 6:00 pm on Monday, August 17

The 2035 Hinesville Area Metropolitan Planning Organization draft vision and goals for the long range transportation plan are available for public comment. A public survey and a copy of the draft statements will be available for 30 days at the City of Hinesville, The Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission and the public libraries.

The documents are also available on the LCPC website at www.thelcpc.org by clicking on the HAMPO tab.

If you have any comments or questions, please contact Rachel Hatcher, Transportation and Land Use Planner, at 912-408-2030.

Print | Close Window

Subject: Transportation plan public workshop

From: "Donna Shives" <dshives@cityofhinesville.org>

Date: Fri, Aug 14, 2009 1:28 pm

"Al Padrick" <sanplbg2@coastalnow.net>, "Alena Parker" <aparker@coastalcourier.com>, "Alicia Floyd" <jimfloyd@clds.net>, "Allen Brown" <c21actreal@aol.com>, "Amanda Cox" <revwarwoman@yahoo.com>, "Anna Phillips" <aphillips@cityofhinesville.org>, <bedwards@cityofhinesville.org>, "Bob Sprinkel" <bob.sprinkel@libertycountyga.com>, "Bobby Ryon" <bobby.ryon@centurytel.com>, "Dr. Bonita Smith" <drsmithb@yahoo.com>, <carmen.cole@lcda.com>, "Christi Wheeler" <christi_10_99@yahoo.com>, "City of Midway attorney Richard Braun" <richardbraun@jojlw.net>, "Walthourville" <walthourville.cityhall@yahoo.com>, "Clenton Wells" <libcoroad@clds.net>, "COL MIL USA FORSCOM Kevin W. Milton" <kevin-milton@us.army.mil>, "Connie Thrift" <clthrift@coastalnow.net>, <burgessdjr2357@yahoo.com>, "Councilman Douglas Burgess, Jr." <burgessdjr2357@yahoo.com>, "Curtis Velasco" <curtis.e.velasco@conus.army.mil>, "Daisy Pray, Mayor of Walthourville" <mayorpray@yahoo.com>, "Daniel Dasher" <danieldash@hotmail.com>, "Vicki Davis" <hdda@cityofhinesville.org>, "Debbie Whitehurst" <debbie.whitehurst@libertycountyga.com>, "Denny McBroom" <dennymcbrum@bellsouth.net>, "Don Hartley" <dlh@clds.net>, <dlovette@libertyregional.org>, "Claude Dryden" <cdrydenjr@yahoo.com>, "Durand Standard" <durand.standard@centurytel.com>, "Eddie Walden" <ejwalden@southernco.com>, "Don Emmons" <midway@coastalnow.net>, "Nate Williams, Ft. Stewart DPW" <nathaniel.williams11@us.army.mil>, "Robert Baumgardt, Ft. Stewart DPW" <robert.r.baumgardt@us.army.mil>, "Gary Gilliard" <gary.gilliard@ch2m.com>, "Harry Rogers" <seoaks@coastalnow.net>, "Thomas Hines, Mayor of Allenhurst" <astchief@coastalnow.net>, "Jack Shuman" <jshuman@canoocheeemc.com>, "Ashdown, James" <james.ashdown@libertycountyga.com>, <jthomas@cityofhinesville.org>, <jthomas@cityofhinesville.org>, "Commissioner Jody Pittman" <jodypittman@yahoo.com>, "Joey Brown, LC County Administrator" <joey.brown@libertycountyga.com>, "John Pirkle" <johnpirkle@clds.net>, "John D. McIver, LC BOC Chairman" <johndmciver@yahoo.com>, "Johnny Carnes" <johnnyjgc55@yahoo.com>, <kdavis@jojlw.net>, "Kenny Fussell" <bondsman@clds.net>, "Kim McGlothlin" <Kim.McGlothlin@libertycountyga.com>, "Lamar Tillman" <lamar.tillman@libertycountyga.com>, <anna.chafin@lcda.com>, "Lily Baker" <lbaker@liberty.k12.ga.us>, "Linnie L. Darden III, City Attorney" <ldarden@jojlw.net>, "Woodard - Environmental Health" <lrwoodard@dhr.state.ga.us>, "Lynn Pace" <dixiestables@clds.net>, "Malcolm Schaefer" <schaeferm@coastallawyers.com>, "Marcus Sack" <msack@pcsimonton.com>, "MARION STEVENS" <stevsr@coastalnow.net>, "Marshall Kennemer" <director@ngaga.org>, "Mary Herring" <mary.herring@libertycounty.com>, <mary.herring@libertycountyga.com>, "Matt Cardella" <matt.cardella@edwardjones.com>, "Matthew Fowler" <matthew.fowler@dot.state.ga.us>, "Matthew Norsworthy" <Samnors1@coastalnow.net>, <Waustin3@coastalnow.net>, "MELICE HAMILTON" <melice.hamilton.lcpc@gmail.com>, "Meredith Devendorf" <meredith@melonbluff.com>, "Pat Bowen" <tanga@coastalnow.net>, <ExecutiveDirector@FOLandFS.com>, "Paul Hawkins" <hawkinselec@coastalnow.net>, "Paul Simonton, P.C. Simonton & Associates" <psimonton@pcsimonton.com>, "Paul Zechman" <paul.zechman@libertycountyga.com>, "Phil Odum" <McSta@comcast.net>, <rhatcher@thelcpc.org>, "Randy Branch" <jrbranch@gfb.org>, "Tom Ratcliffe, GA Military Affairs" <tratcliffe@hinesvillelaw.com>, "Rene Harwell" <rene.harwell@libertyregional.org>, "Riceboro" <riceboroga@coastalnow.net>, "Robert Oetting" <>, "Ron Tolley, LCDA" <ron.tolley@lcda.com>, "Sallie Richardson" <richardsonsw@coastalnow.net>, "Scott Wall" <scott.wall@libertycountyga.com>, "Sean Martin FSGMP Assisant Director" <smartin@thelcpc.org>, "Sonny Timmerman, LCPC Director" <stimmerman@thelcpc.org>, "Karen Stephens" <Tom Ratcliffe contact>, <kstephens@hinesvillelaw.com>, "Steve Berg" <stevebee@coastalnow.net>, "Steve Emmons" <sfemmons@coastalnow.net>, "Susan Strickland" <susan@realty-exec.com>, "Trent Long" <trlong@trlongeng.com>, <whitney.shephard@rsandh.com>, "William Ingram" <william.h.ingram1@us.army.mil>, "Antonio L. Williams" <awilliams@cityofhinesville.org>

Good afternoon,,

On behalf of the Hinesville Area Metropolitan Planning Organization I would like to invite you to a public workshop for the 2035 Sustainable Mobility Plan, the update of the Long Range Transportation Plan (LRTP). The workshop will be held in the Midway Civic Center from 6:00 until 7:30 on Monday, August 17.

You are welcome to arrive at any time.

The workshop is to gather your input on any existing transportation system issues, the vision for Liberty and Long Counties, plan goals, and the planning process. Please visit www.thelcpc.org and click the HAMPO tab for additional information.

If you are unable to attend, please take a short survey by following this link
http://www.surveymonkey.com/s.aspx?sm=RDE_2bkCiUAQtLVI2jwqwOEA_3d_3d Please feel free to forward this email to others.

There will be two additional rounds of workshops in early 2010 and summer 2010. The LRTP is scheduled for adoption in late summer 2010.

Thank you,
Whitney Shephard, EIT, LEED AP
Planner
Transportation/Infrastructure

7 E. Congress St., Suite 402 E
Savannah, GA 31401
Phone: 678-528-7231
912-236-5311



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SUNDAY, AUGUST 16, 2009 • 5A
www.coastalcourier.com

Sound off on transportation issues

Staff report

editor@coastalcourier.com

Are there enough sidewalks in your neighborhood? Do you think a rail line the length of Liberty County would make your life easier?

If you have any opinions about transportation issues

in and around Hinesville, the Hinesville Area Metropolitan Planning Organization wants to hear from you.

HAMPO is developing its long range transportation plan and Monday is your last chance to let officials know what you think about getting around the area. There were two workshops to discuss

plans with the public Thursday and Monday's will be at 6 p.m. in the Midway Civic Center (old Liberty Elementary School).

You can see preliminary documents for the plan and fill out a survey for the next month at the Liberty County Courthouse Annex, Hinesville City Hall, Liberty

County Consolidated Planning Commission office and libraries in the county. They are also available at LCPC's Web site, www.thelcpc.org, under the HAMPO tab.

If you have any questions about the plan or meeting, call Rachel Hatcher, transportation and land use planner, at 408-2030.

Transit system goes beyond Hinesville

By Lauren Hunsberger
lhunsberger@coastalcourier.com

Rachel Hatcher, transportation and land use planner for the Liberty Consolidated Planning Commission, hosted a public meeting Monday night to get input from the community about a long-range transportation plan that stretches far outside Hinesville's city limits.

The plan, which incorporates Liberty and Long counties, is part of the HAMPO 2035 Sustainable Mobility Plan and is designed to combat transportation issues associated with driving, walking and bicycling.

Walthour Mayor Daisy Pray has attended public hearings on the matter and said there are many different people in her city who would greatly benefit from a reliable transportation system.

"It's a major problem," Pray said. "Anything we can do to improve transportation in the city and county is good."

She said some of the groups in her area that are affected by the lack of transportation include the military and senior citizens who might have health problems that prevent them

See TRANSIT / page 3A

COASTAL COURIER (Hinesville, Ga.) — WEDNESDAY, AUGUST 19, 2009 — 3A

Transit

Continued from page 1A

from driving.

"Military are often used to being in places with transportation," she said. "If you don't have a car, what can you do?"

Hatcher said she recognizes the need for reliable transportation beyond the city limits and is working hard on a plan to help.

On Monday, she presented drafts of the plan, which will include roads and sidewalks, to about a dozen area residents. However, in order to make the transit system as useful as possible, Hatcher said she needs help planning.

"We need your input on several things," she said to

the crowd while explaining the components of her plan, which will include developing a vision, analyzing current systems and conducting work sessions.

Hatcher also said the plan will be designed to work with other transit systems in the works for the city of Hinesville and surrounding counties.

Hatcher said she hopes to have a complete draft of the plan by July 2010 and a final plan by Oct. 19, 2010. There will be two more public meetings next year, tentatively slated for February and June.

There also are three forms currently online at www.thelcpc.org that allow residents to submit their opinions and concerns if they're unable to attend any of the meetings.



Lauren Hunsberger

Kyle Wemett, left, with the master planning department for Fort Stewart, and Rachel Hatcher, with the LCPC, examine and mark up maps of Liberty and Long counties.

[Print](#) | [Close Window](#)**Subject:** Transportation plan public workshop**From:** "Shephard, Whitney" <Whitney.Shephard@rsandh.com>**Date:** Fri, Aug 14, 2009 10:53 am**To:** "Rachel Hatcher" <rhatcher@thelcpc.org>, "Donna Shives" <dshives@thelcpc.org>
<aduncan@watersrentals.net>, <actreal@aol.com>, <chambless.j@thomas-hutton.com>,
<charrell@highlandeng.com>, <lawrence.c@thomas-hutton.com>, <midway@coastalnow.net>,
<dlh@clds.net>, <gminor@idi.com>, <gwoolard@clydesmarket.com>,
<harveygilbert@gilbertrealtyco.com>, <halliburton.j@thomas-hutton.com>, <jcr@sommersoil.com>,
Cc: <kayeh@comcast.net>, <kcolgan@foramgroup.com>, <laura@melonbluff.com>,
<lcockrum@foramgroup.com>, <marvinstrickland@stricklandoil.com>,
<meredith@melonbluff.com>, <rtolleylcda@clds.net>, <smulski.k@thomas-hutton.com>,
<stephenezelle@gilbertrealtyco.com>, <tratcliffe@hinesvillelaw.com>, <tylert@clds.net>,
<waltblush@yahoo.com>, <wesley.pertain@croyrealtygroup.com>, <waustin3@coastalnow.net>,
"Allen Davis" <adavis@camsav.com>

Good morning,

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Savannah, GA 31401
Phone: 678-528-7231
912-236-5311



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SUNDAY, AUGUST 9, 2009 • 9A
www.coastalcourier.com

Do You Like Your Commute?

