

**DRAFT**

# HAMPO 2045 MTP

**September 10, 2020**



**Liberty Consolidated Planning Commission**

**Approved:** September 10, 2020

**Administrative Modification #1:** December 10, 2020



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*This document was prepared in cooperation with the Georgia Department of Transportation and the Federal Highway Administration.*

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**HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION  
A RESOLUTION ADOPTING THE  
2020-2045 METROPOLITAN TRANSPORTATION PLAN**

**WHEREAS**, federal regulations for urban transportation planning requires that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Metropolitan Transportation Plan (MTP) ever 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 Metropolitan Transportation Plan, has developed a twenty-year integrated plan for federally-funded highway and transit projects for the Hinesville urbanized area; and

**WHEREAS**, the MTP 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 MTP 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 2045 MTP.

**NOW, THEREFORE BE IT RESOLVED**, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached 2045 Metropolitan Transportation Plan for the period 2020-2045; 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 Executive Director to execute a joint certification to this effect with the Georgia Department of Transportation.

**ADOPTED** this 10th day of September, 2020 by the Hinesville Area Metropolitan Planning Organization Policy Committee.

**SIGNED:**

  
Chairman Donald Lovette, Policy Committee Chair

**ATTEST:**

  
Jeff Ricketson, AICP, Director



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## I. Administrative Modifications

Administrative Modification #1: Addition of the Liberty Transit Public Transportation Safety Agency Plan, and Calendar Year 2021 GDOT Safety Performance Measures.

See the appendix for the Liberty Transit PTSAP and updated 2021 Safety Performance Measures.

Approved:

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Jeff Ricketson, Executive Director

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Date



## II. Introduction

Metropolitan Planning Organizations (MPOs) are the federally designated organizations with the responsibility to facilitate cohesive planning practices, project identification and programming within their identified region. MPOs are areas with over 50,000 in population that are federally mandated to carry out the transportation planning process within the MPO area, including the allocation of federal funding for transportation projects..

The current transportation legislation, the Fixing America's Surface Transportation Act (FAST Act), essentially carries forward the same requirements from previous legislation, particularly the charge for MPOs to execute a continuing, cooperative, and comprehensive (3-C) process among local, state, and federal partners as plans and programs are developed. In addition, MPOs are required to develop and maintain a financially constrained or financially feasible Metropolitan Transportation Plan (MTP). This long-range plan has a minimum 20-year planning horizon and must be updated on a regular, recurring basis. The FAST Act also includes a requirement for the MPO planning process to incorporate performance-based planning initiatives.

Generally, each MPO consists of representatives from the respective municipalities and agencies within its boundaries to provide feedback and direction on how best to utilize federal state and local transportation funds to achieve the established goals and objectives for the region.

### A. HAMPO

As a result of the 2000 Census, in 2003, the Hinesville Area Metropolitan Planning Organization (HAMPO) was established pursuant to federal law to address transportation planning within Liberty County and the urbanized portions of Long County, including Fort Stewart and the municipalities of Hinesville, Allenhurst, Flemington, Gum Branch, Midway, Riceboro and Walthourville. In 2005, the Memorandum of Understanding with the Georgia Department of Transportation, affirmed by the Governor, designated the Liberty Consolidated Planning Commission (LCPC) as the recipient and management entity for all planning funds and activities associated with HAMPO. The Policy Committee (PC), comprised of elected officials and other decision makers from each participating jurisdiction, provides leadership for HAMPO. The Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC) provide insightful input to the Policy Committee on transportation issues. The Technical Sub-Committee supports the TCC through careful technical analysis of the transportation projects and their anticipated effects in the HAMPO region.

Figure 1 depicts the region with delineations of the HAMPO Urbanized Area (UZA) shown in gold and the HAMPO Planning Area Boundary shown as a dashed red line.





**2045 HAMPO MTP Update**

**Base Map**

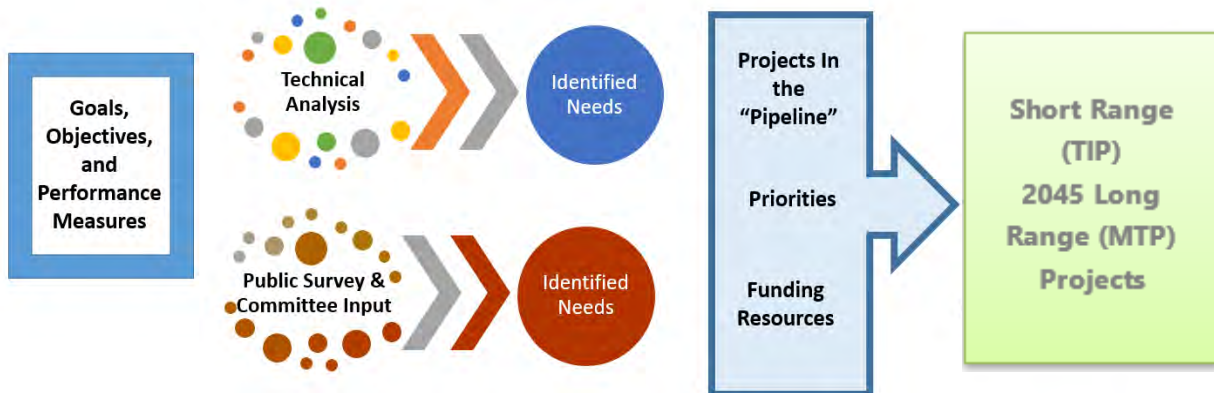
Dated:  
December 2019

Source(s):  
U.S. Census Bureau 2018,  
FHWA 2018,  
HAMPO

### B. Metropolitan Transportation Plan

One of the primary responsibilities of the HAMPO is the development and maintenance of the MTP. This 25-year MTP, with a planning horizon of 2045, identifies the vision, goals and objectives, and strategies that will promote the movement of people and goods throughout the MPO planning region. The MTP is required to be updated every five years to remain eligible for federal and state transportation funding. Figure 2 provides an overview of the key elements included in the MTP planning process.

**Figure 2: HAMPO MTP Planning Process**



### *C. Related Plans*

In order to gain a thorough understanding of current planning efforts for the MPO region and the State of Georgia, a review of existing plans and documents was conducted. Local governments, LCPC, and HAMPO have developed plans to address a variety of community needs and issues that both impact and guide transportation investments. The Georgia Department of Transportation (GDOT) has also developed statewide plans, which were reviewed within the context of this MTP update and applicable information included. These plans were collected and carefully analyzed to form the basis for the MTP goals, objectives, existing conditions, and future conditions for the region.

#### **Long County & The City of Ludowici 2019 – 2039 Joint Comprehensive Plan**

This comprehensive plan was a cooperative work between Long County and the City of Ludowici. It was developed within the framework of state standards and procedures for local comprehensive plans. This plan contains community visions and mission statements that are used as guiding principles for future improvements and a five-year work program. There are recommendations for land use, housing, coastal vulnerability and resilience, economic development, and transportation. The transportation chapter is most relevant to the 2045 MTP, with data on parking, alternate modes of transportation, and strategies for transportation improvements throughout Long County. Projects included as 'Regionally Significant Transportation Recommendations in Long County are incorporated in this MTP update.

#### **2040 Joint Comprehensive Plan – Liberty County, Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, Walthourville**

In 2016, the LCPC completed the 2040 Joint Comprehensive Plan in collaboration with Liberty County and the seven municipalities within the county (Allenhurst, Flemington, Gum Branch,

Hinesville, Midway, Riceboro, Walthourville). Elements included transportation, land use, and development were included in this plan, meeting all Georgia Department of Community Affairs (DCA) requirements. Existing and future land use data and maps were used as the guiding source for socioeconomic data; a key input used in the development of the MTP Travel Demand Model (TDM). In addition, transportation issues, needs, and opportunities were examined, which have been incorporated into recommended projects for the 2045 MTP. A major priority identified in the Joint Comprehensive Plan for Liberty County is the US 84 Freight Bypass.

### 2018 – 2021 Transit Development Plan (TDP) (Liberty Transit)

Liberty Transit published this short- and long-range transit planning document in 2018. Updated every five years, the TDP summarizes the existing conditions of the transit system, defines the community's public transit needs, and outlines goals and objectives with recommended actions for the transit agency and community. Key initiatives identified in the TDP include the implementation of a complementary ADA Paratransit bus service, continued strategic investments in multimodal transit supportive infrastructure, regional connections to adjacent metropolitan areas, and preparing for fleet replacement to maintain a state of good repair.

### HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities

This 2008 plan focused on multimodal aspects of the HAMPO planning area, building on the previous Transit Implementation Study and Transit Feasibility Study. The focus was building an integrated, multimodal transportation network by analyzing existing conditions, reviewing existing data from similar sized successful transit systems, and forming recommendations based on apparent needs in the HAMPO region. This plan included detailed proposals of new bike lanes and sidewalks, and multimodal improvements in Downtown Hinesville and other cities in Liberty County.

### HAMPO Regional Freight Plan

This regional freight plan, completed in 2017, highlights the importance of freight in the HAMPO region, due to the proximity to the Ports of Savannah, Brunswick, as well as the Ports of Jacksonville and Charleston. Freight plays a major role in this region, and this plan was developed to capitalize on the strengths of the existing freight infrastructure while highlighting problem areas and places that hinder growth potential. The US 84 Corridor is emphasized as a freight corridor with significantly higher crash rates than the state average. Recommendations range from completing the US 84 Bypass, developing corridor signal timing on major freight routes, and implementing the US 84 Safety and Access Management projects.



## 2040 Statewide Transportation Plan (SWTP)/ 2018 Statewide Strategic Transportation Plan (SSTP)

The SWTP is a federally mandated long-range transportation plan that defines policies over a minimum 20-year period and must be periodically updated. This plan focuses on all modes of transportation and their connectivity. The SSTP is a strategic plan that focuses on transportation investment strategies to advance the State's economic growth, and this plan must be updated every two years. By focusing on economic growth, the SSTP prioritizes projects and goals that support Georgia's economic vitality. This plan is the first in the state's history to combine both the SWTP and the SSTP and combines traditional planning analyses found in the SWTP with business insight and investment strategies included in the SSTP. The depth of this plan and its ability to focus in on statewide issues and trends and apply that to local MPOs throughout the state reinforces the importance of a combined Statewide Transportation/Strategic Transportation Plan.

## Georgia Strategic Highway Safety Plan (SHSP) (2019 – 2021)

The SHSP is a comprehensive plan that incorporates the "4 Safety E's" – engineering, education, enforcement, and emergency medical services. The SHSP is a federally mandated plan (part of the Highway Safety Improvement Program which itself is an important Federal-aid program) that is designed *'to reduce or eliminate safety hazards on Georgia Roads.'* Data incorporated into this plan utilized sources such as the Fatality Analysis Reporting System (FARS), Georgia Electronic Accident Reporting System (GEARS), the Georgia Department of Driver Services (DDS) Data Reports, the Georgia Department of Public Health (Hospitalization and Emergency Room Data) and the Federal Motor Carrier Safety Administration (Analysis and Information Online System). One of the goals of the HAMPO MTP is to improve the safety for the users of the transportation system, and the SHSP is a valuable source for trends, statistics, and recommendations to improve the HAMPO planning area.

## Georgia Statewide Freight and Logistics Plan

Freight and logistics are critical to the economic vitality of the state and have significant impacts on the state's transportation system. The Statewide Freight and Logistics Plan, which incorporates highways, rail, air, and water, was developed to analyze the needs for efficient freight movements and identify projects and recommendations to address those needs throughout the state. The plan includes short-term, mid-term, and long term needs for project implementation.





### III. Goals, Objectives, Performance Measures

#### A. Goals and Planning Factors

The 2045 Metropolitan Transportation Plan includes the development of goals and objectives that serve as the framework for the planning process and guides the approach for transportation investments in the region. HAMPO's goals are created by incorporating local public and stakeholder input with national and state goals, as well as the federal planning factors found in the FAST Act.

The FAST Act states that the metropolitan transportation planning process must address specific factors. Those factors are indicated below, with the critical element of each factor in bold.

- Support **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase **accessibility and mobility** of people and freight
- **Protect and enhance the environment**, promote energy conservation, **improve the quality of life**, and promote consistency between transportation improvement and state and local planned growth and economic development patterns
- Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**
- Promote **efficient system management** and operation
- Emphasize the **preservation of the existing transportation system**
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance **travel and tourism**

These factors are a key aspect in the formation of the MTP and provide a base for the development of the goals and objectives. Addressing these factors in the MTP ensures that HAMPO can effectively support the national goals identified in the FAST Act and develop goals and objectives for the MPO region that are cohesive with national initiatives. The national goals include:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – to maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – to achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – to improve the efficiency of the surface transportation system



- **Freight Movement and Economic Vitality** – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – to enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The 2018 GDOT Statewide Strategic Transportation Plan lists state goals for transportation initiatives for the State of Georgia. Along with the national goals, these state goals provide an additional layer to the framework for the MTP goals, ensuring a coordinated approach to transportation investments throughout the State. The SWTP/SSTP goals are listed below:

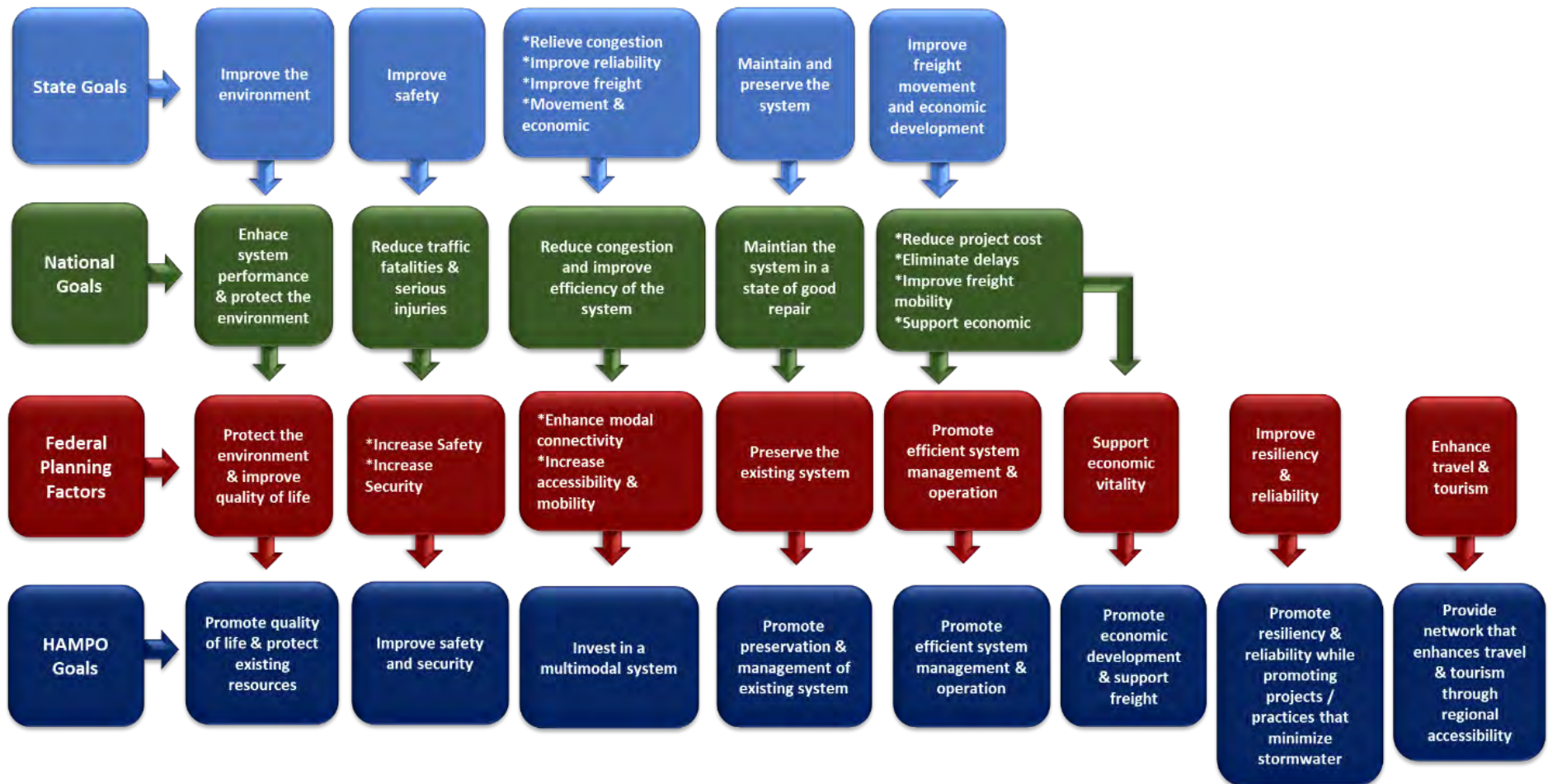
- **Improve safety**
- **Improve reliability**
- **Reduce congestion**
- **Maintain and preserve the system**
- **Improve freight and economic growth**
- **Improve the environment**

## *B. HAMPO Goals and Objectives*

The goals and objectives in this 2045 MTP were formulated after reviewing the goals and objectives from the previous 2040 MTP, as well as the state and national goals. Goals and objectives still relevant and important from the previous MTP were maintained and additional goals and objectives were incorporated to align HAMPO with state and national planning factors and goals. Figure 3 shows the relationship of the HAMPO 2045 MTP goals to those of the FAST Act national planning factors, national goals, and state goals. In addition, specific performance measures were also identified for the goals and objectives.



**Figure 3: Relationship of Goals**



Input on the goals and objectives was collected from stakeholders and members of the public through surveys. In addition, the goals and objectives were reviewed with the HAMPO Committees (Citizens Advisory Committee, Technical Coordinating Committee, Policy Committee) and the Policy Committee adopted the goals, objectives, and performance measures for the 2045 MTP Update. These goals, objectives and performance measures are shown in Table 1.

