

HAMPO Technical Sub-committee Meeting 4
Tuesday, April 14, 2020 10:00 AM –12:00 PM
Zoom Teleconference

Attendees:

- Jeff Ricketson, LCPC / HAMPO
- Joey Brown, Liberty County
- Kenny Howard, City of Hinesville
- Paul Simonton, Simonton Engineering
- Trent Long, T.R. Long Engineering
- Tom McQueen, GDOT Planning
- Vivian Canizares, GDOT Planning
- Ann-Marie Day, FHWA
- Paul Hawkins, City of Flemington
- Chuck Scragg, Long County
- Marcus Sack, M.E. Sack Engineering
- Rachel Hatcher, RS&H
- Justin Dammons, RS&H
- Kelly Wiggins, LCPC

Introduction:

Prior to the meeting, committee members were provided with draft copies of the Project Performance Assessment and Prioritization Spreadsheet, Methodology Technical Memo, Draft Constrained Project List with Year of Expenditure Cost and Revenues and Agenda. The meeting was kicked off with a brief introduction and Rachel Hatcher led a PowerPoint presentation providing goals and objectives for the meeting, and summarizing the methodology used to develop the draft project list. The Committee then engaged in a workshop style format meeting where project costs were updated to reflect more accurate estimates, and project prioritization was adjusted with associated justification statements provided for each change. Seventeen (17) projects were modified with consensus from the Technical Subcommittee.

The following provides a detailed description of all changes made to the Draft HAMPO 2045 Prioritized Cost Constrained Project List.

- **307: South Main St. Widening** in Band 2 – This project has local investment and preliminary scoping completed and should be moved to Band 1 due to ability to implement.
 - Limits of **ID 307** changed (now 2nd St. to Kacy)
 - Updated costs to **ID 307** (CST & ROW)- length of project was changed from original scope
- **401: Barrington Ferry Rd. at US 17 Intersection Improvement** in Band 4 – This project was moved into band 1 to coincide with associated improvements currently in the TIP. The project has local funding commitments, preliminary scoping and cost estimates completed by Liberty County and ongoing discussion with GDOT regarding preferred alternatives. This project is imperative to support Phase I of the Hinesville Bypass known as the US 84 Freight Connector (PI #522570).
- **404: Interstate Paper Rd. Rehabilitation** in Band 4 – This project is critical to both economic development and safety/security. The Safety aspect is not reflected in crash rates but rather the physical deterioration

of the roadbed and the risk to those traveling on the roadway. This project is included in the draft TSPLOST project list and is a high priority for the regional freight economy.