Input regarding transportation options and perceived issues is welcome during the transportation plan public comment period.

All members of the public are invited to one of three workshops in August:

Hinesville City Council Chambers, 12:00 noon on Thursday, August 13.

Long County Senior Citizens Center, 6:00 pm, Thursday, August 13.

Midway Civic Center, 6:00 pm on Monday, August 17.

The 2035 Hinesville Area Metropolitan Planning Organization draft vision and goals for the long range transportation plan are available for public comment. A public survey and a copy of the draft statements will be available for 30 days at the City of Hinesville, The Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission and the public libraries.

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If you have any comments or questions, please contact Rachel Hatcher, Transportation and Land Use Planner, at 912-408-2030.



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If you have any comments or questions, please contact Rachel Hatcher, Transportation and Land Use Planner, at 912-408-2030.



PUBLIC NOTICE

All members of the public are invited to attend an Open House to give input about the future of transportation in your area. The Hinesville Area MPO is updating the Long Range Transportation Plan, addressing transportation investments between now and 2035.

Liberty County Annex Board Room

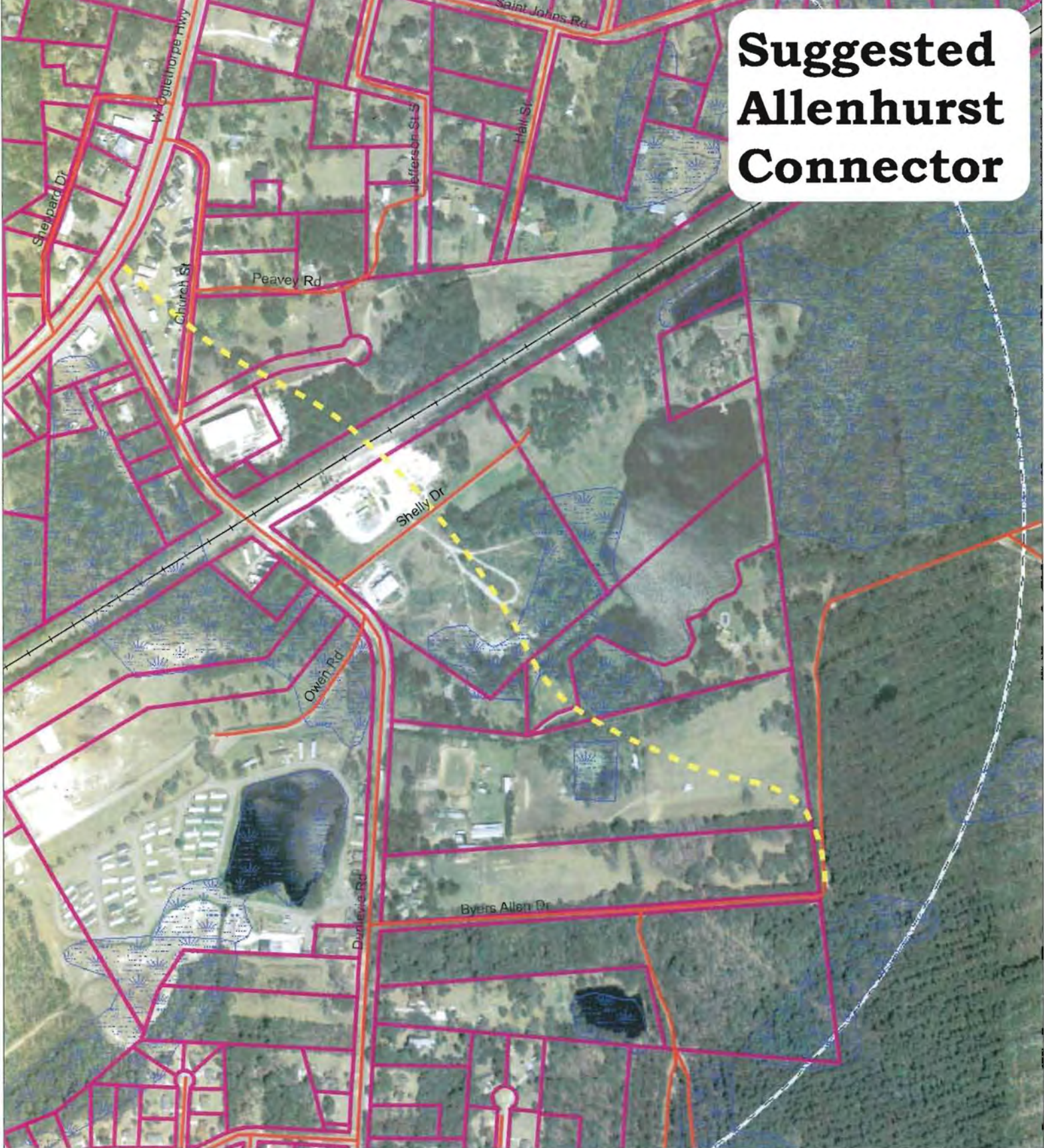
112 N Main St., Hinesville
Thursday April 22 at 5:30 PM

Riceboro Youth Center

5649 S. Coastal Hwy, Riceboro,
Monday April 26 at 5:30 PM

Drop by and give us your feedback. Refreshments will be provided. For more information contact Rachel Hatcher, Planning Manager, at 912 408-2030.

Suggested Allenhurst Connector



N Legend

- Suggested Allenhurst Connector
- GDOT Railroad 2000
- GDOT Roads 2005
- Liberty Parcels 2007
- National Wetland Inventory pre2000
- City Limits 012207

Feet
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WEDNESDAY, APRIL 21, 2010 • 8A
www.coastalcourier.com

PUBLIC NOTICE

All members of the public are invited to attend an Open House to give input about the future of transportation in your area. The Hinesville Area MPO is updating the Long Range Transportation Plan, addressing transportation investments between now and 2035.

Liberty County Annex Board Room

112 N Main St., Hinesville
Thursday April 22 at 5:30 PM

Riceboro Youth Center

5649 S. Coastal Hwy, Riceboro,
Monday April 26 at 5:30 PM

Drop by and give us your feedback. Refreshments will be provided. For more information contact Rachel Hatcher, Planning Manager, at 912 408-2030.

LONG COUNTY BOARD OF COMMISSIONERS

REGULAR MEETING

MAY 4, 2010 at 9:00 AM

FINAL AGENDA

- I. Call Meeting to Order
- II. Invocation and Pledge of Allegiance
- III. Approval of Minutes
- IV. Appointments:
 - a. MACE Budget 9:15 am
 - b. Mr. Walton Health Dept.(fees) 9 :30 am
 - c. Whitney Shephard Long Range Transportation Plan
- V. Old Business:
 - a. E-911 (house and driveway numbers)
 - b. Roads
 - c. Recreation
 - d. Animal Control
 - e. Code Enforcement Office
 - f. Ft. Stewart/Hunter Army Airfield MOU
- VI. New Business:
 - a. Planning and Zoning Clerk
 - b. Development Authority appointment
- VII: Executive Session
 - a. Personnel
 - b. Land Acquisition
- VIII. Bills
- IX. Chairman's Report X. Flower Fund XI. Adjourn

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Photo by Mike Riddle

Long County residents concerned about traffic congestion and safety have requested a traffic light at the intersection of Highway 84 and Macon Street.

Residents of Long County address dangerous intersection at workshop

By Mike Riddle
Coastal Courier correspondent

Whitney Shephard, a planning engineer with transit consultant RS&H, and Rachel Hatcher, Liberty Consolidated Planning Commission transportation and land use planner, conducted a workshop May 4 in Long County to gather input on the Regional Hinesville Area Metropolitan Planning Organization's long-range transportation plan for Long and Liberty counties.

Shephard presented information to the Long County Commission and other residents and asked for input on transportation needs in Ludowici and Long County.

Information presented by the planners included projected weekday conditions on roadways ranging from free-flowing traffic, areas that might experience delays, areas that are near capacity, roads that are at capacity and congested areas.

Charts also were used to show estimated population density for both counties

the county in the Rye Patch community.

According to information provided by Shephard and Hatcher, using recent comprehensive plan totals, the population of Long County at the year of the comp-plan projection is 13,525 and in Liberty County it is 97,651. According to the Office of Planning and Budgeting, by 2035 the population in Liberty County will go to 102,059, a 4.6 percent increase, and in Long County it will rise to 18,420, a 36 percent increase.

With the current growth and this anticipated growth in Long County, commissioners and local residents said they are concerned about the area's transportation issues. Issues that have been brought up at HAMPO/LRTP meetings include the need for a traffic light at the intersection of Highway 84 and Macon Street, congestion at Highway 84 and Highway 57/301, the need for a deceleration lane near the industrial site, paving Wilkerson Road and the

proposed bypass in Liberty and Long counties.

After the workshop, several community members commented on the county's needs.

"We need a traffic light bad at the Macon Street/84 intersection. It would relieve some of the congestion we have in the mornings especially at the light in town," Long County Commissioner Wallace Shaw said. "We asked DOT to help us get a light there a few years ago and they said there wasn't an adequate traffic count on the road to justify it. Then they put that do not enter sign up and made matters worse with even more congestion in town."

Regarding the same intersection, Allen Routree, who works at a grocery store near the intersection, said, "I've seen several wrecks at that spot. People half the time just ignore the (do not enter) sign. You need a light there 'cause it's unsafe the way it is now. It was stupid, (DOT) doing what they did."

Ludowici Police Department Chief Richard Robertson said he estimates that 75 percent of the wrecks that occur inside city limits happen at either the Highway 84/Macon Street intersection or the Highway 84/Highway 57/301 intersection.

"It's bad most of the time, but when school is taking in or letting out, it's (the congestion) terrible," Robertson said.

"Fire and EMS have to take the traffic into account if they get a call at certain points in the day just to be able to get where they are going due to the traffic being so bad," Shaw said. "We need another access to the schools. As long as everyone is having to go through that one light, we're going to keep having problems."

Ludowici resident Joy Brown said, "It just doesn't make any sense having only one intersection. Something needs to be done."

For more information on the HAMPO/LRTP, e-mail rhatcher@thelcpc.org.

David McDonald Rentals

May 12, 2010

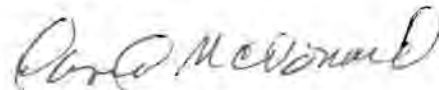
H. E. "Sonny" Timmerman, P.F., AICP Director
205 Court St.
Hinesville, GA 31313

Dear Sonny,

As a resident and property owner of land located on Dunlevie Rd. in Liberty County, I am very concerned about the proposed widening. I am definitely against widening Dunlevie Rd. This is a historic and scenic residential neighborhood and this proposal would put too much traffic thru the neighborhood and ruin the community as it is now. This would also be a very costly and unnecessary expenditure for Liberty County. I would think Hwy 84 and US Route 119 would be the most logical solution for they expanded traffic.

I appreciate your consideration and hope that you can help stop the proposed widening.

Sincerely,



David McDonald

VITTORIA & PURDY LLP
COUNSELORS AT LAW
ROCKEFELLER CENTER
ONE ROCKEFELLER PLAZA
NEW YORK, NY 10020
(212) 489-8104
FAX (212) 247-5202

WESTCHESTER OFFICE
50 MAIN STREET
WHITE PLAINS, N.Y. 10606
(914) 220-6763

May 7, 2010

By Fax @ 912-408-2037 and Regular Mail

H.E. "Sonny" Timmerman, P.F., AICP, Director
205 Court Street
Hinesville, Georgia 31313

Re: Miller Pasture

Dear Mr. Timmerman:

I am the Trustee of the D.C. Miller Trust which is the owner of Miller Pasture and the Jan and Dennis Waters Welcoming and Education Center building at Dunlevie Road in Allenhurst.

I believe you are aware that the Liberty County Planning Board recently unanimously approved my application as Trustee for the Board to consider in its future planning the special needs of our Trust's mission to create a nature preserve in perpetuity at Miller Pasture which will be utilized to foster educational projects. It is our goal whereby residents of Liberty County, primarily children, can benefit in their study of the relationship of plants, animals and birds, in a natural setting.

It has been brought to my attention that a proposed widening project for Dunlevie Road will be considered by the Hinesville Area Metropolitan Planning Commission in the near future.