**Table 1: HAMPO Adopted 2045 MTP Goals, Objectives, and Performance Measures**

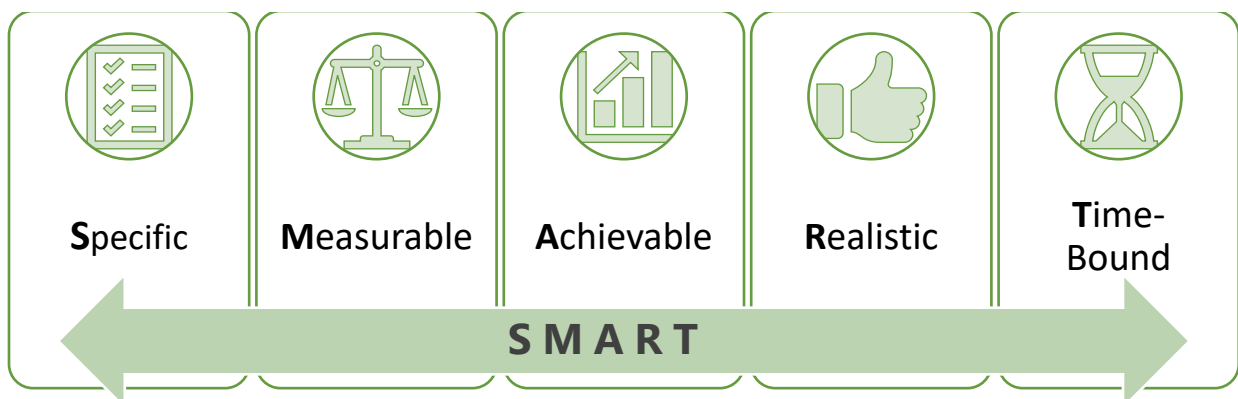
GOALS	OBJECTIVES	PERFORMANCE MEASURES
» <b>Promote Quality of Life and Protect Existing Resources:</b> Provide a transportation system that protects the environment and improves the quality of life for all residents	» Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities and other important resources » Support infill development » Provide access to essential services » Preserve/enhance the community character	» Impacts to cultural, historic and community resources associated with transportation projects » Impacts to the natural environment associated with transportation projects » Reduction in Vehicle Miles of Travel (VMT)
» <b>Invest in a Multimodal System:</b> Provide a connected, multimodal transportation system that allows for efficient movement of freight while meeting the needs of all transportation users	» Provide for a connected bicycle and pedestrian network » Maximize accessibility for populations to employment and activity centers » Minimize network deficiencies and impacts on efficient freight mobility and access	» Reduce gaps within modal networks » Increase connectivity and access between modes » Projects that include multimodal or complete streets elements
» <b>Promote the Management and Preservation of the existing transportation system:</b> » Preserve and maintain the existing transportation system » Promote the efficient management and operations of the transportation system	» Require improvements necessary to accommodate future growth in the development review process » Coordinate with state, regional, and local planning partners » Maximize efficiency of signalized intersections » Expand the use of Intelligent Transportation Systems » Maintain the existing transportation system	» NHS Bridges with sufficiency rating of $\leq 50$ » Projects with ITS elements identified » Projects identified to address roadways that do not meet state and/or local maintenance standards

GOALS	OBJECTIVES	PERFORMANCE MEASURES
» <b>Promote Economic Development and Support Freight Movement:</b> Support the economic vitality of the area through efficient transportation systems that support local and global competitiveness and productivity	» Minimize work trip and congestion delays » Enhance Freight Connections » Provide Transportation Alternatives	» Projects address existing and future development for the region » Projects that improve freight routes or projects identified in HAMPO Freight Plan » Projects that improve existing or planned transit service routes » Projects with existing or projected LOS D - E » AADT and Truck %
» <b>Improve Safety and Security</b> » Ensure the safety of the multimodal transportation system for all users » Ensure the security of the multimodal transportation system for all users	» Ensure all transportation systems are structurally and operationally safe and secure » Minimize frequency and severity of vehicular crashes » Promote continuity with applicable state and local emergency preparedness plans » Prepare Coordinated Incident Responses » Enhance Safe Routes to Schools through multimodal infrastructure improvements » Improve safety and accessibility of the non-motorized transportation network	» Number of crashes (5-year average and CY) » Crash rate per 100 Million VMT » Number /rate of fatalities per 100 million VMT » Number/ rate of serious injuries per 100 million VMT » Number of combined non-motorized fatalities and non-motorized serious injuries » Number of bicycle/pedestrian fatalities Number of bicycle/pedestrian injuries Projects identified to address structural or operational deficiencies » Bridges with sufficiency ratings of < 50 » Projects improving emergency evacuation or emergency first response access corridors » Miles of bicycle/pedestrian infrastructure and/or number of safety features
» <b>Invest in Mobility Options:</b> Maximize mobility for all users through an integrated, connected, and accessible transportation system	» Minimize congestion delays » Maximize accessibility for populations to employment and activity centers » Provide efficient and reliable freight movement » Encourage transportation services for the transportation disadvantaged » Encourage multimodal use	» Projects that improve existing or planned transit service routes » Projects with existing or projected LOS D - E » Projects that include multimodal / complete streets infrastructure

GOALS	OBJECTIVES	PERFORMANCE MEASURES
» <b>Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts</b>	» Minimize delays due to recurring and non-recurring congestion » Coordinate with local and state emergency management agencies » Identify vulnerable areas of the system that impact the reliability of travel and identify strategies to address » Review transportation projects to ensure minimal stormwater impacts	» Projects identified along corridors with documented flooding » Projects improving emergency evacuation or emergency first response access corridors » NPMRDS bottlenecks
» <b>Provide a transportation network that enhances travel and tourism through regional accessibility</b>	» Promote regional connectivity » Promote transportation investments and strategies that provide access to tourist attractions	» Connections to regional tourist attractions » Multimodal transportation services and/or infrastructure targeted to visitors

### C. HAMPO Performance Measures

The performance measures developed for the 2045 MTP were identified as key measures of effectiveness for the adopted goals and objectives. These performance measures were developed through public, stakeholder, and agency input and follow the FHWA SMART principle, which focuses on measures that are:



This approach uses data that is quantifiable over a defined period of time. Each goal and objective in the MTP has a related performance measure to gauge their effectiveness and support prioritization of project to best meet the region's transportation needs. Table 2 is a matrix that demonstrates the relationship between the FAST Act national planning factors, national goals, and the corresponding state goals, and HAMPO goals, objectives, and performance measures.

**Table 2: Relationship of HAMPO, Federal, and State Goals, Objectives, and Performance Measures**

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	HAMPO 2045 Goals	HAMPO 2045 Objectives	HAMPO Performance Measures	Data Source for Performance Measure
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve the environment	<b>Promote Quality of Life and Protect Existing Resources:</b> Provide a transportation system that protects the environment and improves the quality of life for all residents.	<ul style="list-style-type: none"> <li>Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities and other important resources</li> <li>Support infill development</li> <li>Provide access to essential services</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to cultural, historic and community resources associated with transportation projects</li> <li>Impacts to the natural environment associated with transportation projects</li> <li>Reduction in Vehicle Miles of Travel (VMT)</li> </ul>	<ul style="list-style-type: none"> <li>Environmental Justice analysis; US Census</li> <li>Project review</li> <li>Local land development actions occurring along State Highway System with documented transportation review and recommendations</li> </ul>
<p>Increase the safety of the transportation system for motorized and nonmotorized users.</p> <p>Increase the security of the transportation system for motorized and nonmotorized users.</p>	To achieve a significant reduction in traffic fatalities and serious injuries on all public Rds.	Improve safety	<b>Improve Safety and Security:</b> <ul style="list-style-type: none"> <li>Ensure the safety of the multimodal transportation system for all users</li> <li>Ensure the security of the multimodal transportation system for all users</li> </ul>	<ul style="list-style-type: none"> <li>Ensure all transportation systems are structurally and operationally safe and secure</li> <li>Minimize frequency and severity of vehicular crashes</li> <li>Promote continuity with applicable state and local emergency preparedness plans</li> <li>Prepare Coordinated Incident Responses</li> <li>Enhance Safe Routes to Schools through multimodal infrastructure improvements</li> <li>Improve safety and accessibility of the non-motorized transportation network</li> </ul>	<ul style="list-style-type: none"> <li>Number of crashes (5-year average and CY)</li> <li>Crash rate per 100 Million VMT » Number /rate of fatalities per 100 million VMT</li> <li>Number/ rate of serious injuries per 100 million VMT</li> <li>Number of combined non-motorized fatalities and non-motorized serious injuries</li> <li>Number of bicycle/pedestrian fatalities</li> <li>Number of bicycle/pedestrian injuries</li> <li>Projects identified to address structural or operational deficiencies</li> <li>Bridges with sufficiency ratings of &lt; 50</li> <li>Projects improving emergency evacuation or emergency first response access corridors</li> <li>Miles of bicycle/pedestrian infrastructure and/or number of safety features</li> </ul>	<ul style="list-style-type: none"> <li>GDOT</li> <li>Georgia Electronic Accident Reporting System (GEARS)</li> <li>GDOT Traffic Analysis and Data Application</li> </ul>



FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	HAMPO 2045 Goals	HAMPO 2045 Objectives	HAMPO Performance Measures	Data Source for Performance Measure
Increase accessibility and mobility of people and freight	To achieve a significant reduction in congestion on the National Highway System  To improve the efficiency of the surface transportation system	Relieve congestion and improve reliability  Improve freight movement and economic development opportunities	<b>Invest in a Multimodal System:</b> Provide a connected, multimodal transportation system that allows for efficient movement of freight while meeting the needs of all transportation users	<ul style="list-style-type: none"> <li>○ Provide for a connected bicycle and pedestrian network</li> <li>○ Maximize accessibility for populations to employment and activity centers</li> <li>○ Minimize network deficiencies and impacts on efficient freight mobility and access</li> </ul>	<ul style="list-style-type: none"> <li>○ Reduce gaps within modal networks</li> <li>○ Increase connectivity and access between modes</li> <li>○ Projects that include multimodal or complete Streets elements</li> </ul>	<ul style="list-style-type: none"> <li>○ Environmental Justice analysis; US Census</li> <li>○ Project review and identification of connections</li> <li>○ Public Works/Engineering Depts.</li> <li>○ Transit Systems <ul style="list-style-type: none"> <li>○ Inventory of Capital Assets</li> <li>○ Ridership data</li> <li>○ Remix access density reports</li> <li>○ NTD reporting data</li> </ul> </li> </ul>
Enhance the integration and connectivity of the transportation system, across and between modes for people and freight	To achieve a significant reduction in congestion on the National Highway System  To improve the efficiency of the surface transportation system	Relieve congestion and improve reliability	<b>Invest in Mobility Options:</b> Maximize mobility for all users through an integrated, connected, and accessible transportation system	<ul style="list-style-type: none"> <li>○ Minimize congestion delays</li> <li>○ Maximize accessibility for populations to employment and activity centers</li> <li>○ Provide efficient and reliable freight movement</li> <li>○ Encourage transportation services for the transportation disadvantaged</li> <li>○ Encourage multimodal use</li> </ul>	<ul style="list-style-type: none"> <li>○ Projects that improve existing or planned transit service routes</li> <li>○ Projects with existing or projected LOS D - E</li> <li>○ Projects that include multimodal / complete Streets infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>○ National Performance Management Data Research Set</li> <li>○ GDOT Traffic Analysis and Data Application</li> <li>○ Public Works/Engineering Depts</li> <li>○ Transit Service Profiles: Routes, Service Area, Route Miles, Bus Stop Improvement Program Inventory</li> </ul>
Emphasize the preservation of the existing transportation system  Promote efficient system management and operation	To maintain the highway infrastructure asset system in a state of good repair  To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Maintain and preserve the existing transportation system	<b>Promote the Management and Preservation of the existing transportation system:</b> Preserve and maintain the existing transportation system  Promote the efficient management and operations of the transportation system	<ul style="list-style-type: none"> <li>○ Require improvements necessary to accommodate future growth in the development review process</li> <li>○ Coordinate with state, regional, and local planning partners</li> <li>○ Maximize efficiency of signalized intersections</li> <li>○ Expand the use of Intelligent Transportation Systems</li> <li>○ Maintain the existing transportation system</li> </ul>	<ul style="list-style-type: none"> <li>○ NHS Bridges with sufficiency rating of &lt; 50</li> <li>○ Projects with ITS elements identified</li> <li>○ Projects identified to address roadways that do not meet state and/or local maintenance standards</li> </ul>	<ul style="list-style-type: none"> <li>○ GDOT Traffic Analysis and Data Application</li> <li>○ National Performance Management Research Data Set</li> <li>○ Public Works/Engineering/Traffic Depts.</li> </ul>



FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	HAMPO 2045 Goals	HAMPO 2045 Objectives	HAMPO Performance Measures	Data Source for Performance Measure
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	<p>To maintain the highway infrastructure asset system in a state of good repair</p> <p>To enhance the performance of the transportation system while protecting and enhancing the natural environment</p>	The 2040 SWTP/2015 SSTP do not currently address this federal goal.	<b>Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts</b>	<ul style="list-style-type: none"> <li>Minimize delays due to recurring and non-recurring congestion</li> <li>Coordinate with local and state emergency management agencies</li> <li>Identify vulnerable areas of the system that impact the reliability of travel and identify strategies to address</li> <li>Review transportation projects to ensure minimal stormwater impacts</li> </ul>	<ul style="list-style-type: none"> <li>Projects identified along corridors with documented flooding</li> <li>Projects improving emergency evacuation or emergency first response access corridors</li> <li>NPMRDS bottlenecks</li> </ul>	<ul style="list-style-type: none"> <li>GDOT and Public Works/Engineering Depts.; Project Review</li> <li>National Performance Management Research Data Set</li> <li>Local Stormwater Management Departments</li> <li>Local Emergency Management Agencies</li> <li>Project Review</li> <li>Transit providers AVL data</li> </ul>
Enhance travel and tourism	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	The 2040 SWTP/2015 SSTP do not currently address this federal goal.	<b>Provide a transportation network that enhances travel and tourism through regional accessibility</b>	<ul style="list-style-type: none"> <li>Promote regional connectivity</li> <li>Promote transportation investments and strategies that provide access to tourist attractions</li> </ul>	<ul style="list-style-type: none"> <li>Connections to regional tourist attractions</li> <li>Multimodal transportation services and/or infrastructure targeted to visitors</li> </ul>	<ul style="list-style-type: none"> <li>GDOT and Public Works/Engineering Depts.; Project Review</li> <li>Project Review</li> <li>Local Convention and Visitors Bureau</li> </ul>
Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	<p>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p> <p>To improve the efficiency of the surface transportation system</p>	Improve freight movement and economic development opportunities	<ul style="list-style-type: none"> <li><b>Promote Economic Development and Support Freight Movement:</b> Support the economic vitality of the area through efficient transportation systems that support local and global competitiveness and productivity</li> </ul>	<ul style="list-style-type: none"> <li>Minimize work trip and congestion delays</li> <li>Enhance Freight Connections</li> <li>Provide Transportation Alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Projects address existing and future development for the region</li> <li>Projects that improve freight routes or projects identified in HAMPO Freight Plan</li> <li>Projects that improve existing or planned transit service routes</li> <li>Projects with existing or projected LOS D - E » AADT and Truck %</li> </ul>	<ul style="list-style-type: none"> <li>GDOT Traffic Analysis and Data Application</li> <li>National Performance Management Research Data Set</li> <li>Project Review</li> <li>GDOT Project Review</li> </ul>

## *D. National Transportation Performance Measures and State Targets*

The Fast Act outlines a framework for state Departments of Transportation and Metropolitan Planning Organizations to adhere to while carrying out their federally required transportation planning and programming activities. This framework includes federally prescribed national performance measures and mandates the cooperative development of performance targets at the MPO and/or state level. These measures are stratified into three groups, which are focused in the areas of safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, and total emissions reduction. Those three groups are as follows:

- PM1: Safety Performance Measures
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS Roads
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads

### Safety Performance Measures (PM1)

The FHWA is responsible for the highway safety performance measures to ensure compliance with the Highway Safety Improvement Program (HSIP). For highway safety, this includes five performance measures:

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

Safety performance targets were initially developed and adopted by GDOT in 2018 and are updated annually by February 27<sup>th</sup>. MPOs were required to support the Safety Performance Targets identified by GDOT or develop specific targets for the MPO region. HAMPO elected to support the GDOT targets and has continued to support the targets for three consecutive years. The current safety targets address calendar year 2020, with statewide performance measured on a five-year rolling average. Table 3 lists the highway safety performance measures adopted by HAMPO.

**Table 3: Highway Safety/PM1: System Conditions and Performance**

<b>National Safety Performance Measures</b>	<b>GDOT Statewide Performance (2013 – 2017)</b>	<b>GDOT Statewide Performance (2015 – 2019)</b>	<b>GDOT Statewide Performance Target (2016 – 2020)</b>
<b>Number of Fatalities</b>	1,376.6	1,655.0	1,698.0
<b>Rate of Fatalities per 100 million VMT</b>	1.172	1.310	1.28
<b>Number of Serious Injuries</b>	23,126.8	24,324.0	24,094.0
<b>Rate of Serious Injuries per 100 million VMT</b>	19.756	18.900	21.800
<b>Total Number of Non-motorized Fatalities and Non-Motorized Serious Injuries</b>	978.40	1,126.0	1,163.0

## Performance Management (PM2)

To assess pavement condition and bridge condition for the National Highway Performance Program, FHWA established performance measures in 2017. These six performance measures include:

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

The performance measures listed below were developed by GDOT and supported by HAMPO in 2018, providing a vital component of the performance-based planning framework and ongoing performance management. These targets, shown in Table 4, are updated every four years, with a possible revision at the two-year interim for two targets:

- Percent of non-Interstate NHS pavement in good and poor condition
- Percent of NHS bridges by deck area in good and poor condition

**Table 4: Pavement and Bridge Condition/PM2: Performance and Targets**

<b>Performance Measures</b>	<b>Georgia Performance (Baseline)</b>	<b>Georgia 2-year Target (2019)</b>	<b>Georgia 4-year Target (2021)</b>
<b>Percent of Interstate pavement in good condition</b>	60%	N/A	≥50%
<b>Percent of Interstate pavement in poor condition</b>	4%	N/A	≤5%
<b>Percent of non-Interstate NHS pavement in good condition</b>	44%	≥40%	≥40%
<b>Percent of non-Interstate NHS pavement in poor condition</b>	10%	≤12%	≤12%
<b>Percent of NHS bridges (by deck area) in good condition</b>	49.1%	≥60%	≥60%
<b>Percent of NHS bridges (by deck area) in poor condition</b>	1.35%	≤10%	≤10%

## Performance Management Group 3 (PM3)

The PM3 Performance Targets are two-year and/or four-year performance targets required to be established by state DOTs and MPOs. These targets measure performance of the National Highway System, freight movement on the Interstate system, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The PM3 measures include:

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

As with PM 1 and PM2, HAMPO elected to support the GDOT developed performance targets rather than developing their own specific targets. Table 5 details the PM3 targets originally established in 2018 with 2-year targets and 4-year targets.

**Table 5: System Performance/Freight Movement (PM3): Performance and Targets**

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	80.4%	73.0%	67.0%
Percentage of Person-Miles on the non-Interstate NHS that are Reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual hours of Peak Hour Excessive Delay per Capita (PHED)	20.4 hours	N/A	24.6 hours
Percent Non-SOV travel	22.1%	22.1%	22.1%

## Transit Performance Management

In addition to the highway performance measures established by MAP-21 and brought forward in the FAST Act, the Federal Transit Administration (FTA) also established performance measures and requirements for associated targets and monitoring. These elements of the HAMPO performance management process are detailed in the Transit Chapter beginning on page 67 of this report.

## IV. Existing and Future Conditions

The HAMPO region was designated as an MPO in 2003 and has experienced consistent growth since its establishment. The growth rate in this region is due in part to its proximity to the interstate system (I-95), major ports (Port of Savannah and Port of Brunswick), rail lines (CSX and Riceboro Southern), and Fort Stewart/Hunter Army Airfield (HAAF), which is the largest military installation and strategic projection platform east of the Mississippi River. Fort Stewart is the also the primary employer in the HAMPO region. Due to the continued growth and expansion of these traffic attractors and generators, growth is expected to continue within the HAMPO region. In order to understand the current issues, opportunities, and demand for the multimodal transportation network within the HAMPO region, an existing conditions assessment was conducted and used as a platform for future growth projections.