- Updated costs for **ID 404** was decreased because original cost was overfunded. Staff committed to working with team to get refined cost estimates for this project to further refine estimates.
- **154: Sandy Run/Patriots Trail Connector** in Band 4 - Should be broken into two projects with differing levels of priority as follows:
 - **154a: Sandy Run to General Stewart Extension** – Highest priority to support lump sum safety funded median improvements currently authorized. Move to Band 1 for expedited delivery.
 - **154b: Developer Road to Patriots Trail** – Less urgent and potentially supported by private development. This segment to remain in Band 4 as a low priority.
 - Updated costs to **ID 154a** and **154b** to reflect anticipated project scope
- **228: US 84 Bridge at I-95 widening Band 3** – Coordinate project timing with SR 38/US 84 Safety Access Control Improvements by moving PE into Band I and ROW/CST phases into Band 2.
- **325: SR 119/Talmadge Rd. Multimodal Enhancements** Band 1 - Consider removing from list due to project not having federal transportation funding. No action recommended but hold as an option if financial balancing is needed.
- **222: Cross-Roads Intersection Improvements 119/EB Cooper @ Barrington Ferry** Band 4 – This project was moved into Band 1 to coincide with associated improvements currently in the TIP. The project has local funding commitments, preliminary scoping and cost estimates completed by Liberty County and ongoing discussion with GDOT regarding preferred alternatives. This project is imperative to support Phase I of the Hinesville Bypass known as the US 84 Freight Connector (PI #522570).
 - Updated costs to **ID 222** (all three phases) for consistency with current refined cost estimates.
- **302: SR 196/E.G. Miles Pkwy Access Management (Pineland to General Screven)** Band 1 – Allowed PE and ROW to remain in Band to coincide with ongoing land development that can facilitate ROW acquisition, and moved CST/UTL out to Band 2 to coincide with the timing of General Screven improvements.
 - Updated costs to **ID 302** for ROW acquisition and CST/UTL costs was increased because project was underfunded from original scope
- **314: SR 38 /US 84 Safety and Access Management (SR 196 to Brights Lake)** Band 1 - Relocated all phases to Band 3 for financial balancing of YOЕ.
- **413: Wallace Martin Realignment** Band 4 – Relocated to Band 1 as a high priority to support lump sum safety funded median improvements on SR 38/US 84 currently authorized. Median break is not proposed at Wallace Martin which is the only access point to two public schools. Discussion regarding local funding ensued and the determination was made to keep the project on the list, but to assume that local funding would be required for most, or all of this project.
- **226: Sunbury Rd/Islands Hwy Widening** Band 3 - Moved PE to Band 1 and CST to Band 2 to coincide with the timing of the I-95 bridge widening and to support Freight Economy through improved access to Tradeport East.
 - Removed ROW costs for **ID 226** due to recognition that ROW is available currently available and would not need to be acquired.
 - Updated costs to **ID 226** to reflect understood widening scope.
- **231: Hampton Island Road New Construction** – Moved to Band 4 due to lack of land use development formerly proposed in this area.
- **412: SR 196 / E.G. Miles Pkwy Access Management** Band 1: Moved PE, ROW, CST to Band 3 to balance with high priority projects moved into Bands 1 and 2.
- **0010348: 15th Street Widening** Band 2 – Moved CST to Band 3 for financial balancing
- **225: SR 196 W (to US 301) Widening** – Moved CST from Band 3 to Band 4 due to financial balancing and lower local priority

- **ID 225** may be brought in Band 3 again if refined cost estimates reduce overall project costs
- **309: SR 38 /US 84 Safety and Access Management (Charlie Butler to Peach) Band 1** – Moved PE, ROW, and CST to Band 2 due to financial balancing.
- **250: Coastal Hwy/US 17 Widening (Barrington Ferry to EB Cooper) Band 1** - Moved PE & ROW to Band 2, CST to Band 3 for financial balancing

The Subcommittee reached consensus on these modifications to the cost constrained project list, recognizing that the current YOE Bands were not fully balanced. The project team committed to refining cost estimates and refining the financial balance by Bands and Cost Constrained List. Results will be recirculated to the committee prior to the regularly scheduled TCC meeting on 5/14/2020.

Post Meeting Modifications:

In order to fiscally balance the HAMPO 2045 Constrained Project List, cost estimates were updated for each project, and phases adjusted as needed to reach the required fiscal balance. All project priorities recommended by the Technical Subcommittee were held steady, and adjustments were isolated to moving phases as necessary.

Adjustments made following the Technical Subcommittee are as follows:

- **307: South Main St. Widening** – PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **401: Barrington Ferry Rd. at US 17 Intersection Improvement** - PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **404: Interstate Paper Rd. Rehabilitation** - PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **154a: Sandy Run to General Stewart Extension** – PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **222: Cross-Roads Intersection Improvements 119/EB Cooper @ Barrington Ferry** – PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **302: SR 196/E.G. Miles Pkwy Access Management (Pineland to General Screven)** - PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **413: Wallace Martin Realignment** – PE and ROW maintained in Band I, CST moved to Band 2 due to lack of funding.
- **250: Coastal Hwy/US 17 Widening (Barrington Ferry to EB Cooper)** - Moved PE and ROW to Band 3 for financial balancing

Note: The traditional local financial match is estimated at 20% of Federal contributions. The TSPLOST scenario will increase the local contribution and therefore result in the ability to move the CST phases of high priority projects back into Band 1 of the MTP. Due to a lack of historical TSPLOST success, this additional revenue will not be programmed into the HAMPO 2045 MTP. The 2045 MTP will be modified if the TSPLOST referendum is successful.