I am very concerned by the possibility that the proposal for consideration by your Commission will seriously infringe on the ambiance and rights currently enjoyed by us at our site as well as the creation of an historic district along Dunlevie Road which will attempt to preserve, somewhat, the historical significance of this Road in the history of Georgia's timber industry.

With this background, it is my hope that your commission and you will consider in your deliberations the special needs of the D.C. Miller Trust in the fulfillment of its mission.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'Theodore J. Vittoria, Jr.', written over a light blue horizontal line.

Theodore J. Vittoria, Jr.

TJV:dg

Liberty Consolidated Planning Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) draft long range transportation plan, 2035 Sustainable Mobility Plan is available for public comment through September 7, 2010. A copy of the document is available at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website www.thelcpc.org by clicking on the HAMPO tab. This review meets the program of projects requirements as established by the FTA pursuant to 40 U.S.C. Section 5307 (c).

If you have any questions or comments, please email SustainableMobilityPlan@thelcpc.org or contact Rachel Hatcher, Transportation and Land Use Planner, at (912) 408-2030.

Liberty Consolidated Planning
Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, **2035 Sustainable Mobility Plan** on August 17, 2010 during the regularly scheduled Liberty Consolidated Planning Commission Meeting held in the Liberty County Annex Board Room at 4:30 PM. A table will be set up prior to the meeting at 3:00 PM in the downstairs lobby for comments. A Public Meeting will also be held the same evening at the Midway Civic Center at 6:00 PM. You can stop by any time from 3 to 4:30 PM at the County Annex or from 6 to 7 PM at the Midway Civic Center.

A copy of the document is available for public comment through September 7, 2010 at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website **www.thelcpc.org** by clicking on the HAMPO tab.

This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

If you have any questions or comments, please email **SustainableMobilityPlan@thelcpc.org** or contact Rachel Hatcher, Transportation and Land Use Planner, at (912) 408-2030.

SUNDAY, AUGUST 15, 2010 • 5A
www.coastalcourier.com

Liberty Consolidated Planning
Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, **2035 Sustainable Mobility Plan** on August 17, 2010 during the regularly scheduled Liberty Consolidated Planning Commission Meeting held in the Liberty County Annex Board Room at 4:30 PM. A table will be set up prior to the meeting at 3:00 PM in the downstairs lobby for comments. A Public Meeting will also be held the same evening at the Midway Civic Center at 6:00 PM. You can stop by any time from 3 to 4:30 PM at the County Annex or from 6 to 7 PM at the Midway Civic Center.

A copy of the document is available for public comment through September 7, 2010 at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website **www.thelcpc.org** by clicking on the HAMPO tab.

This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

If you have any questions or comments, please email **SustainableMobilityPlan@thelcpc.org** or contact Rachel Hatcher, Transportation and Land Use Planner, at (912) 408-2030.

LIBERTY CONSOLIDATED PLANNING COMMISSION

AGENDA ITEMS FOR AUGUST 17, 2010

The meeting begins at 4:30 p.m. in the Courthouse Annex

Call to Order-----Donald L. Hartley, Sr., Chairman
Approval of Minutes-----Donald L. Hartley, Sr., Chairman
Final Agenda -----"Sonny" Timmerman, Secretary

1.0 OLD BUSINESS (PUBLIC HEARING OPEN)

- 1.1 Old Business Items
- 1.2 Old Business Tabled Items (None)

2.0 NEW BUSINESS

- 2.1 The 2035 Sustainable Mobility Plan - Public Participation
 - 2.1.1 Liberty Transit update
- 2.2 Development Codes – Introduction/Visioning
- 2.2 Consent Agenda Item (NONE)
- 2.3 Ordinances
 - 2.3.1 Information: Flemington Code of Ordinance Revision – Chapter 10 Section 10-48
Alcoholic Beverages - Conditions prohibiting license issuance
- 2.5 Zoning Petitions

Flemington

- a) **Rezoning Petition 2010-030-FL.** Request submitted by Jacqueline Davis to rezone a portion of parcel 009, LCTM 069B from AR-1 (agricultural residential) to B-2 (general commercial). The portion of the parcel to be rezoned contains one (1) acre of land, more or less and lies within the southwest corner the larger tract. The proposal is contingent upon the one (1) acre tract being re-combined with parcel 005, LCTM 069B owned by George Holtzman. The Holtzman property fronts Highway 84 and contains approximately 10 acres or land, more or less .

Hinesville

- a) **Rezoning Petition 2010-028-H.** Request submitted by Ronald Brett, owner of parcel 213, LCTM 057C, located at 513 South Main Street in Hinesville, Ga. Owners request to rezone the property from R-2 (district) to O-I (office-institutional district). The parcel contains approx. 0.36 acres of land.



Liberty Consolidated Planning
Commission

NOTICE

***Cars, Buses, Bikes, Sidewalks, Trails, and
Trucks: What do you think the future of
transportation should be?***

The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, 2035 Sustainable Mobility Plan on September 7, 2010 at 11:00 AM. during the regularly scheduled Long County Board of Commissioners Meeting. The meeting will be held in the Long County Courthouse located at 459 S McDonald St, Ludowici, GA.

A copy of the document is available for public comment through September 7, 2010 at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website www.thelcpc.org by clicking on the HAMPO tab.

The 2011-2014 Draft TIP is also available for review.

This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

If you have any questions or comments, please email SustainableMobilityPlan@thelcpc.org or contact Rachel Hatcher, Transportation and Land Use Planner, at (912) 408-2030.

HAMPO Technical Coordinating Committee Meeting

7/9/2009

HINESVILLE, GA

SIGN IN SHEET

Name	Address	Telephone	E-mail address
Whitney Shephard		912 2365311	whitney.shephard@rsandh.com
GARY Gillies		912 876 8216	SAME
Ann-Marie Day		404-631-1788	aday@dot.ga.gov
Tom McQueen		704-631-1785	tomcquan@dot.ga.gov
BRAZ SAXON		912-427-5715	bsaxon@dot.ga.gov
JOEY BROWN		912-876-2164	JOEY.BROWN@LithiumCoatingsGA.com
TRENT LONL			
BILLY FOWARDS			
Lynette Osborne		884-3344	cityofmidway@coastalwonder.net
PAUL SIMONTON		368-5212	
RACHEL HATCHER		408-2030	
S. TIMMERMAN		408-2030	

HAMPO Citizens Advisory Committee Meeting
7/30/2009
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
Cark Easton	Allen Hurst P.O. Box 161	876-2395	—
Daisy Pray	P.O. Box K Waynesville		dpraypray@yahoo.com
CURTIS VELASCO	500 WELLINGTON WAY HINESVILLE, GA 31313	(W) 435-9671	curtis.e.velasco@conus.army.mil
Julian Hodges	401 LONG RD HINESVILLE	271-1220 (C)	jhodges@cityofhinesville.org
Steve Emman	ALLEN HURST	268 5815	
Bonita Smith		912-266-0533	
LONNA SHIVES	LCPC		
RACHEL HATCHER	LCPC		

HAMPO Policy Committee Meeting
8/13/2009
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
GARY GILLIAND	613 EG MILES	876 821 6	same SAME
Ann Marie Day	GDOT ATL		aday@dot.ga.gov
Tom McQueen			Tmcqueen@dot.ga.gov
Teresa Scott			
Kily H. Baker			hbaker@liberty.k12.ga.us
James THOMAS JR	city of Hinesville	876 -3564	
Sandra MARTIN	Flemington		same
Aller Braw	LEDA	360 2100	cbraw@leda.com
Trent Low			
Tom McQueen	GDOT ATL		
Tom Thomson	MPC		
BRAD SAXON	GDOT		
Joey Braw	LCBOR		

HAMPO Technical Coordinating Committee Meeting
9/30/2009
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
Sonny Timmerman	LEPC		stimmerman@thelepc.org
Ron Sadowski	CRC	912-262-2883	RSADOWSKI@CRC.GA.GOV
EMMONS Dow	MIDWAY	912 492 2550	
Teresa Scott	DOT		
Tom McQueen	DOT		
JASON CRANE	NDOT	404-631-1774	JCRANE@dot.ga.gov
BILLY EDWARDS	HINESVILLE	876-3569	
PAUL ANDRUSHAK	FOH+FS	977-6202	PAUL@ANDRUSHAK.COM
RONALD E. TOLLEY	LCDA	368-6470	RON.TOLLEY@LCDA.COM

HAMPO Policy Committee Meeting
10/06/2009
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
Cindy Nurple	EDOT	404 631 1747	cyvandyko@dot.ga.gov
JASON CRANE	GDOT	404-631-1774	JCrane@dot.ga.gov
Tom McQueen	GDOT		
Byron Rushing	GDOT	404-631-1778	brushing@dot.ga.gov
John D. McIVER	Liberty County B.O.C	816-2164	
Teresa Scott	CoDOT		
RACHEL HATCHER			
Sandra MARTIN	Flemington	Same	
Don HANLEY	LCPC		
William T. Austin	City of Richboro	Same	
W Shephard	RS + H	912 236 5311	
Tom Thomson	Chatham Co-SHV MPC	912 651 1446	thomson@the.mpc.org
Allen B	LCDA		

**HAMPO Technical Coordinating Committee
& Policy Committee Joint Meeting
11/12/2009
HINESVILLE, GA
SIGN IN SHEET**

Name	Address	Telephone	E-mail address
Tim Kassa	GDOT-Planning	40631-1745	tkassa@dot.ga.gov
RON TOLLEY	LCDA	368-6470	RON.TOLLEY@LCDA.COM
Cindy VanDyke	GDOT-Planning	4046311747	cyvanduko@dot.ga.gov
Don Haarney	CCPC		
Teresa Scott	GDOT		
JASON CLARE	GDOT	40631-1774	JCLARE@dot.ga.gov
Don Emmons	MIDWAY		
John D. Moore	Liberty County		
TRENT LONG	114 N. Commerce	368-5664	TALONG@TALONGENG.COM
PAUL SIMONSON	309 N. MAIN ST.	368-5212	
Wm. J. Austin	RICEBORO, GA 99 TRUSSA Hill Rd	889-2986	RICEBOROGAI@CONSTALNOW.NET
Allen Brown	Dev. Authority	368 2102	c21actreal@aol.com

**HAMPO Technical Coordinating Committee
& Policy Committee Joint Meeting
11/12/2009
HINESVILLE, GA
SIGN IN SHEET**

Name	Address	Telephone	E-mail address
Tim Kassa	GDOT-Planning	40631-1745	tkassa@dot.ga.gov
RON TOLLEY	LCDA	368-6470	RON.TOLLEY@LCDA.COM
Cindy VanDyke	GDOT-Planning	4046311747	cyvanduko@dot.ga.gov
Don Haarney	CCPC		
Teresa Scott	GDOT		
JASON CLARE	GDOT	40631-1774	JCLARE@dot.ga.gov
Don Emmons	MIDWAY		
John D. Moore	Liberty County		
TRENT LONG	114 N. Commerce	368-5664	TALONG@TALONGENG.COM
PAUL SIMONSON	309 N. MAIN ST.	368-5212	
Wm. J. Austin	RICEBORO, GA 99 TRUSSA Hill Rd	889-2986	RICEBOROGAI@CONSTALNOW.NET
Allen Brown	Dev. Authority	368 2102	c21actreal@aol.com

**HAMPO Policy Committee Meeting
12/17/2009
HINESVILLE, GA
SIGN IN SHEET**

Name	Address	Telephone	E-mail address
GARY Gillins	SAME		SAME
DON HAATLEY	LCPC		
Michael Adams	CORE MPD		
BILLY EDWARDS	HINESVILLE	912-876-3564	SAME AS BEFORE
Maurice Casey	Ft. Stewart	912.435.0455	maurice.casey@us.army.mil
JOEY BROWN	LCBOC	912-876-2164	
Allen Brown	LCNA	368 2100	cziactreal@aol.com
Rachul Hat	LCPC		
SONNY TIMMERMAN	LCPC		
WHITNEY SHEPARD	RS ?H		
BARBARA HURST	CRC		
MAJOR THOMAS	CITY OF HINESVILLE		
JOHN McIVER			