Assessing and evaluating the existing conditions of the MPO region includes the compilation of an inventory of demographic and employment data, current land use data, travel patterns and modes of transportation, freight statistics, and safety indicators. The socioeconomic data evaluation included careful evaluation of Title VI and Environmental Justice regulations and application of these federally mandated policies to the population data within the HAMPO region.

A key analysis tool utilized for transportation planning is the Travel Demand Model (TDM). The TDM utilizes a variety of population, employment, and travel behavior data to replicate baseline transportation conditions and to project future conditions for the MPO region. The inputs for this tool are developed collaboratively between GDOT and the MPO and include base year and future horizon population and employment data. These data are assessed utilizing four-step process which includes:

- Trip Generation
- Trip Distribution

*Travel Demand Model Four-Step Approach*





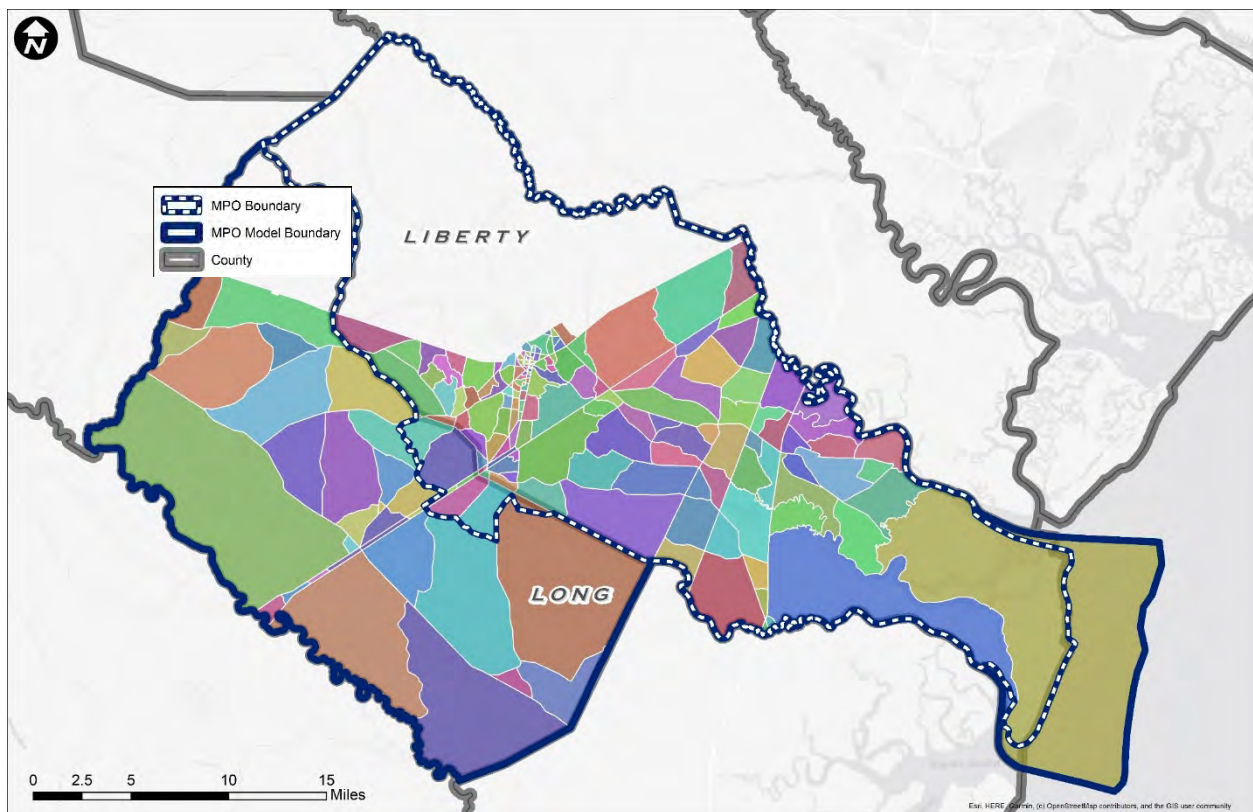
- Mode Choice
- Trip Assignment

For modeling purposes, the MPO planning area is divided into smaller geographic areas called Traffic Analysis Zones (TAZ). The socioeconomic (SE) data is applied to the appropriate TAZ and then adjusted as needed to reflect current conditions. With the combination of transportation network characteristics and socioeconomic data, the model can forecast future traffic volumes for the network. These forecasts are then used as a primary tool to identify existing and future needs and to analyze

*Source: GDOT Modeling*

potential solutions. The map shown in Figure 4 was developed by the GDOT modeling division to show the TAZ structure for the HAMPO modeling region, which includes all of Liberty and Long Counties, and the urbanized portion of Fort Stewart. The MPO includes 165 TAZs while the modeled area includes a total of 195 TAZs.

**Figure 4: HAMPO Traffic Analysis Zones (TAZ)**



*Source: GDOT*

### A. Population

Population data for the MTP include both a base year and future year scenario. To ensure that all data sets needed to complete the MTP analysis are available, a base year of 2015 and future horizon of 2045 were selected.





## 2015 Base Year Population

The population of Liberty and Long Counties has continued its upward growth trend over the last five-year period, with the highest residential growth concentrations in Long County. Data from the US Census and the American Community Survey were used to estimate population totals for the 2015 base year. These data include Census block and tract level information from the 2010 decennial Census and population estimates from the 2015 American Community Survey. Table 6 displays the population and household estimates by county.

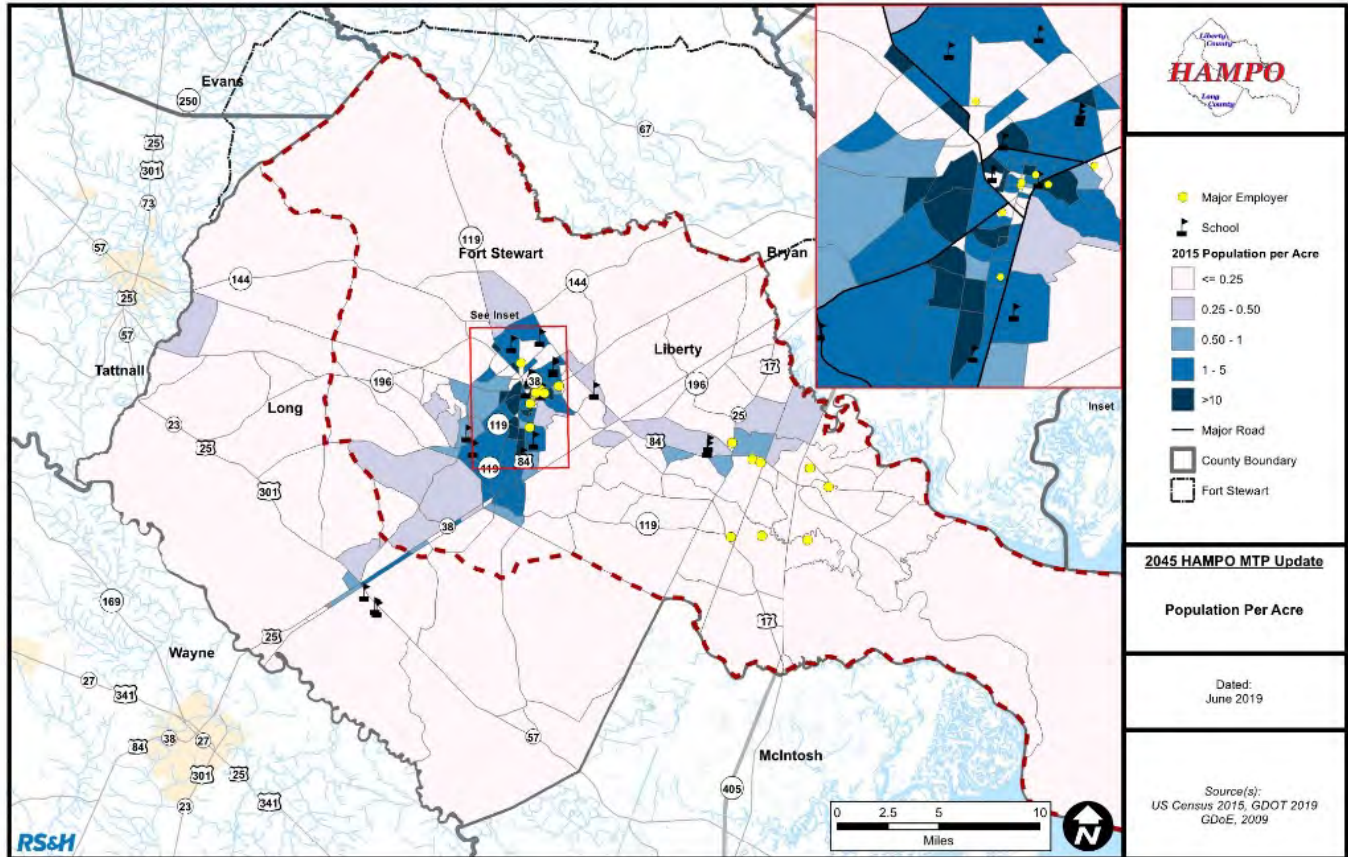
**Table 6: HAMPO 2015 Base Year Population**

SE Variable	Liberty County	Long County	HAMPO Total
Population	67,559	16,434	83,993
Households	30,990	6,884	37,874

The population density is higher in the Hinesville urbanized area just south of Fort Stewart, in addition to the cantonment area of Fort Stewart. In Long County, the highest density is in the city of Ludowici and on the shared border with Liberty County. This density in Ludowici is due in part to proximity to jobs in Hinesville and Fort Stewart as well as availability of goods, services, and municipal infrastructure.

The greatest population density is primarily located in the Hinesville urbanized area just south of Fort Stewart with concentrations along the major roadway corridors. Figure 5 shows the existing population per acre.

**Figure 5: Existing HAMPO Population Per Acre (2015)**



In 2011 Liberty County unsuccessfully contested the 2010 Census population results due to deployment activities at Fort Stewart Military Base that dramatically impacted the number of soldiers and dependents physically present in Liberty County during the count. While the effort to contest the census count results was not successful, it is critical that the impacts to population and traffic volumes collected during this deployment period be recognized within the framework of the HAMPO 2045 MTP update. With the 2020 Census count underway, with legislative modifications made to how deployed military personnel are counted, HAMPO anticipates a significant increase in population for the MPO region.

### 2045 Future Population

The first step in developing the future year SE data was to consider projected regional population. The estimated population control total serves as the base for projecting other variables including total employment and total school enrollment. The two primary population projection data sources are:

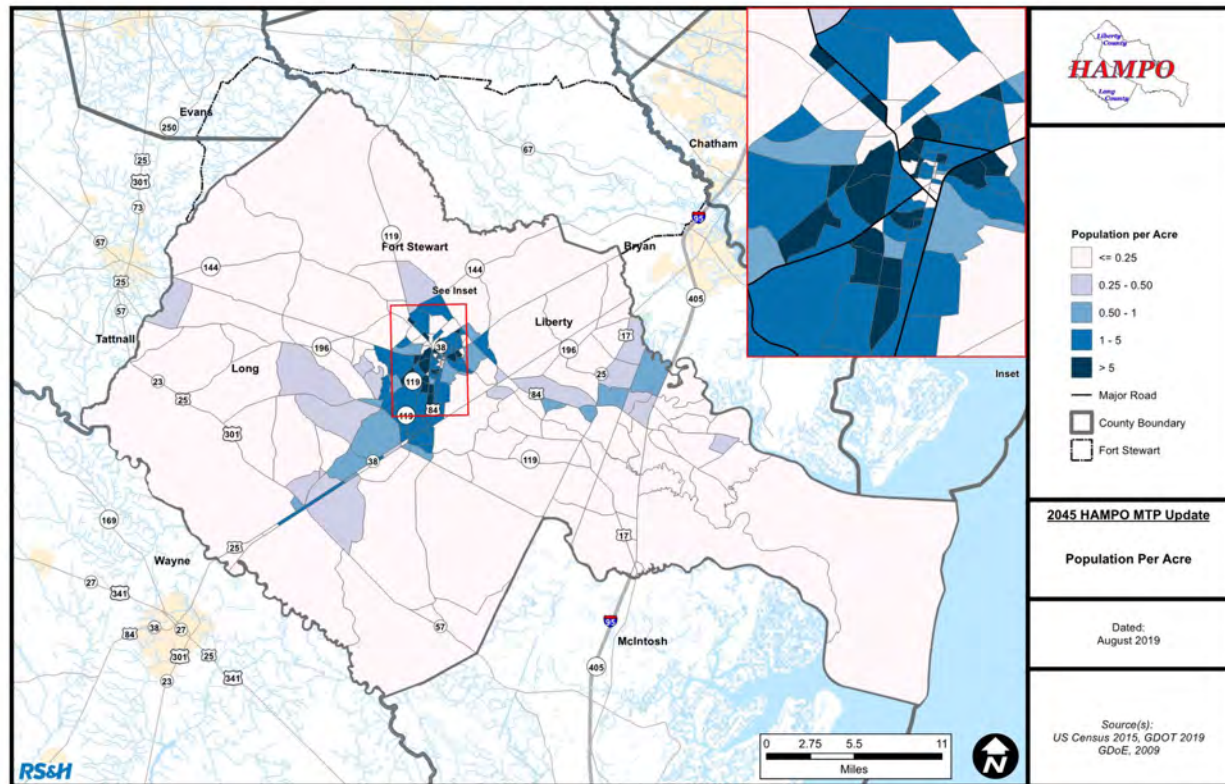
- Georgia Office of Planning and Budget (OPB); and
- REMI model data received from GDOT

**Figure 6: Regional Population Projections**



The population in the region is anticipated to increase steadily, with an anticipated shift of population growth to Ludowici in Long County, as evidenced by construction along US 84 connecting Hinesville to Ludowici and Long County. High-density neighborhoods and TAZs are in Hinesville adjacent to Fort Stewart due to the proximity to the military installation and related employment centers. Figure 7 shows the population per acre from the 2045 Projected Travel Demand Model.

**Figure 7: Future HAMPO Population Per Acre (2045)**



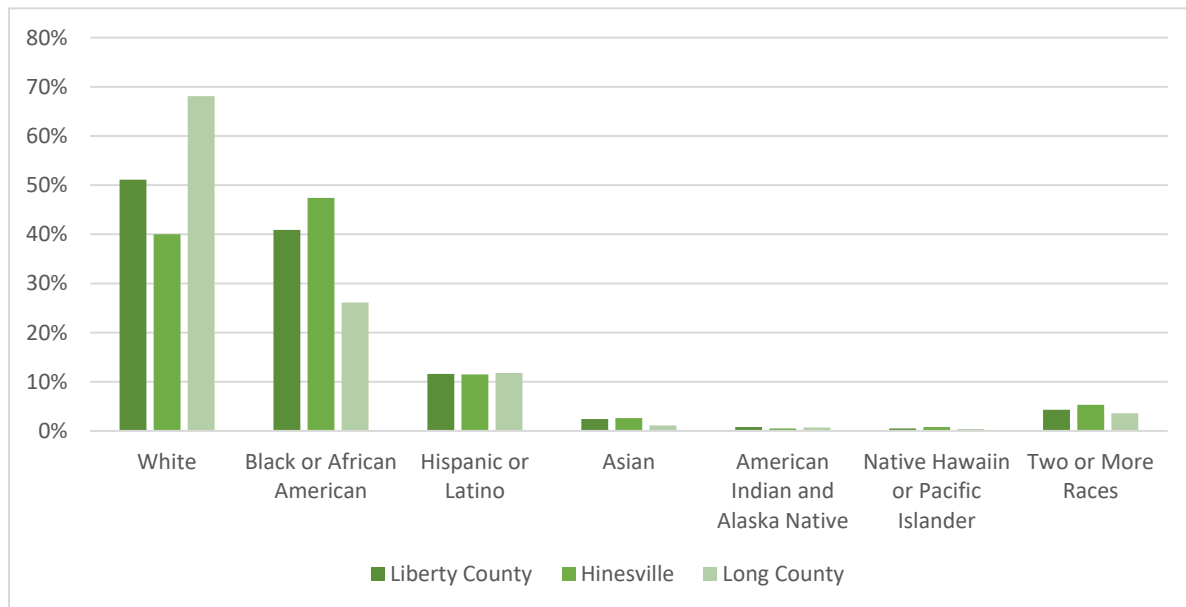
## B. Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” 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.” Federal agencies are legally mandated to identify and address disproportionately high or adverse human health or environmental impacts of programs, policies, and activities on minority or low-income populations.

Environmental justice (EJ) is an important aspect of the transportation planning process and must be addressed as part of the MTP development, specifically as it relates to public involvement, project funding priorities, and disproportionate impacts to protected populations.

The HAMPO study area is comprised of an extremely diverse population. Figure 8 demonstrates the breakdown of population percentage by 2010 US Census demographic category.