DON EMMONS
 BILL AUSTIN
 SANDRA MARTIN
 AMANDA COX
 BRAD SEXTON

COPY

HAMPO Technical Coordinating Committee
 & Policy Committee Joint Meeting
 1/14/2010
 HINESVILLE, GA
 SIGN IN SHEET

Name	Address	Telephone	E-mail address
Rachul Hat	LCPC		
Ron Sadowski	CRC	912-262-2883	rsadowski@CRC.ga.gov
JASON CRANE	same		
Andy Rauspe	same	—	—
Teresa Scott	same		
Lily H. Baker	BOE	—	—
SANDRA MARTIN	Flemington	—	—
Whitney Shephard	RS + H	same	same
Tim Kasser	GDOT - Planning	41631-1745	
Don HARTLEY, SR	LCPC		
JAMES THOMAS JR	City of Hinesville	912-876-3561	jthomas@cityofhinesville
John D McIVER	Liberty B.O.C.	912-876-2164	john.d.mciver@yahoo.com
Sony Timmerman	LCPC		

COPY

HAMPO Technical Coordinating Committee
 & Policy Committee Joint Meeting
 1/14/2010
 HINESVILLE, GA
 SIGN IN SHEET

Name	Address	Telephone	E-mail address
GARY GILLIARD	613 EG MILES RD	876-8216	gary.gilliam@ch2m.com
Wm. Austin	99 TRESSA Hill Rd	889-2986	same as before
SEAN MARTIN	LCPC - FSGMP	408-2069	smartin@thelcpc.org
Latoya Jones	FHWHA	41562-3041	Latoya.Sones@dot.gov
BRYAN CZECH	AREA ENGINEER - GDOT 139 E. BARNARD ST GLENVILLE GA 30427	912-654-2940	bczech@dot.ga.gov
TRENT LONG	114 N. Commerce St	912-368-5664	TRLONG@TRLONG-ENG.COM
PAUL SIMONTON	309 N. MAIN ST.	912-368-5212	psimonton@psimonton.com
PAUL ANDRESHAK	SEGIA/	912-977-6702	PAUL@ANDRESHAK.COM
RACHEL HATCHER			

**HAMPO Technical Coordinating Committee
 & Policy Committee Joint Meeting
 2/17/2010
 HINESVILLE, GA
 SIGN IN SHEET**

Name	Address	Telephone	E-mail address
Alissa Davis	LCPC	408-2030	
GARY GILLIARO	CH2M HILL	876-8216	
JASON CRANE	GDOT - Same	404-631-1774	
SANDRA MARTIN	Flemington	Same	
Clementine J. Washington	Midway	Same	
Cindy VanDyke	GDOT	404-631-1747	
Mark Wilkes	CORE MPO	912-651-1451	wilkesm@the mpo.org

**HAMPO Technical Coordinating Committee
 & Policy Committee Joint Meeting**
 2/17/2010
 HINESVILLE, GA
 SIGN IN SHEET

COPY

Name	Address	Telephone	E-mail address
Ron Sadovskii	127 F St Bunk GA	912-262-2883	rsadovskii@crc.ga.gov
Teresa Scott		912-427-5788	
TRENT LONG	114 N. COMMERCIAL ST	912 368-5664	TRLONG@TRLONG-NG.COM
Clementine F. Washington	PO Box 125 Midway 31320	912 884-3344	clorchester@hotmail.com
RACHEL HATCHER	—	—	—
WHITNEY SHEPHARD	RS ? H	SAME	SAME
Wm. T. Austin	City of Rebecca	"	"
PAUL Simonton	P.C. Simonton	912-368-5212	psimonton@pcsimonton.com
Amanda Cox	PO Box 123 Alachua	368 4949	reuwatwoman@yahoo.com
Lily H. Baker	BOE	368-3619	lbaker@liberty.k12.ga.us
Allen Brown	LCDA	368 2100	c21actreal@aol.com
Dohil O. McJury	LCBOC	876-2164	
Sunny Timmerman	LLPC		

**HAMPO Technical Coordinating Committee Meeting
3/11/2010
HINESVILLE, GA
SIGN IN SHEET**

Name	Address	Telephone	E-mail address
PAUL SIMONTON	309 W. MAIN ST., H'ville	912-368-5212	psimonton@fcsrmotion.com
PAUL ANDRESHAK		912-977-6202	PAUL@ANDRESHAK.COM
Joey Brown			
Jonny Timmerman			
GARY GILLIANO	SAME	SAME	SAME
BILLY EDWARDS	UNCHANGED	UNCHANGED	UNCHANGED
Terese Scott	same		
JASON CLARK	SAME		
Ron Eadsosky	CRL	"	"
TRENT LONG			
MATT BENNETT	SEE BUS. CARD	912-271-7404	SEE BUS. CARD
Whitney Shephard	RS+H	same	same
RACHEL HATCHER	LCPL	SAME	→
ALISSA DAVIS	LCPL	" "	" "

HAMPO Policy Committee Meeting
3/19/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
Teresa Scott	CDOT - Jesup		
Sandra MARTIN	Flemington		
Allen Brown	LCDA		
John D. McTier	LCBOC		
Sonny Timmerman	LCPC		
Alissa Davis	LCPC		
GARY Gillies	COUNTY (LIBERTY)		
Lily A. Baker	BOE		
Whitney Shephard	RS+H		
Clementine F. Washington	City of Midway		
JAMES THOMAS JR	CITY OF HINESVILLE		
Bill Austin	Riceboro		
RACHEL HATCHER	LCPC		

HAMPO Technical Coordinating Committee Meeting
4/8/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
RACHEL HATCHER	LCPC	408-2030	RHATCHER@THELCPC.ORG
Whitney Shephard	RS + H	236-5311	Same
TRENT LONG	T.A. LONG ENGINEERING	358-5664	
MATT BENNETT	GDOT	912-271-7404	MABBENETT@GDOT.GA.GOV
Clementine F. Washington	City of Midway	884-3344	dorchester@hotmail.com
JASON CRANE	GDOT - PLANNING	404-631-1774	JCRANE@dot.ga.gov

**HAMPO Policy Committee Meeting
5/5/2010
HINESVILLE, GA
SIGN IN SHEET**

Name	Address	Telephone	E-mail address
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Teresa Scott			
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RONALD TOULEY	LEDA	-	-
DON HARTLEY	LCPC		
Tim Kasa	GDOT-Planning		
Cindy Vandylke	GDOT Planning		
Bobby Ryan	City of Hinesville		

HAMPO Policy Committee Meeting
5/5/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Address	Telephone	E-mail address
GARY GILLMAN	← SAM →		
Amanda Loy	Allenhurst		
Cindy Vourke	GDOT		
BRYAN CZECH	GDOT		

HAMPO Technical Coordinating Committee Meeting
5/13/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
RACHEL HATCHER	LCPC	SAME	SAME	SAME
TRENT LONG	T.R. LONG ENGINEERING	SAME	"	"
Teresa Scott				
Jonny Timmerman				
Paul Smith				
Joey Brown	LCBOC			
Clementine F. Washington	City of Midway			
Whitney Shephard	RS + H			
Matt Bennett				
Ron Sadowski	CRC	127 F ST. Bunk, GA	912-262-2883	rsadowski@crc.ga.gov
Gary Gilliam	OMC			
JASON CRANE	GDOT			
Alicia de los Angeles	Alkhusst			

If your contact information is unchanged from previous correspondence please indicate by writing the word "same" in the applicable cell.

HAMPO Technical Coordinating Committee Meeting
5/13/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
PAUL A.	FRIENDS OF			
DONNA SHIVES	LCPC			

If your contact information is unchanged from previous correspondence please indicate by writing the word "same" in the applicable cell.

HAMPO Policy Committee Meeting
5/25/2010
HINESVILLE, GA
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Whitney Shepard	RSHT		
Don Keating	LCPC		
Andrea Martin	same		
John McIver			
James Thomas Jr	City of Hinesville		
Mark Wilkes	CORE MPO	9126511451	wilkesw@thempc.org
TERESA SCOTT			
W-J. Austin	Same		

~~Policy Committee~~ HAMPO
Liberty Regional Water Resources Council

Technical Committee

MEETING SIGN-IN SHEET

Meeting date: June 10, 2010

Place: LC Annex Board Room

Name	Affiliation	Phone	E-Mail
✓ RACHEL HATCHER	LCPC / HAMPO	912-408-2030	RHATCHER@THELCPC.ORG
✓ BILLY EDWARDS	HINESVILLE	SAME	SAME
✓ PAUL SIMONTON	"	"	"
✓ GERRARD BOYCE	"	"	"
✓ RON SADOWSKI	Coastal Reg. Comm.	912-262-2883	rsadowski@lrc.ga.gov
✓ Whitney Shephard	RS+H	same	same
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✓ Sonny Timmerman	LCPC		
✓ ALISSA DAVIS	LCPC	408-2038	adavis@thelcpc.org
✓ JASON CRANE	GDOT-Planning	4)631-1774	JCrane@dot.ga.gov
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✓ MATT BENNETT	GDOT PA	912-424-7404	MATBENNETT@DOT.GA.GOV
✓ Will Ingram	Ft. Stewart	912-767-7864	william.h.ingram1@us.navy.mil
✓ Clementine F. Washington	City of Midway		
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✓ RONALD TOLLEY	LCDA	368-6470	RON.TOLLEY@LCDA.COM
✓ Amanda Cox	Altenhurst		
✓ KILY BAKER	BOE		

HAMPO Technical Coordinating Committee Work Session
6/16/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
Teresa Scott	GDOT			
Trent Long				
Clementine F. Washington	City of Midway			
Sonny Timmerman	LCPC			
Joey Brown	Liberty Co			
GERALD BOYCE	CHRM HILL			
PAUL Simonton	P.C. Simonton			
BILLY EDWARDS	HINESVILLE			
Jason Crane	GDOT	(conference call)		
Tim Kasse	GDOT	"		

If your contact information is unchanged from previous correspondence please indicate by writing the word "same" in the applicable cell.

HAMPO Technical Coordinating Committee Work Session
07/07/2010
HINESVILLE, GA
SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
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✓ Clementine F. Washington	City of Midway			
✓ Ron Sadowski ✓	CRC	127 F Street ^{BW} 31520	262-2883	rsadowski@1cpc.ga.gov
✓ Billy Swank	Hinesville			
✓ PAUL SIMONSON ✓	P.C. SIMONSON			
✓ Amanda Loy	Allenhurst	same		
✓ Tony Timmer ✓				
✓ Joey Brown ✓				
✓ Jason Crow ✓	By ph			
✓ Ron Tolly ✓	LCDA			

If your contact information is unchanged from previous correspondence please indicate by writing the word "same" in the applicable cell.



Transportation Improvement Program Fiscal Years 2013 - 2016

Hinesville Area Metropolitan Planning Organization (HAMPO)

In cooperation with: Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, Liberty County, Long County, and the Cities of Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville.

Adopted on: June 14, 2012



ABSTRACT: TIP FY 2013 – 2016

Listed below are the major projects proposed for our transportation network for the period of July 1, 2012 start of FY 2013 to June 30, 2016 end of FY 2016. Detailed project descriptions are included in the draft “Transportation Improvement Program, Fiscal Years 2013-2016” which is available for review or download at www.thelcpc.org and then clicking on the “HAMPO” tab.

Airport Road Widening: Increase lanes from 2 to 4 with sidewalks from the Oglethorpe Highway (US84) in Walthourville to EG Miles Parkway (SR 196) in Hinesville. \$12.3 million is set aside for the right of way acquisition now in process with \$12.4 million budgeted for construction in FY 2014. (TIP pg. 18)

Bridge Replacement: SR 119 at Russell Swamp: This project is located just south of the electric transmission lines and north of Riceboro on EB Cooper Highway. Design is well underway with right of way budgeted for \$244,800 in FY 2013. Construction is scheduled for FY 2014 at a cost of \$3 million. (TIP pg. 19)

Hinesville Bypass: This is a proposed new 12 mile four lane road extending Leroy Coffey Highway (SR 196) from about a mile northeast of US 84, crossing SR 119 in Holmestown Road area, and continuing west to intersect with US 84 in Long County. The TIP shows right of way acquisition in FY 2015 (\$11.5 million) with the \$61 million construction cost beyond 2016. (TIP pg. 20)

Veterans Parkway Widening: On May 1, 2012, the City of Hinesville renamed Frank Cochran Drive to Veterans Parkway. This project will add two lanes and sidewalks from EG Miles Parkway to Hase Road on Fort Stewart. The design is complete and right of way is being acquired with a budget of \$3.1 million. \$10 million is dedicated for construction in FY 2014 (July 1, 2013). (TIP pg. 22)

These road projects are typically funded with a combination of federal (80%) and state (20%) dollars. Our local governments are also active partners by funding preliminary engineering to get certain projects started or participating in other ways to expedite project delivery. The best example of this is the City of Hinesville funding 100% of the right of way acquisition for the Veterans Parkway widening project.

Transit: The draft TIP shows funding Liberty Transit operations in FY 2013 at \$1.8 million with 50% funded through the federal 5307 grant program. Coastal Regional Coaches is showing an operating cost in Liberty County of approximately \$540,000 for FY 2013. (TIP pages 23 and 24)

These are the “major” projects in our proposed draft TIP. There are numerous other projects including GDOT heavy maintenance activities such as the overlaying US 17 from McIntosh County line to US 84 in Midway or Flemington’s Oglethorpe Highway sidewalk project using a combination of local and federal transportation enhancement funds. Again, other projects and additional details are available in the TIP document as posted on HAMPO’s website.

On July 31, 2012, voters will go to the polls to consider authorizing the Transportation Investment Act (TIA) to dedicate a ten year 1% sales tax for transportation. The referendum has identified numerous regional projects and will direct one quarter of the proceeds to our local governments for roads and other transportation activities. TIA projects are available for viewing on our web site. If this is approved, our TIP will be revised to show and schedule the voter approved projects.

Hinesville Area Metropolitan Planning Organization
POLICY COMMITTEE
ENDORSEMENT OF HAMPO FY 2013 – 2016
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
RESOLUTION

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and annually update the Transportation Improvement Program (TIP); and

WHEREAS, the Hinesville Area Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization of the Hinesville urbanized area; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded highway and transit projects for the Hinesville urbanized area; and

WHEREAS, the TIP is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated at least annually with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the staff of the Liberty Consolidated Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2013 -2016 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached four-year Transportation Improvement Program for the period 2013 – 2016 and approves the conforming amendment to the “2035 Sustainable Mobility Plan” to amend project dates and or values to those shown in the Transportation Improvement Program for the period 2013 – 2016.

CERTIFICATION

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee at a meeting held on June 14, 2012.

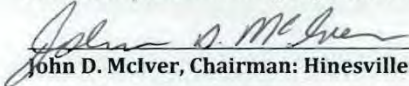

John D. McIver, Chairman: Hinesville Area Metropolitan Planning Organization

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POLICY COMMITTEE

Chairman John D. McIver
Chairman Liberty County Board of Commissioners

Gary Gillard
Commissioner, Liberty County Board of Commissioners

Bobby Walker
Chairman, Long County Board of Commissioners

Lily Baker
Chairwoman, Liberty County Board of Education

Don Hartley
Chairman, Liberty Consolidated Planning Commission

Colonel Kevin W. Milton
Garrison Commander, Fort Stewart

Thomas Hines
Mayor, City of Allenhurst

Sandra Martin
Mayor, City of Flemington

Kathy Todd
Mayor, City of Gum Branch

James Thomas Jr.
Mayor, City of Hinesville

Jason Floyd
Councilman, City of Hinesville

Clemontine Washington
Mayor, City of Midway

William Austin
Mayor, City of Riceboro

Daisy Pray
Mayor, City of Walthourville

Todd Long
Director of Planning, GDOT

Allen Brown
Chairman, Liberty County Development Authority

PC Advisory Non-Voting Members

Joey Brown
County Administrator, Liberty County

Billy Edwards
City Manager, City of Hinesville

Sonny Timmerman
Executive Director, Liberty Consolidated Planning Commission (PC Secretary)

Tom Thompson
Director, Coastal Region Metropolitan Planning Organization

Richard Fowler
Chair, Citizen Advisory Committee

TECHNICAL COORDINATING COMMITTEE

Joey Brown
County Administrator, Liberty County

Vacant
County Administrator, Long County

Trent Long
County Engineer, Liberty County

Billy Edwards
City Manager, City of Hinesville

Paul Simonton
City Engineer, City of Hinesville

Paul Hawkins
Representative, City of Flemington

Gloria Cook
City of Midway

David Miller
Representative, City of Riceboro

Daisy Pray
Representative, City of Walthourville

Amanda Cox
Representative, City of Allenhurst

Vacant
Representative, City of Gum Branch

Sonny Timmerman
Executive Director, Liberty Consolidated Planning Commission

Thomas McQueen and Kaycee Mertz
GDOT Central Office – Planning

Karen Quarles and Audrey Johnson
GDOT Central Office – Transit

Brad Saxon
GDOT District 5

Olivia Lewis
Federal Highway Administration (FHWA)

Tony Dittmeier
Federal Transit Administration

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Executive Director, Liberty County Development Authority

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Directorate of Public Works, Fort Stewart

Greg Higgins
Director, Public Works, City of Hinesville

Judy Scherer
Superintendent, Liberty County Board of Education

Allen Burns
Executive Director, Coastal Regional Commission

CITIZENS ADVISORY COMMITTEE

Carl Easton
City of Allenhurst

Tim Byler
City of Flemington

Richard Fowler
City of Gum Branch

Curtis Velasco
City of Hinesville

Richard F. Olsen
City of Hinesville

Reggie Sage
City of Hinesville

Justin McCartney
City of Hinesville

Reverend Shipman
City of Midway

Cleve Williams
City of Riceboro

Daisy S. Pray
City of Walthourville

Neil Jones
Liberty County

Vacant
Liberty County

Vacant
Liberty County

Vacant
Long County

Aletha Williams
Representative, Fort Stewart

Terri Sellers
Representative, Savannah Technical College

Ron Collins
Representative, Armstrong Atlantic State University, Hinesville Campus

METROPOLITAN PLANNING ORGANIZATION STAFF:

Sonny Timmerman, MPO Executive Director

Rachel Hatcher, Planning Director

Nils Gustavson, Staff Engineer

Donna Shives, Staff Support

Alissa Davis, Staff Support

Reynolds Smith and Hills (RS&H) General Consultant - HAMPO has elected to retain a general consultant for the specific purpose of completing new or current tasks where special knowledge is required and supporting HAMPO staff with all authorized tasks as necessary.

INTRODUCTION

The Hinesville Area Metropolitan Planning Organization (HAMPO) is the designated Metropolitan Planning Organization (MPO) for the Hinesville urbanized area, all of Liberty County, and part of Long County. The Governor, in cooperation with the major local governments, designates MPO's in urbanized areas with a population over 50,000 to administer the federally required transportation planning process. HAMPO develops and administers the urban transportation study, which is a comprehensive, cooperative and continuing planning process. HAMPO is the forum for decision making on transportation issues. HAMPO is responsible for developing the 20 year Long Range Transportation Plan (LRTP) and the four-year Transportation Improvement Program (TIP). The HAMPO FY 2013 - 2016 Transportation Improvement Program consists of federally funded highway and transit projects programmed for fiscal years 2013 to 2016. The TIP is designed to address the transportation needs of Hinesville and Liberty County and consists of programmed improvements recommended in the 2035 Long Range Transportation Plan. The TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. All transportation projects must appear in an approved TIP before they may receive federal funds for implementation. The TIP is based on a reasonable estimate of the amount of federal funds expected to be available to Hinesville and Liberty County in the next four fiscal years. The TIP is required to be financially constrained by year over the four year period of FY 2013 to FY 2016.

The HAMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for endorsement to the HAMPO Policy Committee (PC). In addition, the Citizens Advisory Committee (CAC) as well as the general public is also invited to review and comment on the proposed TIP.

Through endorsement by the Policy Committee, this document becomes the official TIP for the Hinesville Metropolitan area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Public Involvement Plan (PIP) and Participation Plan (PP) by resolution of the Policy Committee if priorities, area goals or funding levels change.

OVERVIEW

The TIP project description includes a project index showing programmed highway and transit projects in the MPO study area. The HAMPO highway project numbering scheme is as follows:

- 101-199 are new construction projects,
- 201-299 are widening projects,
- 301-399 are safety/enhancement projects including access management improvements,
- 401-499 are bridge replacement projects, and
- 501-599 are paving projects.

The HAMPO TIP Number is assigned for administrative use by the staff of the Liberty Consolidated Planning Commission. The State Project Identification (PI) Number is assigned to a project by the

GDOT Office of Programming. Preliminary engineering (PE) includes field surveys, project concepts and designs. Right-of-way (ROW) involves land and property acquisition. GDOT directly administers the lump sum program. The Construction (CST) phase is the final project phase shown. The individual highway and bridge projects are grouped by funding source. Transit projects are grouped separately.

TRANSPORTATION IMPROVEMENT PROGRAM LUMP SUM PROJECTS

A portion of the STIP funding is set aside for nine groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or "All" county section of the STIP, are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eight groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of LUMP and a preliminary estimated cost. These projects are also denoted with the words "Lump Sum Project" in the lower left area of the project listing. To avoid double counting these projects are not included in the county total at the end of the county.

Group: maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: preliminary engineering

Criteria: planning, management systems and consultant design services

This group has two funding/work types: planning/management systems and consultant design services

Group: traffic and revenue/design-build/special studies

Criteria: These studies are to determine how much traffic and how much revenue a toll facility (such as a managed lane) could generate-in order to guide project development/financing. Special studies, related to transportation, would also be included in this group.

This group is a single item.

Group: roadway/interchange lighting

Criteria: lighting

This group is a single item.

Group: rights of way - protective buying and hardship acquisitions

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: transportation enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TEA)

TEA projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group is a single item.

Group: livable centers initiative (LCI)

Criteria: projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

Group: safe routes to schools

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has two items; Infrastructure & non-infrastructure.

Group: high risk rural roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: regional traffic signal optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.

Liberty County Lump Sum Projects Currently Authorized

PROJ	NO.	DESCRIPTION	PE		ROW		CST		UTL
						PRECST	CST	PRECST	
0010590		CENTRAL AVE/MEMORIAL FM CS 716/WELLBORN ST TO CS 765/MAIN ST	PE		ROW	PRECST	CST	PRECST	
0010591		FLEMINGTON PEDESTRIAN ACCESS IMPROVEMENTS @ 4 LOCS							
M004402		SR 25 FROM MCINTOSH COUNTY LINE TO SR 38							

Long County Lump Sum Projects Currently Authorized

PROJ	NO.	DESCRIPTION	PE		ROW		CST		UTL
							CST	PRECST	
0010386		CR 23/OLD WALTHOURVILE RD @CSX #637351L	PE	AUTH- ORIZED			CST	PRECST	

TIP AUTHORIZED PROJECTS

The following chart includes Federal or State funded projects. This list is not comprehensive and excludes projects from other funding sources.