**Figure 8. HAMPO Demographics**



*Source: US Census Bureau*

Using the US Census American Community Survey data, affected communities were identified and the regional average for the following population categories were determined:

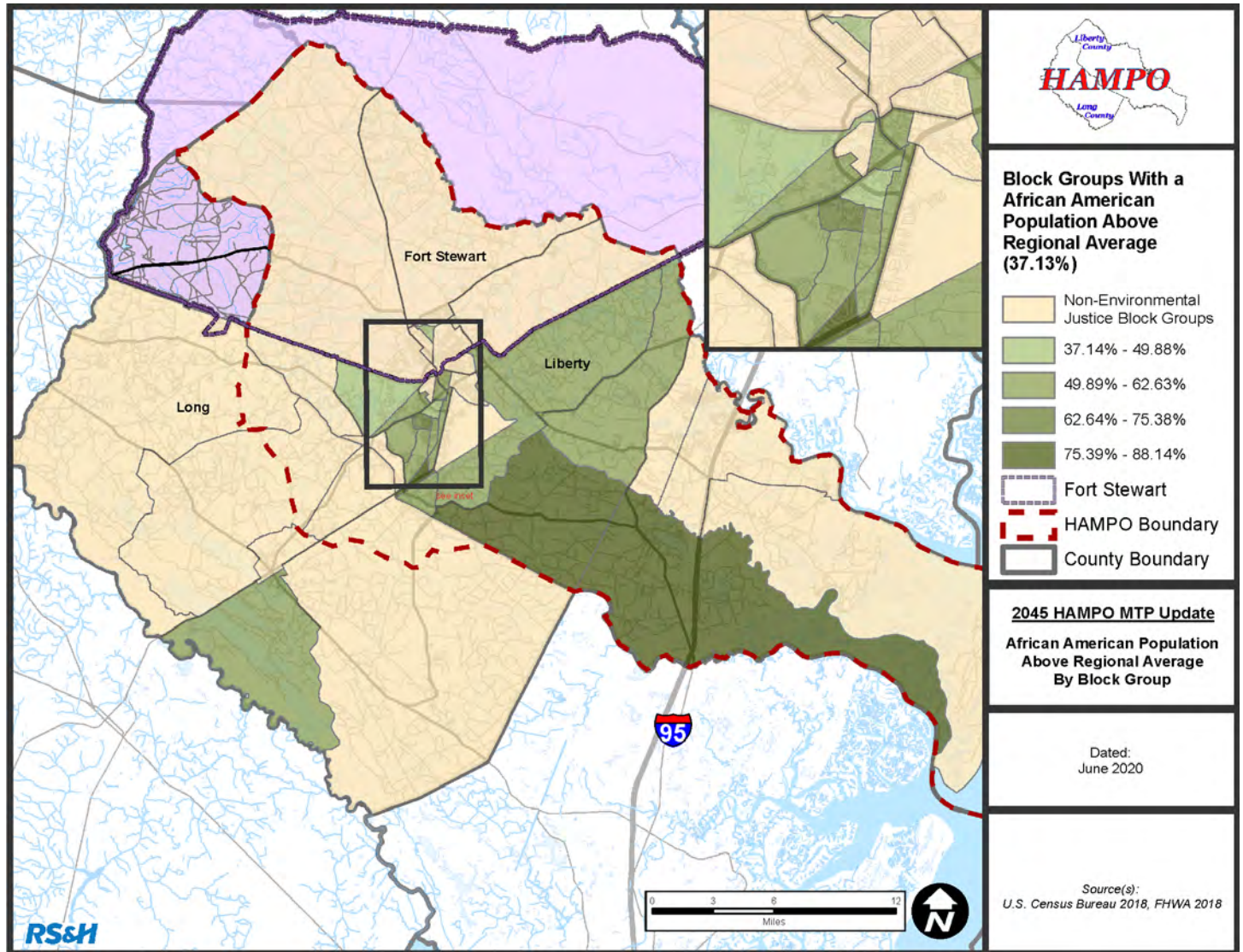
- African American
- Asian
- Hispanic
- Persons with Disabilities
- Elderly (age 65 and over)
- Those living in poverty
- Households without access to an automobile

Using block groups and tracts, these identified populations were mapped and key findings summarized.



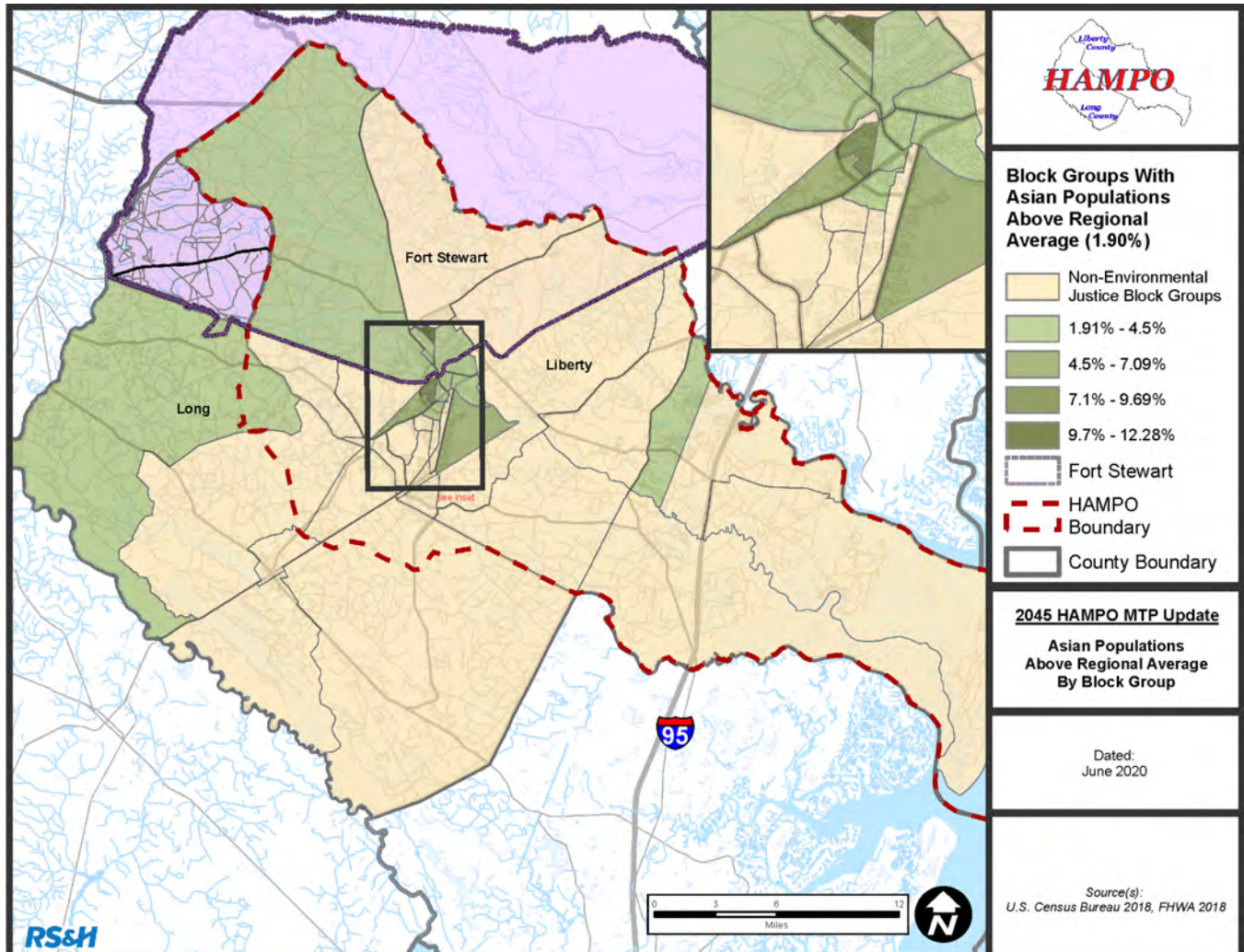
The block groups with an African American population above the regional average of 37% is primarily located in Riceboro, with one block group in the City of Walthourville.

**Figure 9: HAMPO Demographics - African American Population**



The block groups with an Asian population above the regional average of 2% is concentrated in Hinesville, with some block groups in Midway and unincorporated Liberty and Long Counties.

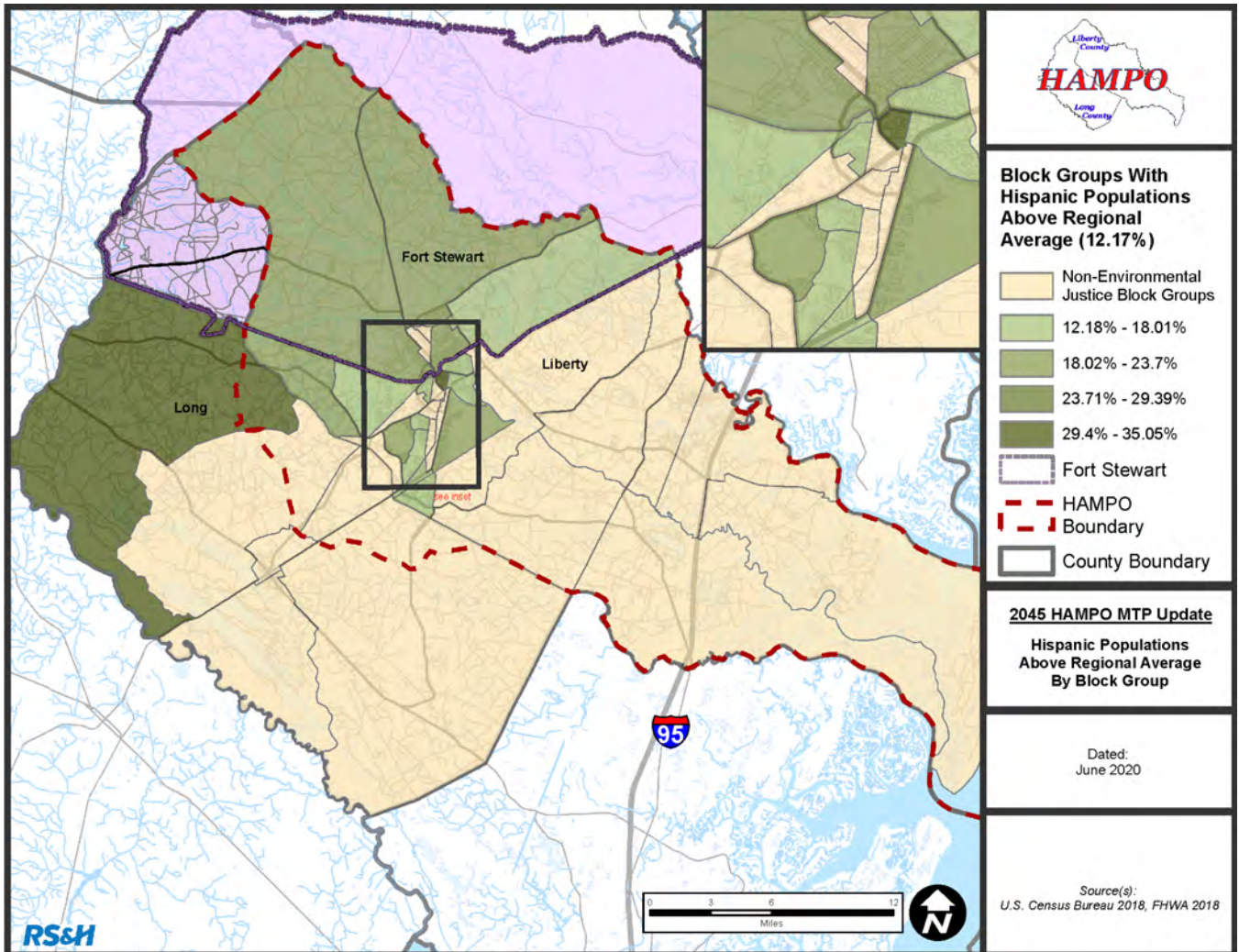
**Figure 10: HAMPO Demographics - Asian Population**





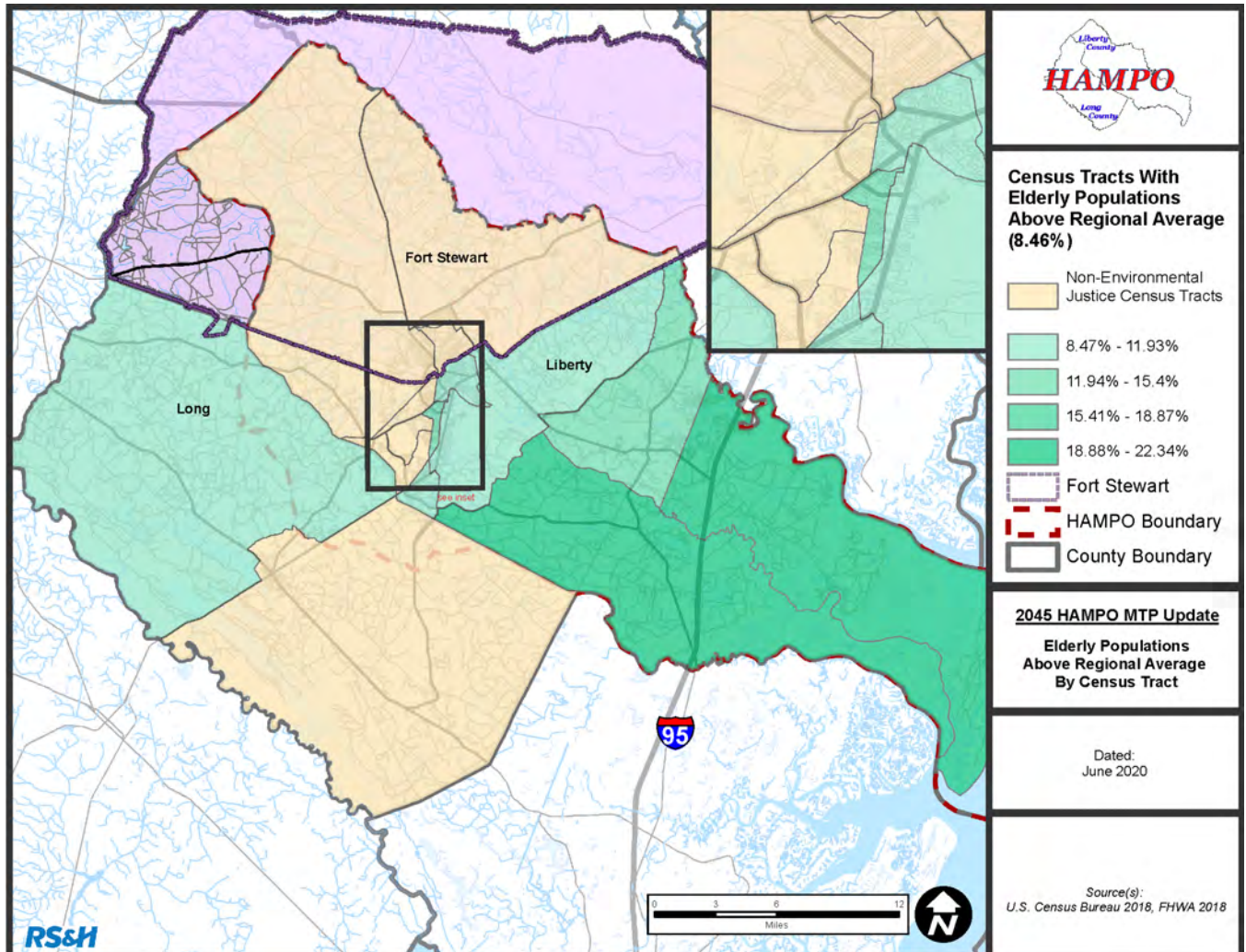
The block groups with Hispanic populations above the regional average of 2% is concentrated in Hinesville and Fort Stewart, with some block groups in unincorporated Long County having a high percentage of Hispanic residents.

**Figure 11: HAMPO Demographics - Hispanic Population**



Census tracts containing elderly populations (65+) above the regional average are primarily in Riceboro and Midway. Hinesville also has an elderly population above the regional average.

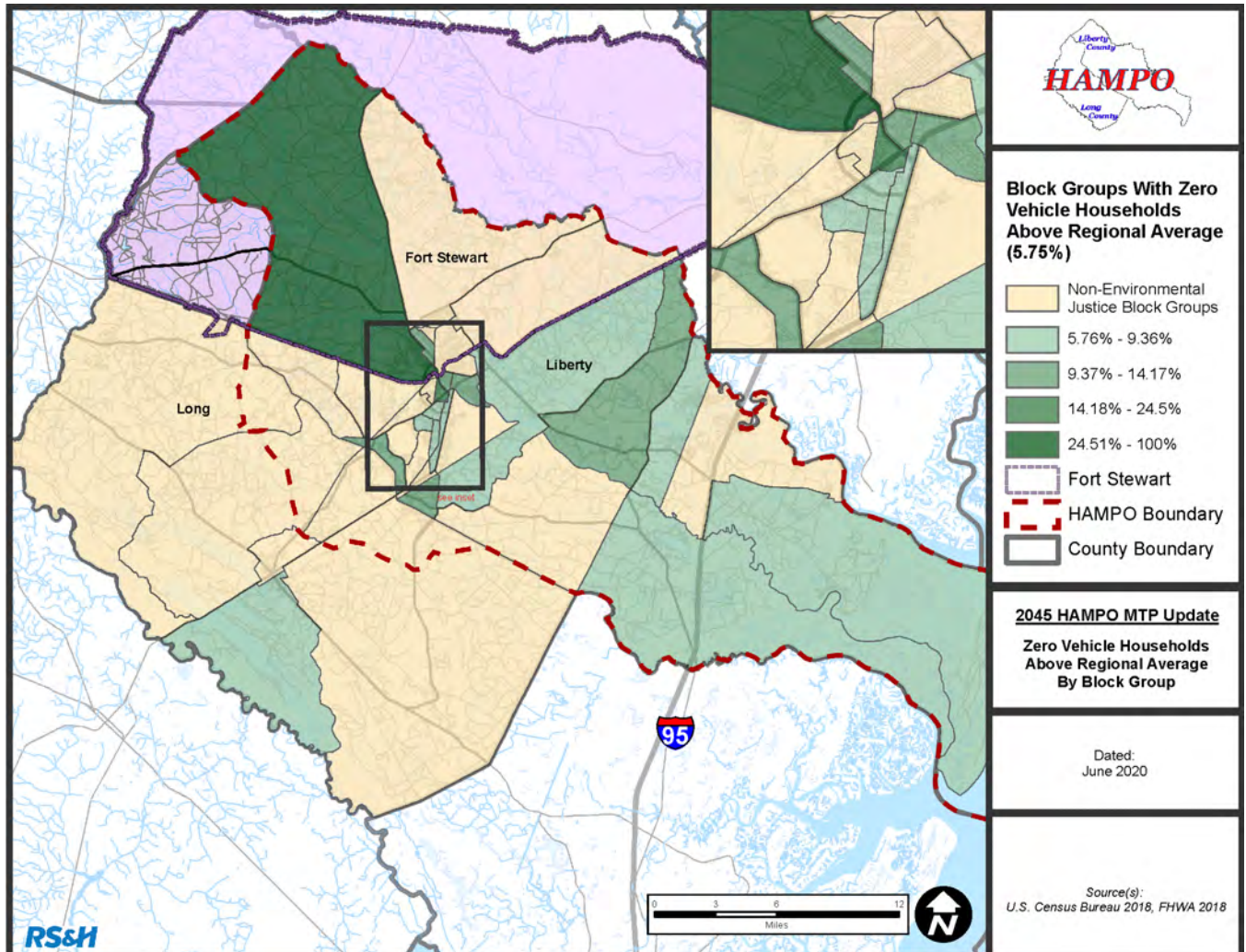
**Figure 12: HAMPO Demographics - Elderly (65+) Population**





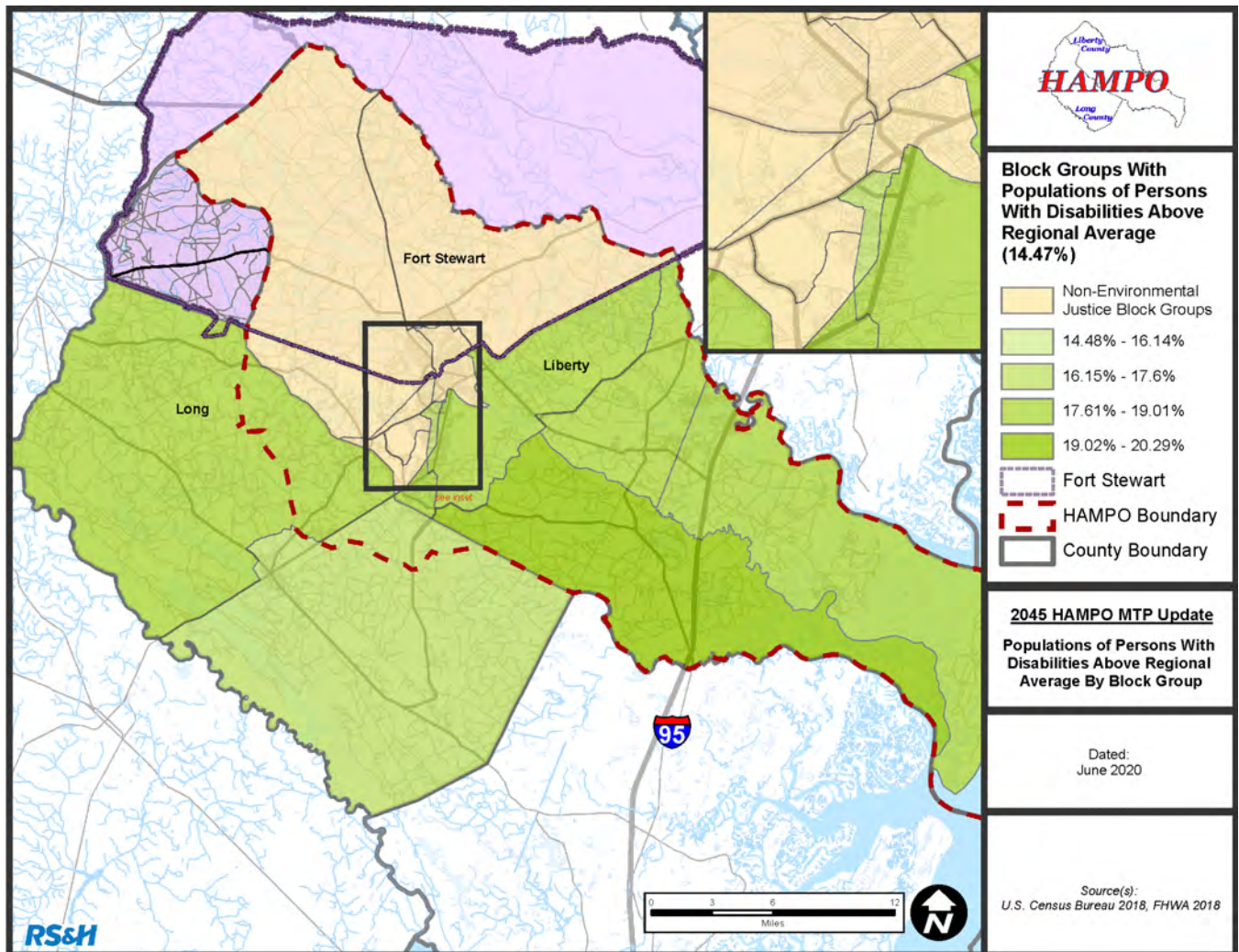
Block Groups with Zero Vehicle Households are located near Liberty Transit Routes, with Midway containing zero vehicle households above the regional average.