Mpo Authorized Projects

Parameters: Enter Mpo, Start Date, End Date

Processed Date: 4/10/12 MPO: Hinesville 2009 - 2012



ALL							
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
0007258	CSSTP-0007-00(258)		EDGE LINE RUMBLE STRIPS @ SEVERAL SR LOCATIONS IN DISTRICT 5	CST	2010	\$685,125.00	
BRYAN							
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
T002552	MTG00-0143-00(140)		0A-18-X029 5311 CAPITAL COASTAL RDC	CST	2009	\$1,105,515.00	
T002563	MTG00-0143-00(141)		0A-18-X029 5311 CAPITAL COASTAL RDC	CST	2009	\$344,200.00	
DOUGHERTY							
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
T003707			UPDATE TRANSIT PROCEDURE MANUAL FY2012 - MTG PROJECTS	MTG	2012	\$4,788.00	
LIBERTY							
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
0007408	CSSTP-0007-00(408)		SR 38 @ 3 LOCS, SR 38 CONN @ 1 LOC & SR 144 @ 2 LOCS	CST	2011	\$719,296.86	
0007408	CSSTP-0007-00(408)		SR 38 @ 3 LOCS, SR 38 CONN @ 1 LOC & SR 144 @ 2 LOCS	ROW	2011	\$215,000.00	
0008168	CSTEE-0008-00(168)	2005-G-1	HINESVILLE STREETSCAPE ENHANCEMENT ON MEMORIAL DRIVE	CST	2009	\$625,000.00	
0008790	PL000-0008-00(790)		PL HINESVILLE - 2009	PLN	2009	\$107,697.19	
0008862	CSSTP-0008-00(862)		OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN LIBERTY COUNTY	CST	2010	\$34,615.80	
0008864	RRSAF-0008-00(864)		CR 45C/ASSELS RD @ CSX #637344B - CROSSING INVESTIGATION	PE	2009	\$500.00	
0009241	PL00000900241		PL HINESVILLE - 2010	PLN	2010	\$130,303.76	
550600-	STP00-2810-00(004)	2005-F-1	CS 907/FRANK COCHRAN DRIVE FROM SR 119 TO HERO ROAD	ROW	2011	\$1,777,500.00	
M003915	CSSTP-M003-00(915)		SR 196 FROM SR 23/ATTNALL TO SR 119/LIBERTY	CST	2010	\$3,826,890.76	
M004244			SR 38/US 84 FROM SR 119 TO E OF CS 926/RYON AVE	MCST	2012	\$2,211,327.60	
T001752	MTG00-0148-00(005)		FY 2009 SECTION 5307 CAPITAL FOR HINESVILLE	CST	2009	\$24,000.00	
T002508	MG600-0148-00(004)		FY 2009 SECTION 5307 CAPITAL BUS FOR HINESVILLE	CST	2009	\$220,000.00	
T002511	MTG00-0148-00(017)		FY 2008 SECTION 5307 OPERATING CONTRACT FOR HINESVILLE	CST	2009	\$0.00	
T002513	MTG00-0148-00(010)		FY 08 SECTION 5303 CAPITAL PLANNING CONTRACT - HINESVILLE	CST	2009	\$31,250.00	
T002586	AP080-8013-07(179)		HINESVILLE R/VV EXT FEASIBILITY STUDY, ALP, ENGR DESIGN SRVS	CST	2009	\$209,745.75	
T002800			FY 2010 SECTION 5303 PLANNING CONTRACT - HINESVILLE	TPLN	2010	\$31,250.00	
T002895			ARRA SECTION 5307 CAPITAL FOR HINESVILLE FY 10	TCAP	2010	\$865,852.00	
T002924			FY 2012 SECTION 5307 OPERATING FOR HINESVILLE	TOPR	2012	\$1,764,174.00	
T003458			FY 2010 SECTION 5307 OPERATING CONTRACT FOR HINESVILLE	TOPR	2010	\$1,181,981.00	
T003584			FY 2011 SECTION 5303 PLANNING CONTRACT - HINESVILLE	TPLN	2011	\$51,125.00	
T004047			CY 2012 Hinesville MPO Planning	TPLN	2012	\$51,250.00	
LONG							
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
0009664			PL HINESVILLE - 2011	PLN	2011	\$112,525.93	
0010264			PL HINESVILLE - 2012	PLN	2012	\$178,467.00	
0010264			OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN LONG COUNTY	CST	2011	\$130,000.00	
0010396			CR 23/OLD WALTHOURVILLE ROAD @ CSX #637351L	FE	2012	\$27,757.00	
T003089			FY 2012 SECTION 5307 PLANNING FOR HINESVILLE	TPLN	2012	\$100,000.00	
PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT	
T004236			CY 2013 Hinesville MPO Planning	TPLN	2012	\$3,125.00	

File Location: CF Conversion@Tpro

Page 1 of 1

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Additional projects phases funded locally include those shown in the table below. These phases have been authorized and are included in the TIP for information purposes.

GDOT PI	HAMPO #	Project Name	Authorized Phase, Locally Funded
550600	210, 211	Veterans Parkway	PE, ROW
0010348	201	15 th Street	PE
522570	114, 115	Hinesville Bypass	PE

TIP EXPECTED HIGHWAY STIP FUNDS

6/5/2012							
hinesville_tip							
HINESVILLE							
TOTAL EXPECTED HIGHWAY							
STIP FUNDS							
(MATCHED)							
FY 2013 - FY 2016							
FUND	CODE	LUMP DESCRIPTION	2013	2014	2015	2016	TOTAL
NHS	L050		\$ -	\$ -	\$ 6,472,044	\$ -	\$ 6,472,044
Bridge	L1C0		\$ 244,800	\$ 3,007,705	\$ -	\$ -	\$ 3,252,505
STP	L200		\$ 9,858,859	\$ 12,415,107	\$ -	\$ -	\$ 22,273,966
HPP	LY10		\$ -	\$ -	\$ 2,699,700	\$ -	\$ 2,699,700
HPP	LY20		\$ -	\$ -	\$ 1,124,875	\$ -	\$ 1,124,875
HPP	LY30		\$ -	\$ -	\$ 1,132,674	\$ -	\$ 1,132,674
NHS	L050	ROAD MAINT - NAT'L HWY	\$ 217,000	\$ 217,000	\$ 217,000	\$ 217,000	\$ 868,000
NHS	L050	ROADWAY LIGHTING	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 24,000
STP	L220	ENHANCEMENT	\$ 161,000	\$ 161,000	\$ 161,000	\$ 161,000	\$ 644,000
STP	L240	OPERATIONAL	\$ 62,000	\$ 62,000	\$ 62,000	\$ 31,000	\$ 217,000
STP	L240	ROAD MAINT - ANY AREA	\$ 620,000	\$ 620,000	\$ 620,000	\$ 558,000	\$ 2,418,000
STP	L240	BRIDGE PAINTING	\$ 31,000	\$ 31,000	\$ 31,000	\$ 31,000	\$ 124,000
STP	L240	TRAF CONTROL DEVICES	\$ 93,000	\$ 93,000	\$ 93,000	\$ 93,000	\$ 372,000
STP	L240	FORCE ACCT MAINT	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 448,000
STP	L240	TRAF&REV/D-B/STUDIES	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 76,000
STP	L240	RW PROTECTIVE BUY	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 64,000
Trails	L940	RECREATIONAL TRAILS	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
SFT	LS20	HWY RISK RURAL ROADS	\$ 24,000	\$ 24,000	\$ 25,000	\$ 25,000	\$ 98,000
SFT	LS30	SAFETY	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 1,240,000
SFT	LS40	RRX HAZARD ELIM	\$ 27,000	\$ 28,000	\$ 29,000	\$ 29,000	\$ 113,000
SFT	LS50	RRX PROTECTION DEV	\$ 27,000	\$ 28,000	\$ 29,000	\$ 29,000	\$ 113,000
SRTS	LU10	SAFE RT TO SCH NON-INFR	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 8,000
SRTS	LU20	SAFE RT TO SCH INFR	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 60,000
SRTS	LU30	SAFE RT TO SCH ANY PROJ	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 12,000
EB	LZ20	CST MGMT	\$ 174,000	\$ 93,000	\$ 93,000	\$ 93,000	\$ 453,000
TOTAL			\$ 12,030,659	\$ 17,270,812	\$ 13,280,293	\$ 1,758,000	\$ 44,339,764

TIP STATE AND FEDERALLY APPROVED FUNDS: PROJECT COST DETAILS

Hinesville Project Cost Detail FY 2013 thru FY 2016

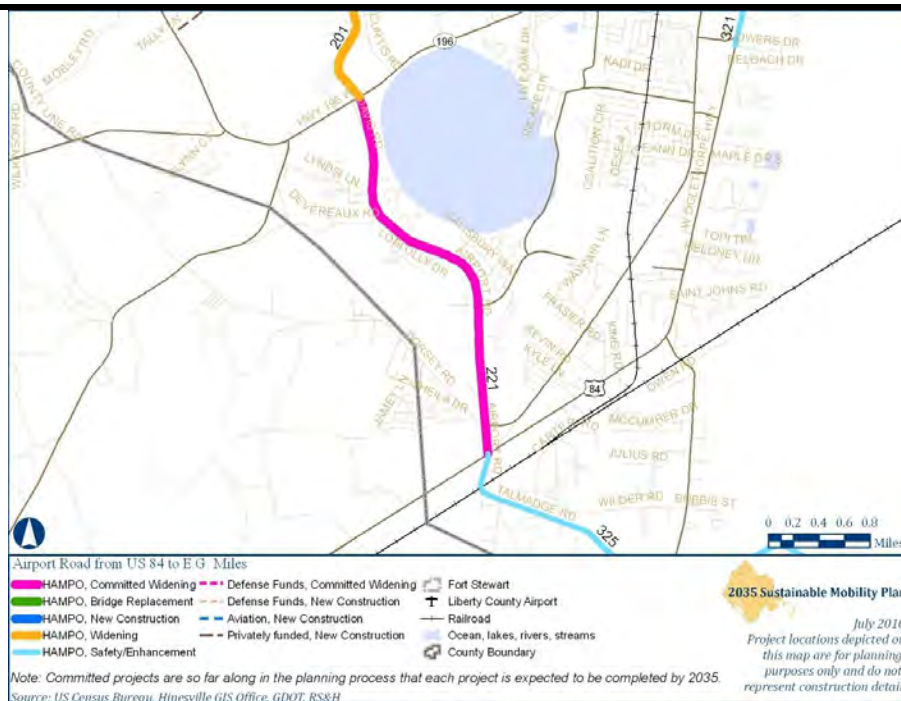
6/5/2012

PI #	MPO TIP ID	Description	Prim Work Type	Prog Date	Phase	Fund Code	Federal	State	Other	Total
0007038	2005-Z-1	SR 119 @ RUSSELL SWAMP 3.5 MI W OF RICEBORO	Bridges	2013	ROW	L1C0	\$195,840	\$48,960	\$0	\$244,800
550600-	2005-F-1	CS 907/FRANK COCHRAN DRIVE FROM SR 119 TO HERO ROAD	Widening	2013	CST	L200	\$7,887,088	\$1,971,772	\$0	\$9,858,859
FY 2013 Totals:							\$8,082,928	\$2,020,732	\$0	\$10,103,659
0004917	2005-D-1	SR 119 FROM SR 38/US 84 TO SR 196 IN HINESVILLE	Widening	2014	CST	L200	\$9,932,086	\$2,483,021	\$0	\$12,415,107
0007038	2005-Z-1	SR 119 @ RUSSELL SWAMP 3.5 MI W OF RICEBORO	Bridges	2014	UTL	L1C0	\$499,392	\$124,848	\$0	\$624,240
0007038	2005-Z-1	SR 119 @ RUSSELL SWAMP 3.5 MI W OF RICEBORO	Bridges	2014	CST	L1C0	\$1,906,772	\$476,693	\$0	\$2,383,465
FY 2014 Totals:							\$12,338,250	\$3,084,562	\$0	\$15,422,812
522570-	2005-E-1	US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON	Roadway Project	2015	ROW	L050	\$5,177,635	\$1,294,409	\$0	\$6,472,044
522570-	2005-E-1	US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON	Roadway Project	2015	ROW	LY10	\$2,159,760	\$539,940	\$0	\$2,699,700
522570-	2005-E-1	US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON	Roadway Project	2015	ROW	LY20	\$899,900	\$224,975	\$0	\$1,124,875
522570-	2005-E-1	US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON	Roadway Project	2015	ROW	LY30	\$906,139	\$226,535	\$0	\$1,132,674
FY 2015 Totals:							\$9,143,434	\$2,285,858	\$0	\$11,429,292
Hinesville Totals:							\$29,564,611	\$7,391,153	\$0	\$36,955,764

HIGHWAY PROJECT LOCATIONS AND DETAIL

The following maps show highway projects other than lump sum or improvement projects that are not easily mapped. Project locations depicted on the maps are for planning purposes and do not represent construction detail. Transit projects are included in a separate section below.

PROJECT NAME: SR 119/Airport Rd		PI #: 0004917	Fund: L200				
PROJECT DESCRIPTION:		HAMPO #: 221					
Widening of Airport Road from 2 to 4 lanes		GDOT District: 5					
		Cong. District: 1					
Improvement Type: Committed Widening		SR/US Road #: SR 119		County: Liberty			
From: US 84/Oglethorpe Hwy		To: SR 196/E.G. Miles Pkwy		RC: CRC			
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 3.3	2006 Volume: 21,070	2035 Volume: 14,670			
PROJECT PHASE	FY 2013	FY 2014	FY 2015	FY 2016	TIP Total	Long Range (Beyond 2016)	PROJECT TOTAL
Preliminary Engineering					Authorized		\$680,441
Right-of-Way					Authorized		\$12,270,600
Construction		\$12,415,107			\$12,415,107		\$12,415,107
PROJECT COST		\$12,415,107			\$12,415,107		\$25,366,148
Federal Cost		\$9,932,086			\$9,932,086		\$19,748,566
State Cost		\$2,483,021			\$2,483,021		\$4,937,141
Local Cost							\$680,441
Comments/Remarks: County has PMA with DOT to do PE and utilities. PE authorized. This is a high priority SPLOST 4 project in Liberty County. Also note: HAMPO Policy Committee voted June 21, 2006 to include traffic signalization improvement at the Airport Rd/US 84, Airport Rd/SR 196 W intersections. This should be completed as part of the project.							



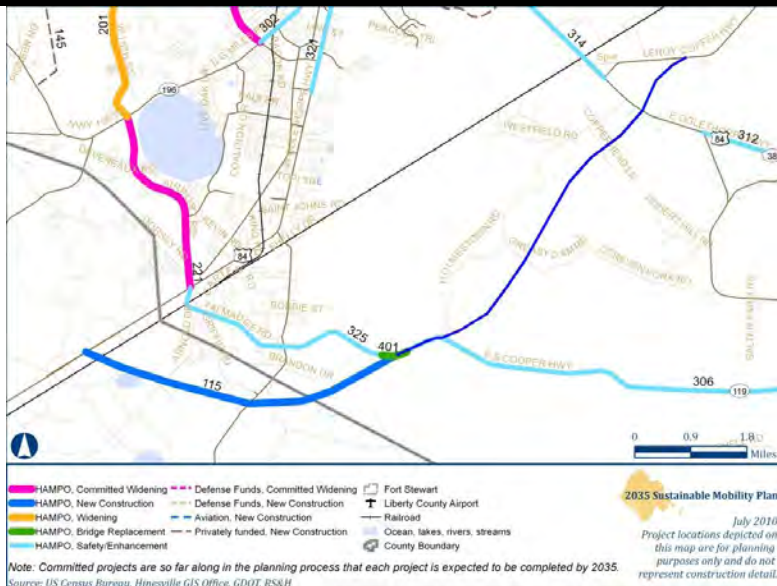
PROJECT NAME: SR 119 at Russell Swamp				PI #: 0007038	Fund: L1C0
PROJECT DESCRIPTION:				HAMPO #: 401	
Bridge replacement over Russell Swamp				GDOT District: 5	
				Cong. District: 1	
Improvement Type: Bridge Replacement		SR/US Road #: SR 119		County: Liberty	
From:		To:		RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 0.41	2006 Volume: N/A	2035 Volume: N/A	

PROJECT PHASE	FY 2013	FY 2014	FY 2015	FY 2016	TIP Total	Long Range (Beyond 2016)	PROJECT TOTAL
Preliminary Engineering					Authorized		\$300,000
Right-of-Way	\$244,800				\$244,800		\$244,800
Construction		\$3,007,705			\$3,007,705		\$3,007,705
PROJECT COST	\$244,800	\$3,007,705			\$3,252,505		\$3,552,505
Federal Cost	\$195,840	\$2,406,164			\$2,602,004		\$2,602,004
State Cost	\$48,960	\$601,541			\$650,501		\$650,501
Local Cost							

Comments/Remarks: PE authorized in 2008. \$624,240 UTL cost included in FY 2014 CST



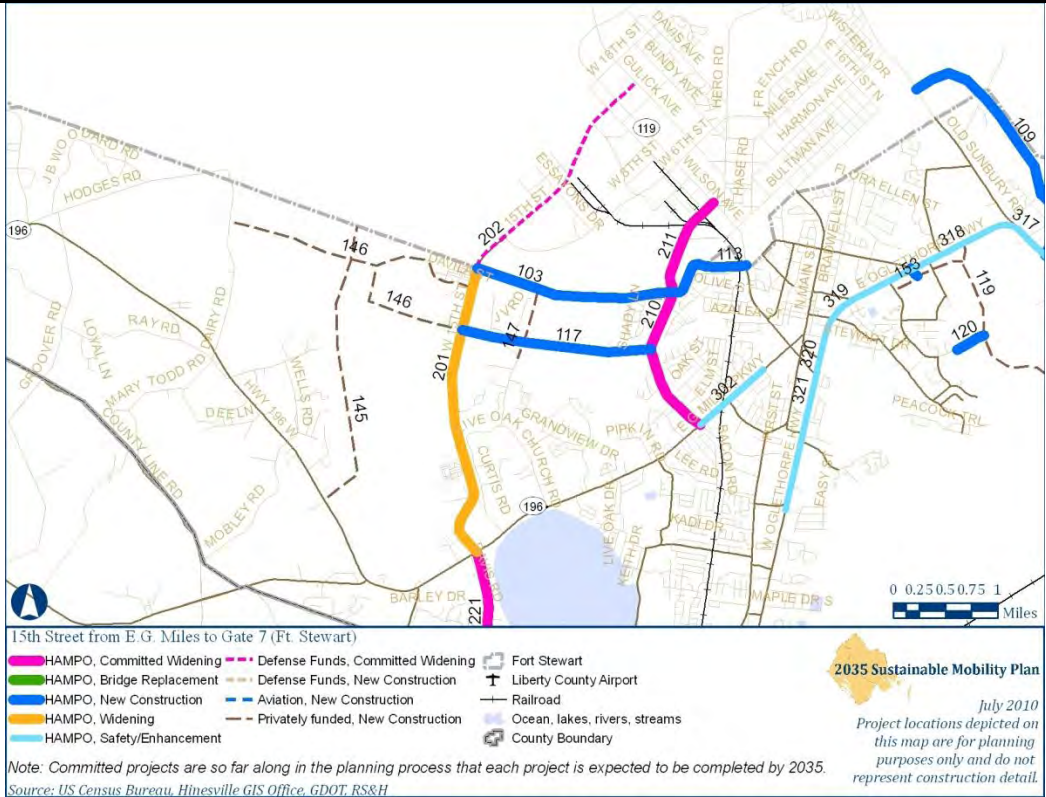
PROJECT NAME: Hinesville Bypass				PI #: 522570		Fund: NHS, LY10, LY20, LY30	
PROJECT DESCRIPTION: New 4 lane roadway				HAMPO #: 115, 114			
				GDOT District: 5			
				Cong. District: 1			
Improvement Type: New Construction		SR/US Road #: N/A		County: Liberty			
From: US 84 CONN FM 1 MI S SR 196		To: US 84 INT TO US 84 S FLEMINGTON		RC: CRC			
Existing No. Lanes: 0		Planned No. Lanes: 4		Length (miles): 12.3		2006 Volume: N/A	
						2035 Volume: 4,100	
PROJECT PHASE	FY 2013	FY 2014	FY 2015	FY 2016	TIP Total	Long Range (Beyond 2016)	PROJECT TOTAL
Preliminary Engineering					Authorized		\$1,537,800
Right-of-Way			\$11,429,292		\$11,429,292		\$11,429,292
Construction						\$61,320,800	\$61,320,800
PROJECT COST			\$11,429,292		\$11,429,292	\$61,320,800	\$74,287,892
Federal Cost			\$9,143,434		\$9,143,434	\$49,056,640	\$58,200,074
State Cost			\$2,285,858		\$2,285,858	\$12,264,160	\$14,550,018
Local Cost							\$1,537,800
<p>Comments/Remarks: PE for 114 and 115 authorized and locally funded. Bypass project is two segments for local planning purposes; HAMPO #115 is a priority due to safety concerns, truck traffic, and community goals for Talmadge Road/SR 119. County has PMA with DOT to do PE and Utilities. R/W acquisition to begin from US 84 in Long County to SR 119 for 5.3 miles funded with earmarks and National Highway funds in TIP. R/W for 4-lane width to be acquired. This is a high priority SPLOST 4 project in Liberty County.</p>							



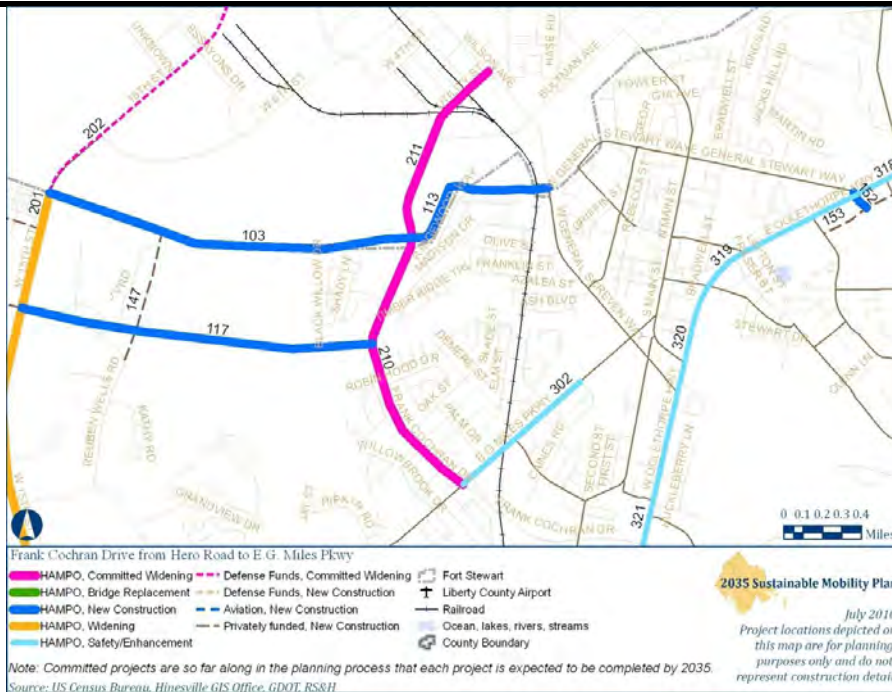
PROJECT NAME: 15th Street			PI #: 0010348	Fund: Local
PROJECT DESCRIPTION: Widening of 15th Street from 2 to 4 lanes from E.G. Miles Pkwy to Gate 7 on Ft. Stewart			HAMPO #: 201	
			GDOT District: 5	
			Cong. District: 1	
Improvement Type: Widening		SR/US Road #: N/A		County: Liberty
From: SR 196/E.G. Miles Pkwy		To: Fort Stewart Boundary		RC: CRC
Existing No. Lanes: 2	Planned No. Lanes: 4	Length (miles): 2.87	2006 Volume: 8,480	2035 Volume: 24,620

PROJECT PHASE	FY 2013	FY 2014	FY 2015	FY 2016	TIP Total	Long Range (Beyond 2016)	PROJECT TOTAL
Preliminary Engineering					Authorized	\$60,949	\$886,890
Right-of-Way						\$7,356,739	\$7,356,739
Construction						\$32,299,647	\$32,299,647
PROJECT COST						\$39,717,335	\$10,543,276
Federal Cost						\$ 18,696,148	\$25,888,477
State Cost						\$ 4,661,847	\$6,472,119
Local Cost						\$7,356,739	\$8,182,680

Comments/Remarks: PE authorized and locally funded. Project phasing to be coordinated with widening on Fort Stewart (HAMPO # 202). This is a high priority SPLOST 4 project in Liberty County.