**Figure 13: HAMPO Demographics - Zero Vehicle Households**



Liberty and Long County contain a high percentage of block groups with populations of persons with disabilities above the regional average. As Fort Stewart is a military base, there are no block groups with populations of persons with disabilities above the regional average.

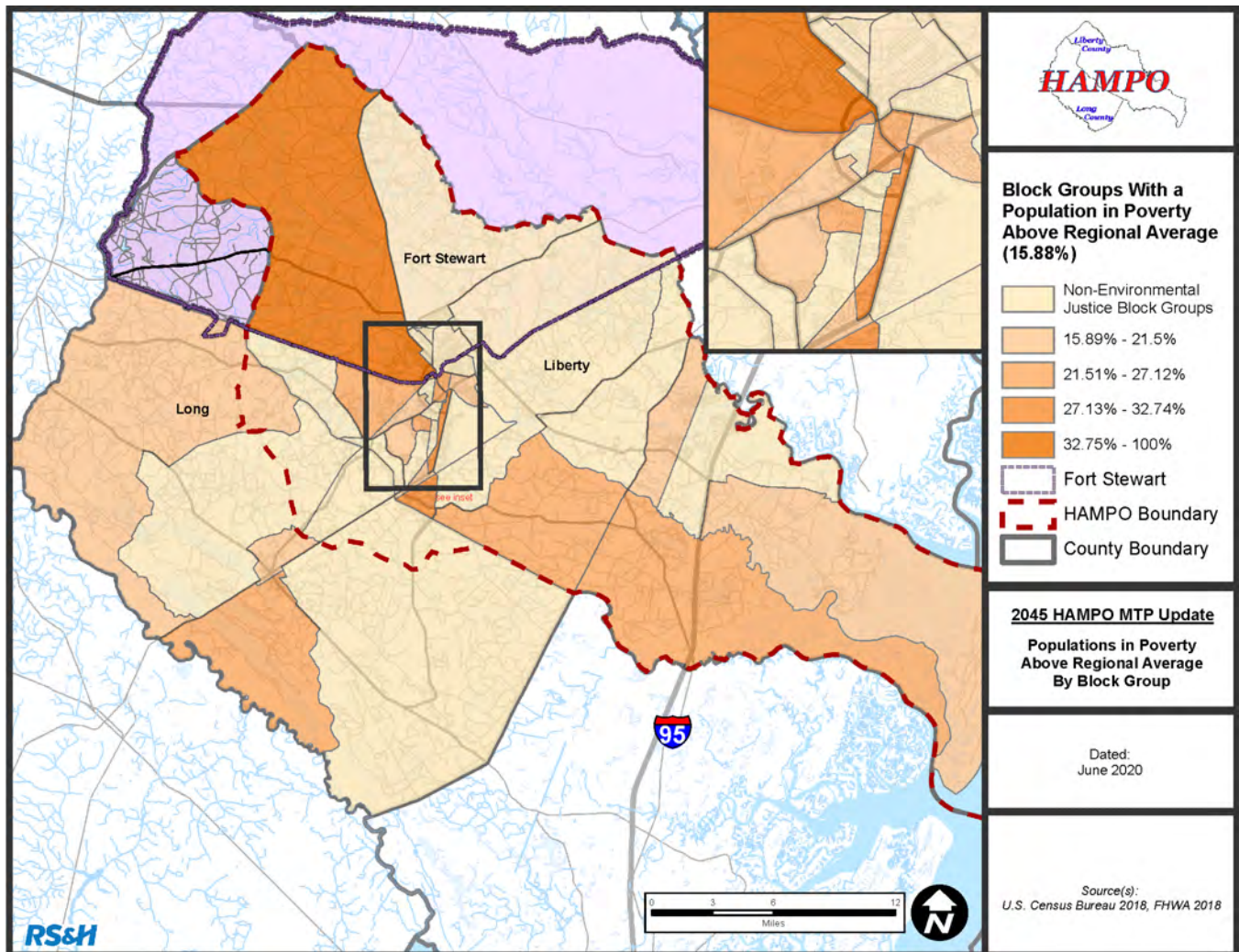
**Figure 14: HAMPO Demographics - Persons with Disabilities**





Block groups with populations of individuals in poverty above the regional average are found primarily in Hinesville. There is a geographically large block group in Fort Stewart that displays a high percentage of individuals in poverty.

**Figure 15: HAMPO Demographics - Population in Poverty**



### C. Employment

#### 2015 Base Year Employment

A variety of data sources are incorporated in the HAMPO existing and future employment projections. These sources include the US Census Longitudinal Employer Household Dynamics (LEHD), Georgia Department of Labor (GDOL), the Bureau of Economic Analysis (BEA) housed at

the US Department of Commerce, and the Regional Economic Models, Inc. (REMI) model provided by GDOT.

Using these resources, known employment centers and densities have been identified within the HAMPO planning boundary. Table 8 shows the base year employment data sourced from the 2040 MTP in comparison to the 2015 employment data developed for the 2045 MTP.

**Table 8: Regional Employment by County**

	2010 Base Year Employment	2015 Base Year Employment
<b>Liberty County</b>	15,307	17,462
<b>Long County</b>	2,799	956
<b>Fort Stewart</b>	22,184	28,108
<b>Total</b>	40,290	46,526

In order to ensure the most accurate analysis possible, and to comply with GDOT Travel Demand Model data standards, the information was processed in several different ways. Employment data was identified by economic sector and geographically within the MPO area. To fully understand the trends, the 2010 base year data from the previous 2040 MTP was compared to the updated 2015 base year. In addition, employment by category data was also developed. The North American Industry Classification System employment categories from the LEHD data were used as the base and then converted to the employment categories for use in the Travel Demand Model. Table 9 depicts the existing employment statistics by category within the HAMPO region with Fort Stewart employment figures included, and Figure 16 provides a geographical reference for these concentrations. Fort Stewart is the largest single employer within the planning area.

**Table 9: HAMPO 2015 Employment by Sector**

SE Variable	Liberty County	Long County	Total
Total Non-Fort Stewart Employment	18,208	1,046	19,254
Service	11,827	811	12,638
Retail	2,061	55	2,116
AMC*	561	148	709
MTCUW**	3,759	32	3,791
Fort Stewart Employment	31,145	-	31,145



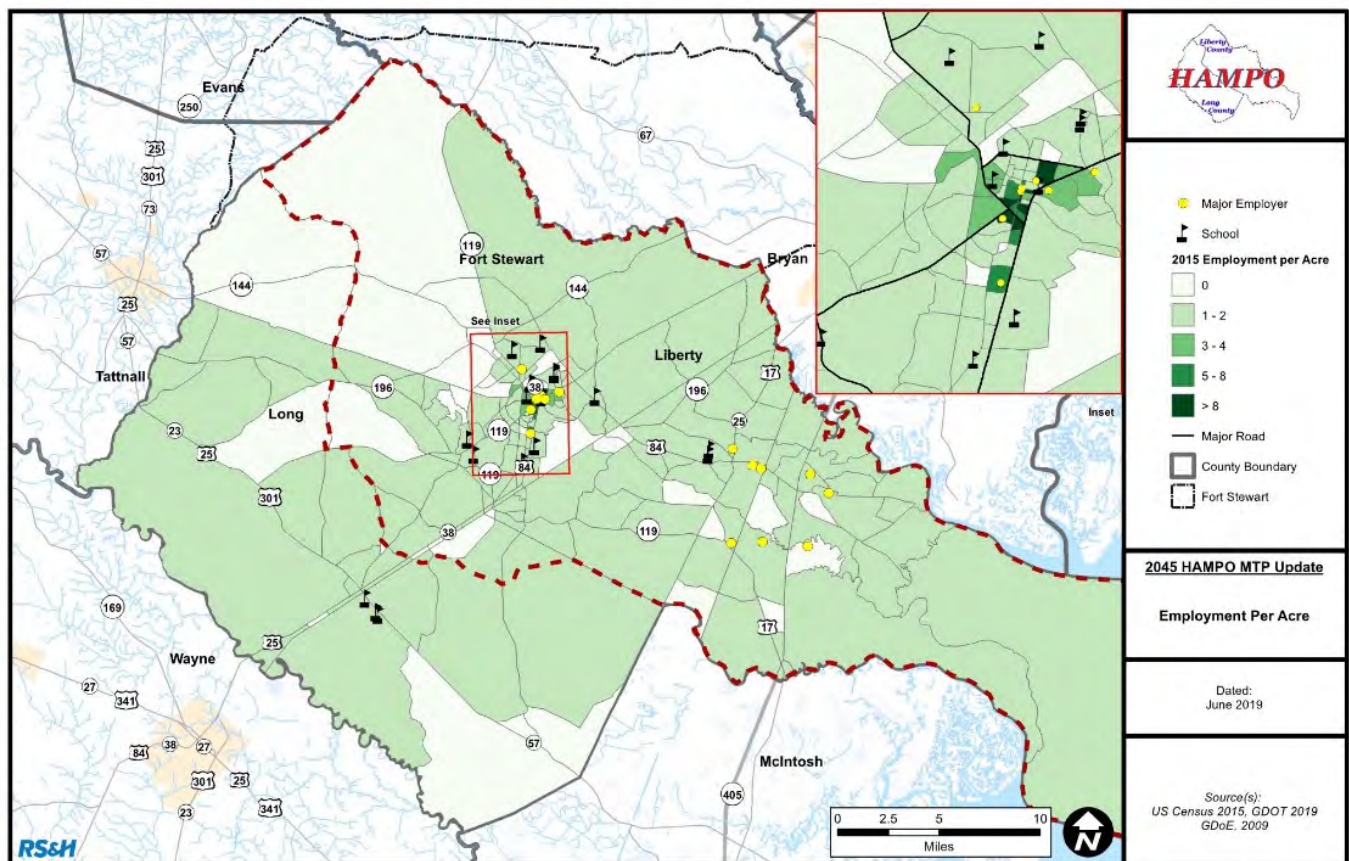


Military	16,564	-	16,564
Civilian	3,703	-	3,703
Defense Troops	10,878	-	10,878
Students	12,172	2,379	14,551
School (K-12) Enrollment	11,022	2,379	13,401
College Enrollment	1,150	-	1,150

\*AMC – Agriculture, Mining, and Construction Employment

\*\*MTCUW – Manufacturing, Transportation, Communication, Utilities, and Warehousing Employment

**Figure 16: HAMPO 2015 Employment per Acre**



The HAMPO study area has a diverse employment base, with primary employment sectors including service, manufacturing/wholesale, and government services. The 10 largest employers within the study area are:

- Fort Stewart - Defense
- Liberty County Board of Education - Education
- SNF Holding Company – Manufacturing
- Liberty Regional Medical Center - Healthcare
- Wal-Mart Super Center - Retail
- Target Distribution Center – Retail Distribution
- Liberty Board of Commissioners – Local Government
- Interstate Paper, LLC - Manufacturing
- The Heritage Bank – Service / Financial
- City of Hinesville – Local Government

## 2045 Future Employment

Two primary sources of data were used in the development of the HAMPO 2045 future year employment projections. These datasets include:

- REMI model data received from GDOT; and
- Army Stationing and Installation Plan (ASIP) Database

Employment projections are available from REMI at the regional level but not for individual counties. The REMI total employment annual growth rate is negative 0.12%, significantly lower compared to OPB regional AAGR of 0.71%.

**Table 10: Regional Employment - Growth Rate**

Source	2015 Employment	2045 Employment	AAGR
REMI	41,541	40,029	-0.12%

As a result, future non-Fort Stewart employment was estimated by multiplying the base year ratio of employment and population to the projected population. Using ASIP database, Fort Stewart military and defense troop employment was projected to decrease; and increase in civilian employment. Final comparison of 2015 and 2045 regional population to employment ratios show a slight increase of 6.6%.

Following the GDOT SE data development guidelines, local input confirmed the utilization of population growth rates as the basis for establishing the 2045 future year county control totals for employment. Factors that would cause future growth to deviate from historical trends, and established OPB projections, were evaluated. These factors are summarized as follows:

Infrastructure: No significant changes in highway capacity or new major roads are planned that would induce changes in development patterns.

Unemployment and Population Demographics: No changes in the regional unemployment rate or population age distribution are assumed to impact growth rates.

Schools: Specific plans for addition of one new school (and consequently the closing of another) caused future school enrollment growth projections to slightly deviate from historical trends.

Post-Secondary Institutions: The local college enrollment will likely increase proportionately to population growth. Service employment at each school was increased proportionately with increase in college enrollment.

Income: Per GDOT guidelines, as development patterns are not assumed to change, the median income is held constant (equal to the base year).

Industry Mix: REMI data confirms no significant change in industry mix at a regional level.

Table 11 and Table 12 summarize regional employment projection control totals and employment by industry group and Figure 17 displays the employment per acre.

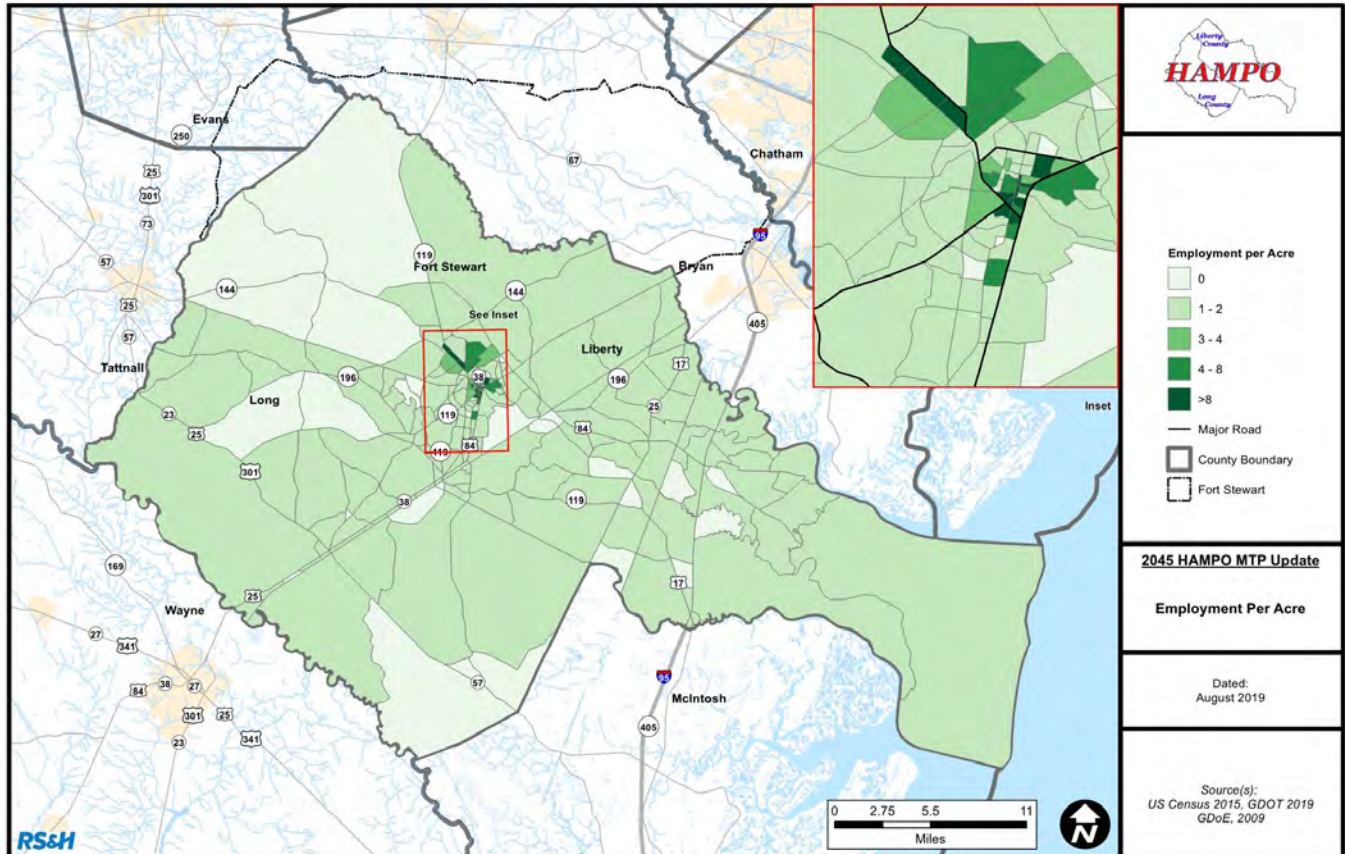
**Table 11: Regional Employment - Future Projections**

SE Variable	2015	2045
Total Employment	39,520	45,006

**Table 12: Employment by Industry Group (REMI)**

Industry	2015 Employment	2045 Employment	2015 Share	2045 Share
Service	33,934	33,583	81.69%	83.90%
MTCUW	4,884	4,002	11.76%	10.00%
Retail	2,467	2,189	5.94%	5.47%
AMC	256	255	0.62%	0.64%
Total	41,541	40,029	100.00%	100.00%

**Figure 17: HAMPO 2045 Employment per Acre**



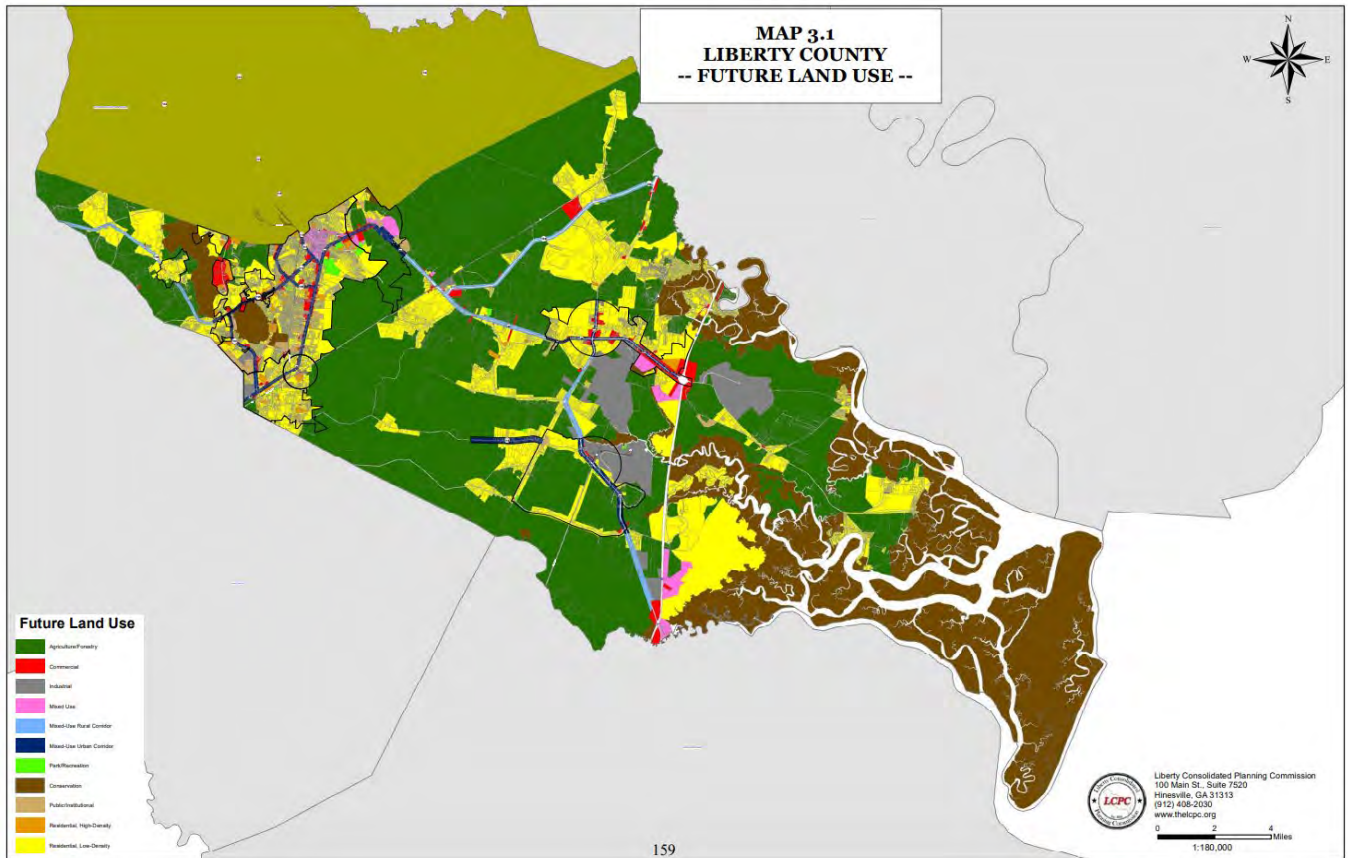
### **D. Land Use**

Understanding the existing land uses within the study area provides valuable insights regarding the travel behaviors between trip generators and attractors. Liberty County is 538 square miles in size, with 185 of those square miles under the jurisdiction of Fort Stewart. After eliminating protected land, such as the coastal estuarine system and Fort Stewart from calculations, there are 99,801 acres of developable land.

There are different types of land uses in Liberty County, including low-density and high-density residential, commercial, industrial, public/institutional, park/recreation, agriculture/forestry, mixed-use, conservation, and transportation. There are mixed-use urban corridors and mixed-use rural corridors throughout the Liberty County, with Hinesville and parts of Walthourville containing the majority of the mixed-use urban corridors in the region. Figure 18 is the future land use map from the Liberty County Consolidated Comprehensive Plan.



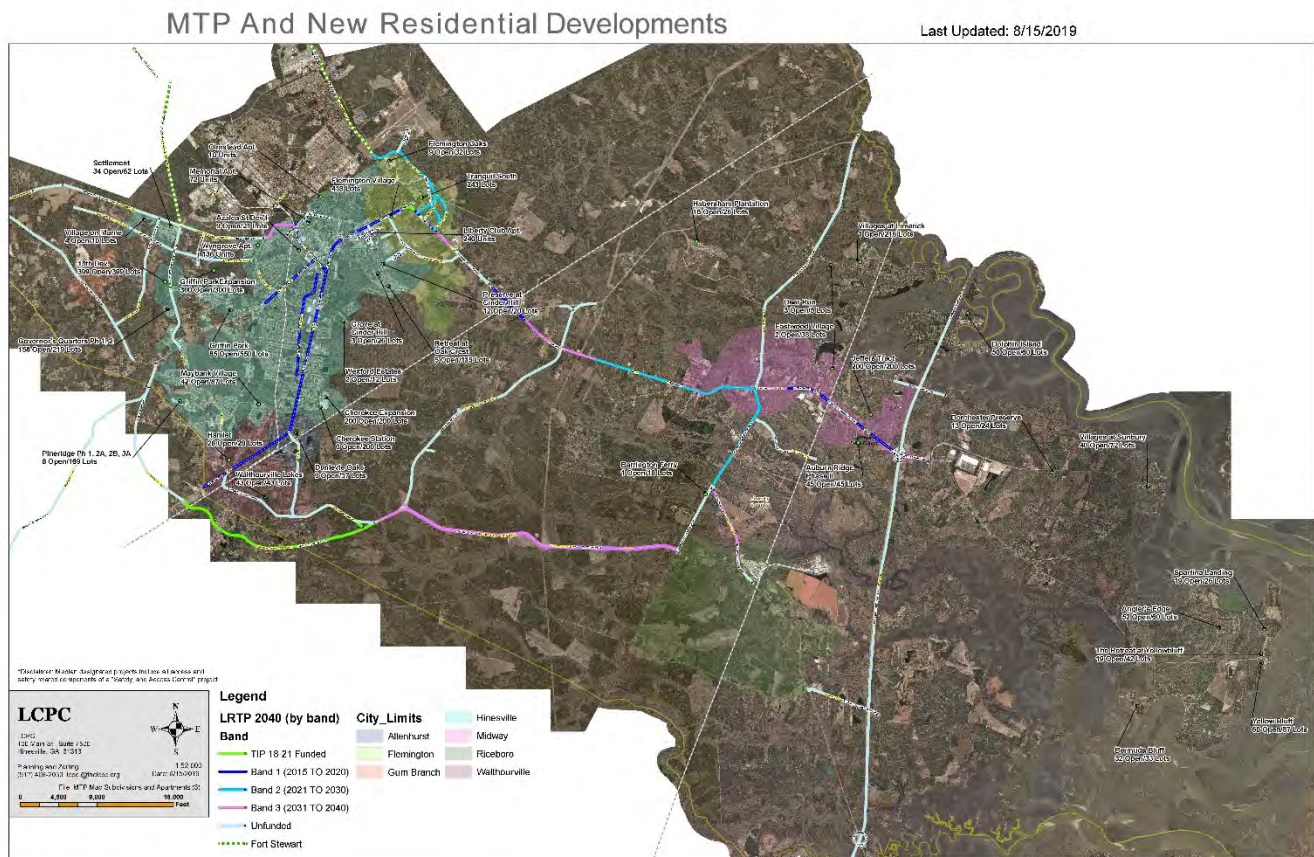
**Figure 18: Liberty County Future Land Use**



To help develop a more thorough understanding of short-range land development, the LCPC collected local zoning and permitting data and mapped the locations of each ongoing or planned residential development. This data, shown in Figure 19, was a fundamental resource used in the development of the base and future year SE data for the TDM.



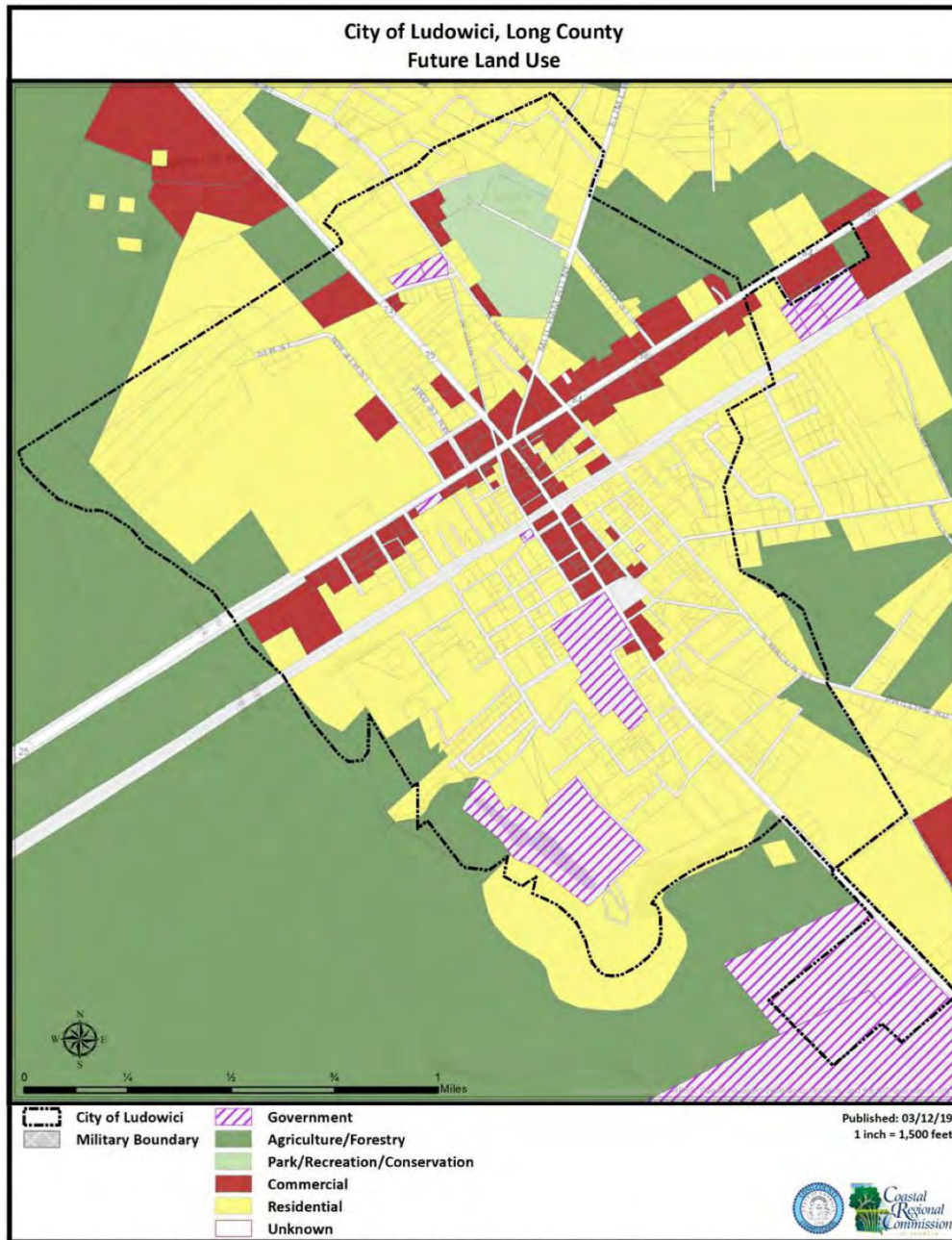
**Figure 19: Liberty County Residential Developments**



Long County recently partnered with the Coastal Regional Commission (CRC) to complete a major update to their Comprehensive Plan. The 2019 update was conducted collaboratively with the City of Ludowici and captures the growth that has occurred, which is projected to continue through the horizon of this MTP. The recommendations of the plan guide development towards areas with existing and planned public water and/or sewer facilities, identifies a “step down or step up” approach to transition between adjoining uses, and limitations on establishment of heavy industrial or commercial land uses near existing residential uses. The existing and future land use is primarily residential and agricultural, with pockets of commercial and industrial strategically located throughout the county.

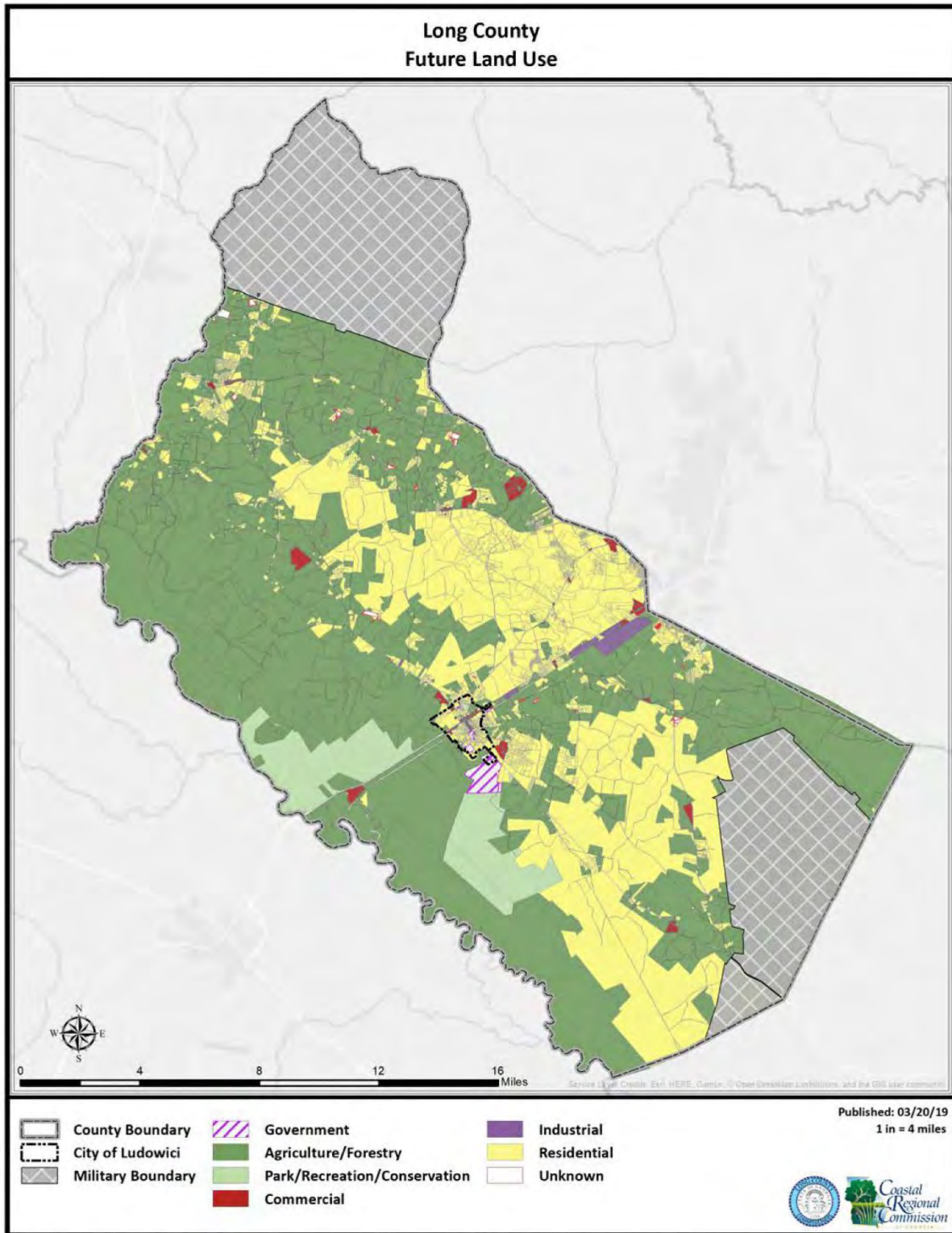
Figure 20 and Figure 21 are future land use maps for Long County and the City of Ludowici from the recently updated comprehensive plan.

**Figure 20: Ludowici Future Land Use**





**Figure 21: Long County Future Land Use**



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## E. Modes and Travel Patterns

### 1. Roadway

US and state routes are primary roadways that provide access within and through the region. The only interstate in the HAMPO region is I-95, located in eastern Liberty County.

The US and state roadways in the HAMPO region include:

- I-95
- US 17
- US 25/301
- US 84
- SR 119
- SR 144

According to the 2015 GDOT Mileage by Route and Road System Report 445, the HAMPO region has a total of 271 roadway miles included in the modeled highway network. Table 13 provides a breakdown of the facility type and associated HAMPO mileage.