PROJECT NAME: CS 907/VETERANS PKWY FROM SR 119 TO HERO Road					PI #: 550600	Fund: Local, L200	
PROJECT DESCRIPTION: Widening of Veterans Parkway from 2 to 4 lanes from E.G. Miles to Hase Road on Fort Stewart					HAMPO #: 210, 211		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: Committed Widening			SR/US Road #: N/A		County: Liberty		
From: E.G. Miles Pkwy/SR 196W			To: Hero Road		RC: CRC		
Existing No. Lanes: 2		Planned No. Lanes: 4		Length (miles): 2.7	2006 Volume: 13,120	2035 Volume: 16,380	
PROJECT PHASE	FY 2013	FY 2014	FY 2015	FY 2016	TIP Total	Long Range (Beyond 2016)	PROJECT TOTAL
Preliminary Engineering					Authorized		\$571,117
Right-of-Way					Authorized		\$3,141,552
Construction	\$9,858,860				\$9,858,860		\$9,858,860
PROJECT COST	\$9,858,860				\$9,858,860		\$13,571,529
Federal Cost	\$7,887,088				\$7,887,088		\$7,887,088
State Cost	\$1,971,772				\$1,970,772		\$1,971,772
Local Cost							\$3,712,669
Comments/Remarks: PMA with City of Hinesville to do PE and RW; PE and RW authorized. City will be responsible for utility cost. This is a high priority SPLOST 4 project in Liberty County. City and Fort Stewart coordination is ongoing.							



TRANSIT PROJECTS

The Liberty Transit system began operations October 4, 2010. The tables below include the programming of American Reinvestment and Recovery Act (ARRA) capital transit assistance, Title 49 U.S.C. Section 5307 Urbanized Area Formula Program funds, and Title 49 U.S.C. funds, Title 49 U.S.C. Section 5311(f) funds, as well as local funding sources.

CAPITAL SCHEDULE FOR <i>Liberty Transit</i>						
SECTION 5307						
		FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
	STIP #	T00 _____	T00 _____	T00 _____	T00 _____	
CAPITAL ITEM DESCRIPTION	Unit Cost					
Preventative Maintenance (ARRA 100% Federal FY 13)		\$ 17,000	\$ 17,850	\$ 18,743	\$ 19,680	\$ 73,272
Expanded Service Feasibility Study (80,10,10)		\$ 100,000		\$ 100,000		\$ 200,000
TOTAL PROJECT COST		\$ 117,000	\$ 17,850	\$ 118,743	\$ 19,680	\$ 273,272
FEDERAL COST		\$ 97,000	\$ 14,280	\$ 94,994	\$ 15,744	\$ 218,618
STATE COST		\$ 10,000	\$ 1,785	\$ 11,874	\$ 1,968	\$ 27,327
LOCAL COST		\$ 10,000	\$ 1,785	\$ 11,874	\$ 1,968	\$ 27,327

OPERATING SCHEDULE FOR <i>Liberty Transit</i>						
SECTION 5307						
		FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
	STIP #	T00 _____	T00 _____	T00 _____	T00 _____	
OPERATING ITEM DESCRIPTION						
FY 2013 Operating Program		\$ 1,756,974				\$ 1,756,974
FY 2014 Operating Program			\$ 1,844,823			\$ 1,844,823
FY 2015 Operating Program				\$ 1,937,064		\$ 1,937,064
FY 2016 Operating Program					\$ 2,033,917	\$ 2,033,917
TOTAL PROJECT COST		\$ 1,756,974	\$ 1,844,823	\$ 1,937,064	\$ 2,033,917	\$ 7,572,778
FEDERAL COST		\$ 878,487	\$ 922,411	\$ 968,532	\$ 1,016,959	\$ 3,786,389
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 878,487	\$ 922,411	\$ 968,532	\$ 1,016,959	\$ 3,786,389

*Fuel will be reimbursable at 80% Federal 10% State and 10% Local up to \$135,793.06 in FY 201:

OPERATING SCHEDULE FOR <i>Coastal Regional Commission, DBA Coastal Regional Coaches</i>						
SECTION 5310						
		FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
	STIP #	T00	T00	T00	T00	
OPERATING ITEM DESCRIPTION						
Example: FY 2012 Program		\$ 23,935				\$ 23,935
Example: FY 2013 Program			\$ 27,525			\$ 27,525
Example: FY 2014 Program				\$ 31,654		\$ 31,654
Example: FY 2015 Program					\$ 36,402	\$ 36,402
TOTAL PROJECT COST		\$ 23,935	\$ 27,525	\$ 31,654	\$ 36,402	\$ 119,516
FEDERAL COST		\$ 19,148	\$ 22,020	\$ 25,323	\$ 29,122	\$ 95,613
STATE COST		\$ 2,394	\$ 2,753	\$ 3,165	\$ 3,640	\$ 11,952
LOCAL COST		\$ 2,394	\$ 2,753	\$ 3,165	\$ 3,640	\$ 11,952

The "Local Cost" shows a higher amount than is requested by the CRC because of Purchase of Service funds from other contracts that are used to offset the major portion of required local match for the county. Liberty County is asked to pay a much smaller percentage than would be required as a result of coordination of programs and services.

Total 5310 operating cost for FY 2013 is estimated to be \$280,931.20. Of that total, Liberty County's share amounts to 8.52%. We are projecting 15% growth per year through FY 16 while maintaining the current county share at 8.52%

Note that these are rough projections beyond FY 2013 and the amounts are subject to change based on program need and population category.

OPERATING SCHEDULE FOR <i>Coastal Regional Commission, DBA Coastal Regional Coaches</i>						
SECTION 5311						
		FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
	STIP #	T00	T00	T00	T00	
OPERATING ITEM DESCRIPTION						
Example: FY 2012 Program		\$ 512,510				\$ 512,510
Example: FY 2013 Program			\$ 589,387			\$ 589,387
Example: FY 2014 Program				\$ 677,794		\$ 677,794
Example: FY 2015 Program					\$ 779,464	\$ 779,464
TOTAL PROJECT COST		\$ 512,510	\$ 589,387	\$ 677,794	\$ 779,464	\$ 2,559,155
FEDERAL COST		\$ 256,255	\$ 294,693	\$ 338,897	\$ 389,732	\$ 2,047,324
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ 255,915
LOCAL COST		\$ 256,255	\$ 294,693	\$ 338,897	\$ 389,732	\$ 255,915

The "Local Cost" shows a higher amount than is requested by the CRC because of Purchase of Service funds from other contracts that are used to offset the major portion of required local match for the county. Liberty County is asked to pay a much smaller percentage than would be required as a result of coordination of programs and services.

Total 5311 operating cost for FY 2013 is estimated to be \$6,015,370.55. Of that total, Liberty County's share amounts to 8.52%. We are projecting 15% growth per year through FY 16 while maintaining the current county share at 8.52%

Note that these are rough projections beyond FY 2013 and the amounts are subject to change based on program need and population category.

FEDERAL AND STATE FUNDED AVIATION PROJECTS

This information is non-binding and is for information only.



AIRPORT CIP REPORT

17-Apr-2012

Aviation Programs

INESVILLE / FT. STEWART / - MIDCOAST REGIONAL at WRIGHT ARMY AIRFIELD - LH1

Fiscal Year	Description	Federal Cost	State Cost	Local Cost	Total Cost
2012	2012-2014 DBE PLAN UPDATE	\$7,315.00	\$192.50	\$192.50	\$7,700.00
	DESIGN - EXTENSION OF RUNWAY 6/24 AND PARALLEL TAXIWAY AND ILS/MALS	\$294,500.00	\$7,750.00	\$7,750.00	\$310,000.00
	Annual Total:	\$301,815.00	\$7,942.50	\$7,942.50	\$317,700.00
2013	REHAB RUNWAY 15/33 INCL BIDDING, CONST ADMIN AND INSPECTION	\$2,854,750.00	\$75,125.00	\$75,125.00	\$3,005,000.00
	REHAB TAXIWAY B	\$1,026,000.00	\$27,000.00	\$27,000.00	\$1,080,000.00
	Annual Total:	\$3,880,750.00	\$102,125.00	\$102,125.00	\$4,085,000.00
2014	CONSTRUCT RUNWAY 6/24 1500' EXTENSION & PARTIAL PARALLEL TAXIWAY & ILS/MALS INCL BIDDING, CONST ADMIN AND INSP.	\$6,792,500.00	\$178,750.00	\$178,750.00	\$7,150,000.00
	ENVIRONMENTAL FOR NEW ACCESS ROAD	\$95,000.00	\$2,500.00	\$2,500.00	\$100,000.00
	Annual Total:	\$6,887,500.00	\$181,250.00	\$181,250.00	\$7,250,000.00
2015	2015-2017 DBE PLAN	\$7,600.00	\$200.00	\$200.00	\$8,000.00
	DESIGN - ACCESS ROAD (AIRPORT PORTION)	\$57,000.00	\$1,500.00	\$1,500.00	\$60,000.00
	Annual Total:	\$64,600.00	\$1,700.00	\$1,700.00	\$68,000.00
2016	DESIGN - GA HANGAR PHASE 2 AND FENCING	\$128,250.00	\$3,375.00	\$3,375.00	\$135,000.00
	NEW ACCESS ROAD - AIRPORT PORTION	\$285,000.00	\$7,500.00	\$7,500.00	\$300,000.00
	Annual Total:	\$413,250.00	\$10,875.00	\$10,875.00	\$435,000.00
2017	CONSTRUCT CORPORATE HANGARS (3)	\$855,000.00	\$22,500.00	\$22,500.00	\$900,000.00
	CONSTRUCT GA HANGARS PHASE 2 INCL BIDDING	\$871,175.00	\$17,662.50	\$17,662.50	\$708,500.00
	PERIMETER FENCING INCL BIDDING	\$766,175.00	\$20,162.50	\$20,162.50	\$808,500.00
	Annual Total:	\$2,292,350.00	\$60,325.00	\$60,325.00	\$2,413,000.00
	Grand Total:	\$13,840,265.00	\$364,217.50	\$364,217.50	\$14,568,700.00

Notice of Public Comment Period

Public comment on the fy2013-2016 Transportation Improvement Program (TIP) for the Hinesville Area Metropolitan Planning Organization (HAMPO) will be sought through June 11, 2012. A copy of the document is available at the Hinesville City Hall, the Liberty County Courthouse Annex, the Public Library and the LCPC office located at 205 East Court Street in Hinesville. The document is available for viewing or downloading at the Liberty Consolidated Planning Commission's (LCPC) website:

www.thelcpc.org (click on the "HAMPO" tab)

Public hearings will be held May 15th at 3:30PM in the Liberty County Annex Lobby, May 24th at 5:00PM in the Riceboro City Hall, and May 31st at 5:00PM in the Liberty County Annex Lobby. If you have any comments or questions please contact Rachael Hatcher at **(912) 408-2036**.

Dates of publication: May 13, 20 and 27.

UNDAY, MAY 13, 2012

SUNDAY, MAY 20, 2012

Notice of Public Comment Period

Public comment on the fy2013-2016 Transportation Improvement Program (TIP) for the Hinesville Area Metropolitan Planning Organization (HAMPO) will be sought through June 11, 2012. A copy of the document is available at the Hinesville City Hall, the Liberty County Courthouse Annex, the Public Library and the LCPC office located at 205 East Court Street in Hinesville. The document is available for viewing or downloading at the Liberty Consolidated Planning Commission's (LCPC) website:

www.thelcpc.org (click on the "HAMPO" tab)

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10A - COASTAL COURIER (Hinesville, Ga.) - SUNDAY, MAY 27, 2012

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Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting - Liberty County Annex
May 15, 2012

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Larry Price		
[Signature]	201 S-main St	
Danielle Hippert	125 S. Main St. Hinesville, GA 31313	
Lynne Brasu	P O Box 829 HINESVILLE GA 31310	
Bob SPRINKEL	P. O. Box 829 HINESVILLE GA 31310	
RAY HABAY	P.O. Box 3184 FS GA 31315	

Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting - Liberty County Annex
May 15, 2012

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Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting - Liberty County Annex
May 15, 2012

Name	Address	Email
Dennis K. ELLison	611 Livingston Ct Hixesville GA 31313	
Charlie Anderson	POB 104 Allenhurst, Ga 31301	

**Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting - Comments**

7/15 @ Auney: _____

** WOULD LIKE TO SEE DESIGNATED MOTORCYCLE LANES AND HIGH SALES*

TAX FOR TRANSIT OPERATIONS _____

Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting – Riceboro City Hall
May 24, 2012

Name	Address	Email
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Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program FY 2013 -2016
Public Meeting - Comments

Signatures

Annex

5 to 6

May 29, 2012

~~Robert [unclear]~~

Wally Jr

Donald H. Bate

SCOTT WALL

Evelyn Deely
Georgia Haliday

JAY JOHNSON

Kacem Hatach

NILS GUSTAVSON

No comments