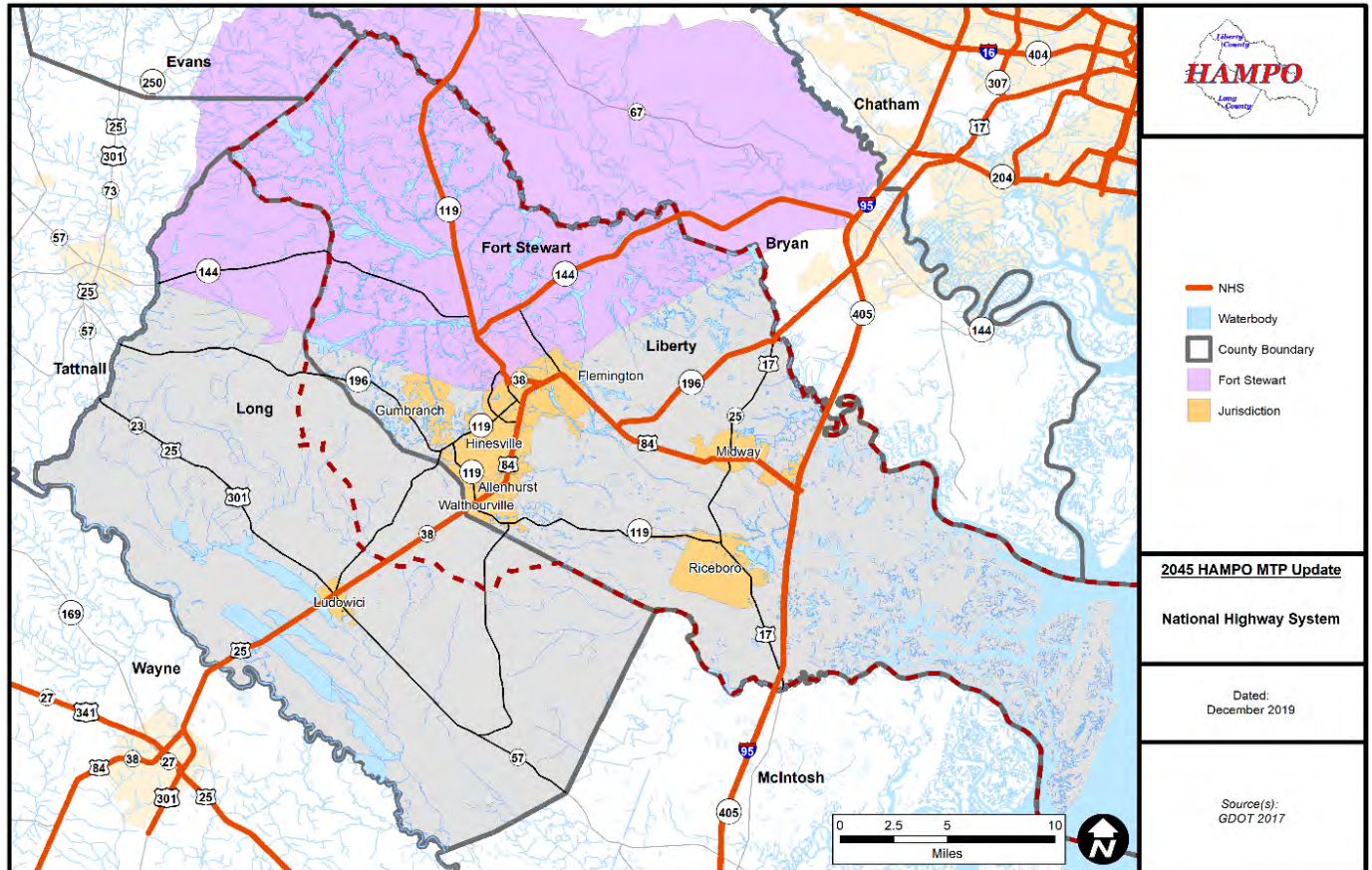
**Table 13: HAMPO Facilities and Mileage**

Facility Type	Mileage
Interstates	13
Principal Arterial	35
Minor Arterial	77
Collectors	146
Total	271

*Source: GDOT Mileage by Route and Road System Report 445*

SR 144 and SR 119 have portions that are inaccessible because they traverse the access-controlled portions of Fort Stewart that are not open to the general public. Figure 22 shows the existing roadway network within the HAMPO area.

**Figure 22: HAMPO National Highway System**



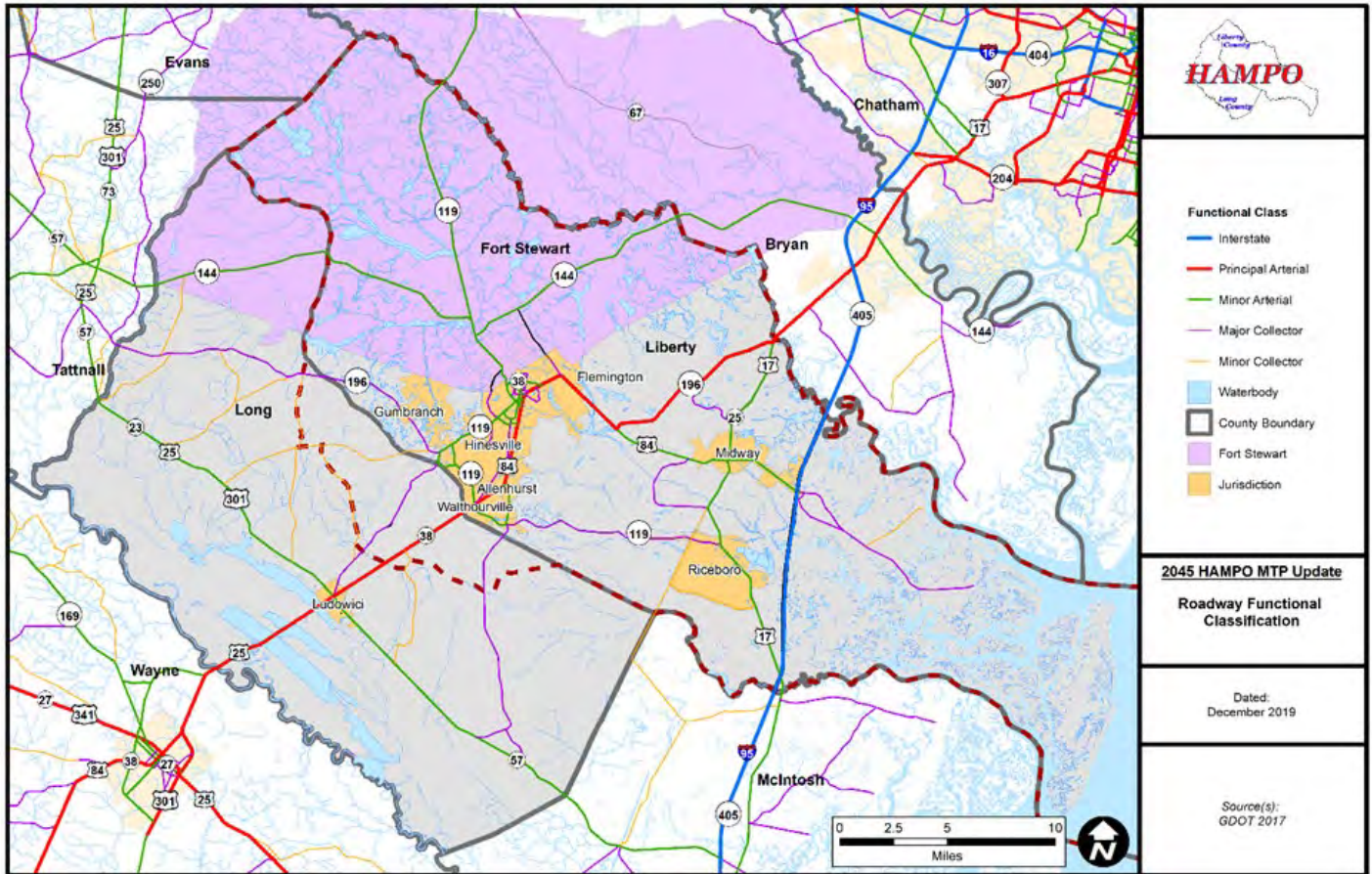
Each of the roadways are also defined by their size and usage through the functional classification system. GDOT has assigned a functional classification to all the roadways which fall into the following categories:

- Interstate – Limited access roadways used to make long distance trips, with typically high volumes and speeds,
- Principal/Minor Arterial – Used to make regional trips, with typically medium to high volumes and speeds.
- Major /Minor Collector – Connection between arterial roadways and local roads, typically low to medium volumes and speeds.
- Local Roads – serve short distance trips, typically low volumes, and speeds. (Not shown on the map)

Figure 23 depicts the GDOT functional classification of these roadways within the HAMPO region.



**Figure 23: HAMPO Functional Classification**



Using the available data from GDOT, the number of lanes and the approximate length of the centerline miles was calculated. The most prevalent road type within the two-county area are two lane roads, which account for approximately 848 miles of the total 929 mile network.

**Table 14: Road Centerlines by Type**

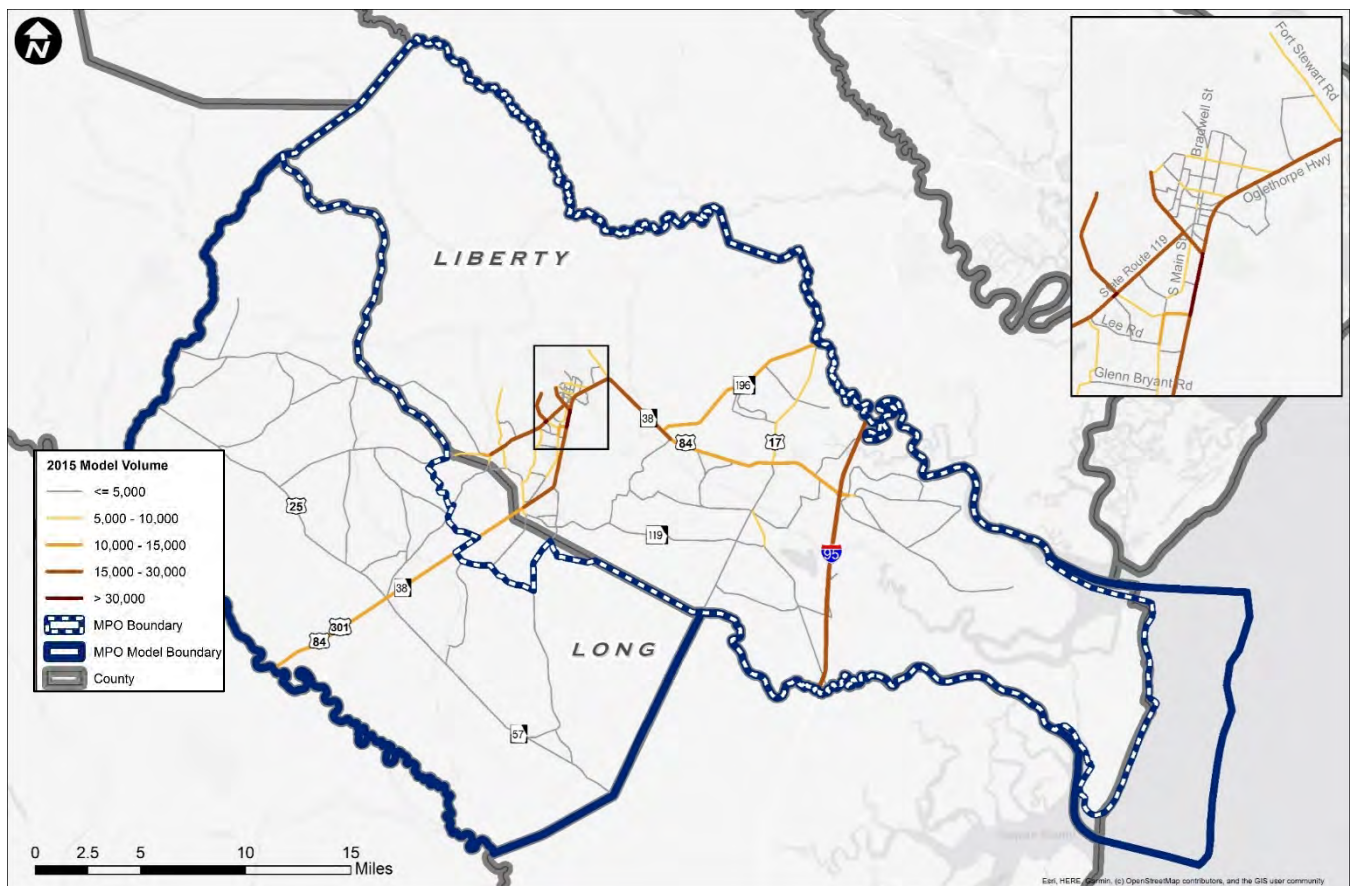
Number of Through Lanes	Approximate Number of Miles
1-2 Lanes	854
3-4 Lanes	62
5+ Lanes	13
<b>All Roads (Total)</b>	<b>929</b>

Source: GDOT Baseline Roadway Data 2017

The GDOT TDM was utilized as a primary tool to analyze the existing and future performance of the roadway system. The model utilizes the socioeconomic data developed by HAMPO to demonstrate existing travel behaviors and patterns, as well as demand on the roadway network. The TDM offers insights regarding network needs and deficiencies and generate key data used in the prioritization of projects.

The initial step in the modeling process is the development of the 2015 Base Year scenario that depicts existing conditions. The key outputs of the model are travel volumes, volume to capacity, and level of service. Figure 24 depicts the HAMPO base year model outputs of Annual Average Daily Traffic (AADT). The darkest brown line represents volumes greater than 30,000 vehicles per day, while the dark orange shows facilities with 15,000 – 30,000 vehicles per day. The light orange, yellow and grey lines represent roadways with volumes less than 15,000 vehicles per day.

**Figure 24: HAMPO 2015 Total Daily Volumes (AADT)**



Volume-to-capacity ratio is a key tool for identifying roadway segments that are operating at a deficient level of service. Level of service (LOS) designations are letter grades "A" through "F", where "A" is considered the best and a free flow condition, with "E" and "F" indicating unsatisfactory operations. While "A" is the best level of service, transportation funding resources are constrained, which makes achieving LOS "A" on all facilities in a transportation network unrealistic. Generally, an acceptable LOS is defined as "D" or better for urbanized areas. Table 15 shows the letter grades for each Level of Service and provides a brief description of the associated traffic flows.

**Table 15: Level of Service (LOS)**

Level of Service Designation	Description
<b>A</b>	Free flow with individual users virtually unaffected by the presence of others in the traffic stream.
<b>B</b>	Stable flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.
<b>C</b>	Restricted flow which remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
<b>D</b>	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though traffic flow remains stable.
<b>E</b>	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
<b>F</b>	Forced flow in which the amount of traffic approaching a point exceeds the amount that can be served, and queues form, characterized by stop and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.
Source: Transportation Planning Handbook (2nd Edition), Institute of Transportation Engineers, 1999.	



Figure 25 was sourced from the GDOT TDM Model Results presentation offering a graphical representation of LOS conditions as drivers would experience them on the roadway.

**Figure 25: Level of Service (LOS)**



Source: GDOT Modeling Division

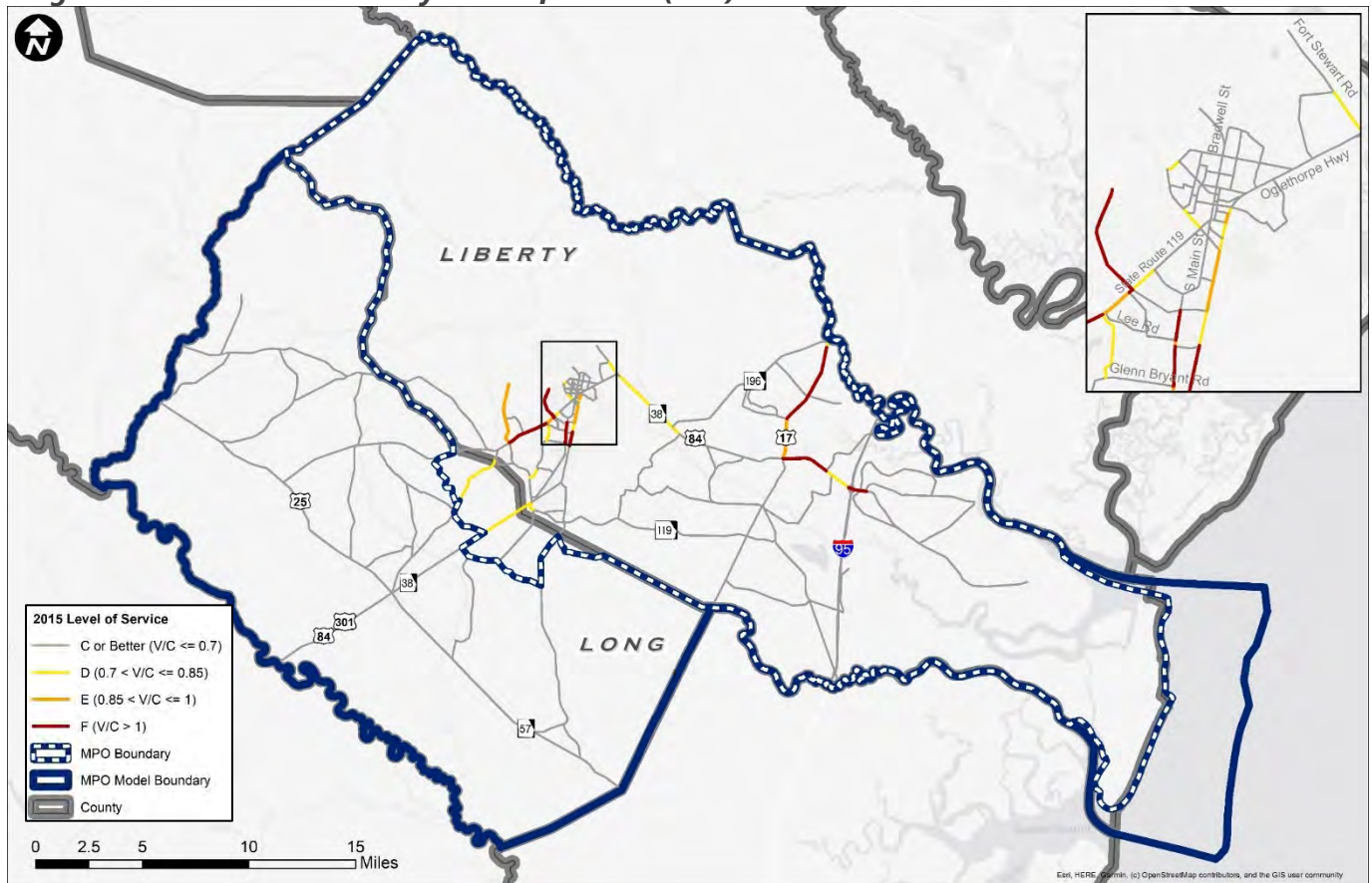
A daily Level of Service is calculated by the traffic on a facility derived from the model and dividing that number by the daily capacity of the roadway. A daily Level of Service of less than 0.7 indicates that the roadways are operating at LOS C or better. LOS D has an operational value between 0.7 and 0.85; LOS E between 0.85 and 1.0 and LOS F is greater than 1.

The corridors listed in this section are currently experiencing a vehicle-to-capacity ratio (v/c ratio) of over 0.85, which corresponds to LOS E. Because these segments are currently approaching a failing LOS, they are candidates for capacity improvements.

The following sections include brief descriptions of the roadway segments operating at LOS E and tables with historic traffic counts for the most recent three-year period (2015 – 2017).

Within the HAMPO area, 90% of the network is operating at LOS D or better, however there are roadway segments that are currently operating at a level of service E and F. It is important to note that the HAMPO region has implemented a number of roadway capacity improvements within the last five year period that were not yet captured in the 2015 base year LOS data. The 2015 daily Level of Service is shown in Figure 26.

**Figure 26: HAMPO 2015 Daily Level of Service (LOS)**



Source: GDOT Modeling Division

Table 16 shows the 2015 base year model outputs for segments with LOS 0.85 or worse. It is important to note that roadway improvements that occurred from 2016 – 2020 are not reflected in the base year network, therefore some roadway segments below no longer require mitigation.

**Table 16: 2015 Base Year Volume to Capacity >.85**

Corridor	Volume to Capacity Ratio
Elam Rd. between Devereaux Rd. and County Line	0.9
Elim Church Rd NE between County Line and Horse Creek Rd. NE	0.9
W. Oglethorpe Hwy between Carter St. and Liberty St.	0.9
Glenn Bryant Rd. between Pineland Ave. and Kelly Dr.	1.0

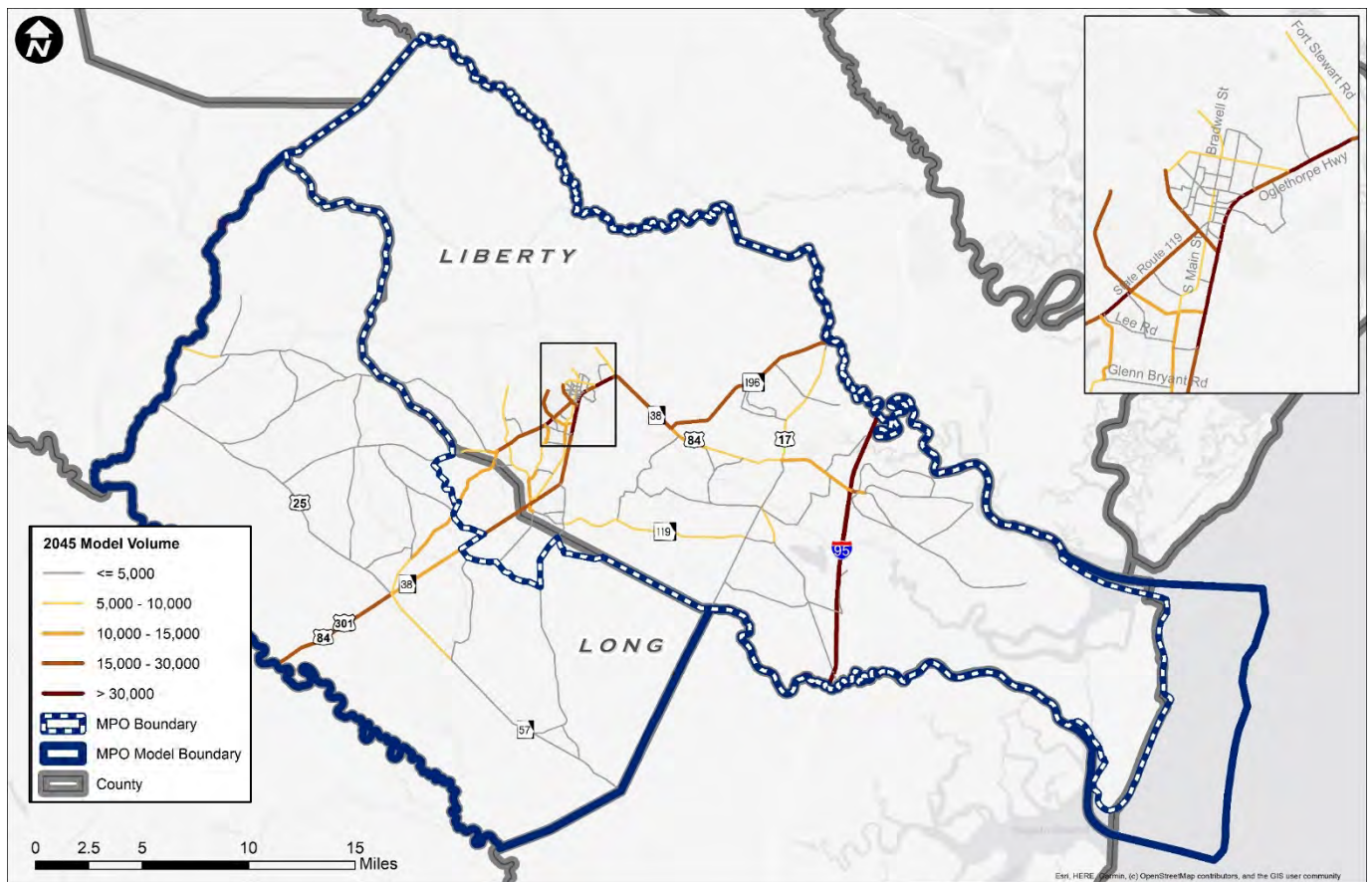


<b>W. Oglethorpe Hwy between General Scriven Way and Veterans Pkwy.</b>	1.0
<b>West 15th St between Davidson Plantation Rd. &amp; GA Highway 196 W</b>	1.1
<b>E. Oglethorpe Hwy between Martin Rd. and Lake Gale Dr.</b>	1.1
<b>Elma G Miles Pkwy between Pipkin Rd. and Veterans Pkwy</b>	.9 to 1.1
<b>S. Main St. between Veterans Pkwy and Kacey Dr.</b>	.9 to 1.1
<b>E. Oglethorpe Hwy between N. Coastal Hwy and Isle of Wight Rd.</b>	.9 to 1.1
<b>Ocean Hwy (N. Coastal Hwy) between Martin Rd. and Johnson Circle</b>	.9 to 1.3
<b>E. Oglethorpe Hwy between Glebe Rd. and I-95 Northbound Ramp</b>	.9 to 1.3
<b>West 15th St before West Gate (Gate 7) at Fort Stewart</b>	0.9 to 1.0
<b>W. Oglethorpe Hwy between Kacey Dr. and Ralph Quarterman Dr.</b>	1.0 to 1.2
<b>Islands Hwy between I-95 Interchange and Sunbury Rd.</b>	1.0 to 1.6
<b>GA Highway 196 W between Pipkin Rd. and W. 15th St.</b>	1.1 to 1.2
<b>Veterans Pkwy between Gate (Fort Stewart) and Weeping Willow Dr.</b>	1.1 to 1.6

The next step in the modeling process was to identify the future conditions on the transportation network if no improvements are made by the horizon year, which is called the “Do-Nothing Network”. The daily traffic volumes are developed based on the 2015 traffic and the 2045 socioeconomic data described earlier.

Figure 27 shows the 2045 “Do Nothing” scenario outputs from the TDM depicting the total volumes of daily traffic or AADT. This map provides a clear understanding of travel behaviors within the study area by showing the roadways that are carrying the greatest number of trips.

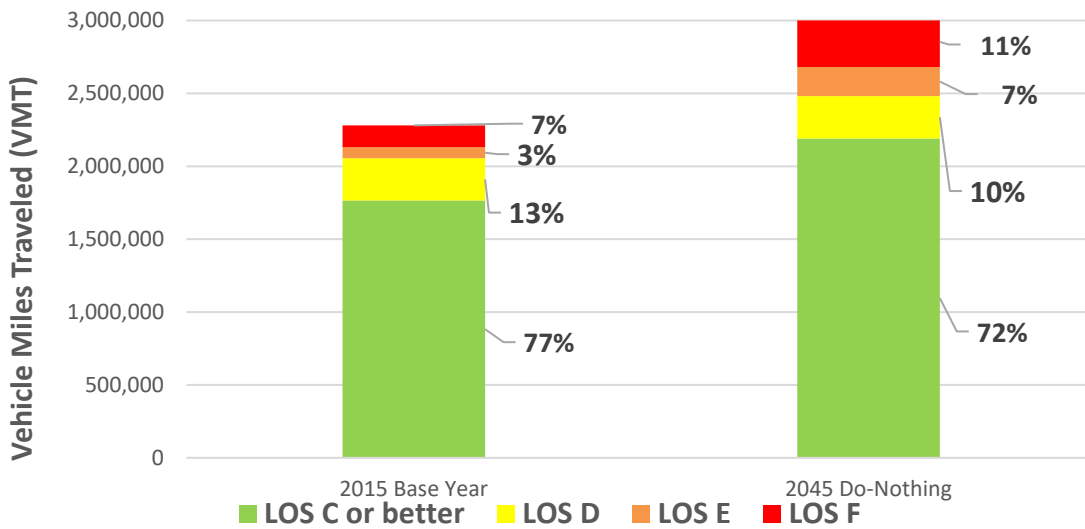
**Figure 27: 2045 "Do-Nothing" Total Daily Traffic Volumes**



As previously described, a daily Level of Service is calculated by the daily traffic on a facility derived from the model and dividing that number by the daily capacity of the roadway. In the HAMPO 2045 "Do Nothing" scenario, the vehicle miles traveled by LOS show a progression of congestion for roadways moving from acceptable LOS of D or better into unacceptable ranges of E and F.

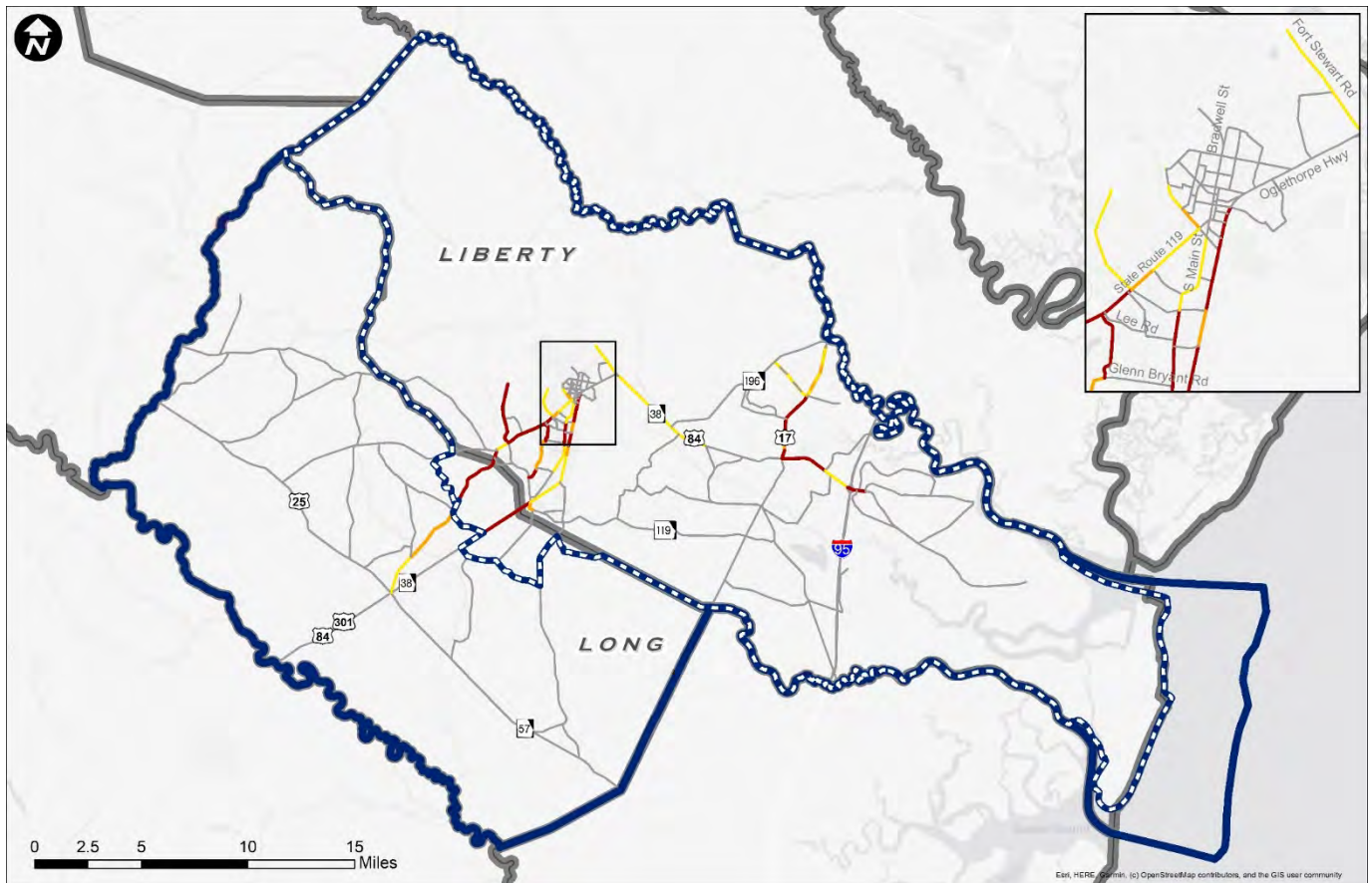
Figure 28, developed by the GDOT Modeling Division, provides a summary of this model output data.

**Figure 28: VMT by LOS**



The corridors listed in this section are forecast to experience a vehicle-to-capacity ratio (v/c ratio) of over 0.85, which corresponds to LOS E in 2045. Figure 29 shows segments that are anticipated to have a v/c ratio above 0.85.

**Figure 29: 2045 "Do Nothing" Daily Level of Service (LOS)**



Congested corridors in the HAMPO region are projected to increase substantially if no roadway capacity improvements are implemented by 2045. Table 17 lists corridors that are expected to be over capacity in the future. For corridors with several adjoining roadway segments with a vehicles-to-capacity ratio of over 1.0, the range of estimated ratios is provided.

**Table 17: 2045 "Do-Nothing" V/C Ratios >.85**

Corridor	Volume to Capacity Ratio
Arnold Dr. between Talmadge Rd. & Copperhead Rd. SE	1.06
Barry McCaffrey Blvd. between Airport Rd. and Kelly Dr.	1.24 to 1.27
Elam Rd. between Devereaux Rd. & County Line	1.18
Elim Church Rd. NE between County Line and Pingberry Rd.	1.25 to 1.41
Elma G. Miles Pkwy between Veterans Pkwy and Pipkin Rd.	1.2 to 1.3
Glenn Bryant Rd. between Pineland Ave. and Kelly Dr.	1.3

<b>Islands Hwy between Sunbury Rd. &amp; I-95 Interchange</b>	<b>1.3 to 1.9</b>
<b>Live Oak Church Rd. between GA 196 W and Miness Ln.</b>	<b>1.3</b>
<b>E. Oglethorpe Hwy between Martin Rd. and Lake Gale Dr.</b>	<b>1.1</b>
<b>Mitcham Rd. between Lanier Rd. NE and Pingberry Rd.</b>	<b>1.2 to 1.3</b>
<b>Ocean Hwy (N. Coastal Hwy) between SR 196 and SR 38</b>	<b>1.1 to 1.3</b>
<b>SR 38 between County Line and Airport Rd.</b>	<b>1.5</b>
<b>SR 84 between E MLK Jr. Dr and Timberlane Cir.</b>	<b>1.0 to 1.2</b>
<b>Pineland Ave between Glenn Bryant Rd. and SR 119</b>	<b>1.1 to 1.5</b>
<b>S Arnold Dr between Copperhead Rd SE and Winchester Way SE</b>	<b>1.1</b>
<b>S Main St. between Veterans Pkwy and Kacey Dr.</b>	<b>1.2 to 1.5</b>
<b>Elma G Miles Pkwy between Pipkin Rd and W 15<sup>th</sup> St/Airport Rd Intersection</b>	<b>1.2 to 1.4</b>
<b>Sunbury Rd. between Islands Hwy and Dunwoody Ct.</b>	<b>1.1</b>
<b>E Oglethorpe Hwy between N Coastal Hwy (Ocean Hwy) and Industrial Blvd.</b>	<b>1.1</b>
<b>E Oglethorpe Hwy at I-95 Interchange</b>	<b>1.3 to 1.5</b>
<b>E Oglethorpe Hwy at Barrett Cemetery Rd NE</b>	<b>1. 1</b>
<b>W Oglethorpe Hwy between Veterans Pkwy and Gen Screven Way</b>	<b>1.1 to 1.2</b>
<b>W Oglethorpe Hwy between Kacey Dr. and Ralph Quarterman Dr.</b>	<b>1.2 to 1.3</b>
<b>W. 15<sup>th</sup> St. Between GA Hwy 196 W and Davidson Plantation Rd.</b>	<b>1.3</b>
<b>W. 15<sup>th</sup> St between Fort Stewart Gate 7 (West Gate) and Independence Place Dr.</b>	<b>1 to 1.2</b>

The corridors listed in the table are forecasted to be operating at LOS E or worse in 2045 and are therefore candidates for roadway capacity improvement projects.

## 2. Transit

The HAMPO region is currently served by a variety of public and private transportation services with variations in service delivery models. The primary transportation service providers include:

- Regional demand response rural transit service – Coastal Regional Coaches
- Fixed route public transportation – Liberty Transit
- Intercity transit service – Greyhound





These primary service providers are supplemented by private transport companies that provide purchase of service and non-emergency human service trips, taxis, private shuttles, and car/limousine services.

### Rural Transit Service

Coastal Regional Coaches, part of the HAMPO transit network, provides regional rural public transit service to the general public. The Coastal Regional Commission (CRC) offers service within the Georgia counties of Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven. Coastal Regional Coaches is a demand-response, advance-reservation service that operates Monday through Friday from 7:00 A.M. until 5:00 P.M. The fare per rider is \$3 per boarding (one-way) within the county of residence. For travel outside the county of residence, the fare will vary based on the number of counties traveled. By rule, the Coastal Regional Coaches cannot provide transportation from one urban area to another urban area. However, a potential traveler may find an address nearby that is considered rural and be picked up and returned to that location; for example, many people from Hinesville (urban) need transportation to Savannah (also urban). The Applebee's restaurant in Hinesville has an address that is designated rural, so if passengers can get to that location, they can be picked up and returned there. All CRC transit service vehicles are fully equipped for handicapped and wheelchair passengers.



The CRC rural transit system is funded through a combination of federal, state, and local funds. Annual federal grant funding sources used to offset the capital and operational deficits include the Enhanced Mobility of Seniors and Individuals with Disabilities program (Title 49 U.S.C section 5310), and the Rural Transit Assistance Program (Title 49 U.S.C section 5311). Additional discretionary grant sources are pursued on an annual basis. Table 18, found in the HAMPO FY 2018 – 2021 Transportation Improvement Program (TIP), shows a detailed breakdown of annual revenues by source.

**Table 18. Coastal Regional Coaches Funding**

Schedule for Coastal Regional Coaches				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Item Description				
5304 Planning (80/0/20)	\$ 3,478.00	\$ 3,478.00	\$ 3,478.00	\$ 3,478.00
5311 Capital (80/10/10)	\$ 73,246.00	\$ 75,077.15	\$ 76,954.08	\$ 78,877.93
Operations (50/50)	\$ 338,453.00	\$ 346,914.33	\$ 355,587.18	\$ 364,476.86
<b>Total Project Cost</b>	<b>\$ 415,177.00</b>	<b>\$ 425,469.48</b>	<b>\$ 436,019.26</b>	<b>\$ 446,832.79</b>
Federal Cost 80%	\$ 230,605.70	\$ 236,301.28	\$ 242,139.25	\$ 248,123.18
State Cost 10%	\$ 7,324.60	\$ 7,507.72	\$ 7,695.41	\$ 7,887.79
Local Cost 10%	\$ 177,246.70	\$ 181,660.48	\$ 186,184.60	\$ 190,821.82

### Urban Fixed Route Service

The HAMPO planning area is also home to Liberty Transit, a fixed route and paratransit bus service that serves Fort Stewart and the Hinesville urbanized area within Liberty County. The service area for the system includes the municipalities of Hinesville, Flemington, and Walthourville, as well as the Fort Stewart military base. Liberty Transit currently operates three fixed routes throughout the service day and runs from approximately 6:00 a.m. to 7:30 p.m. Monday through Friday.

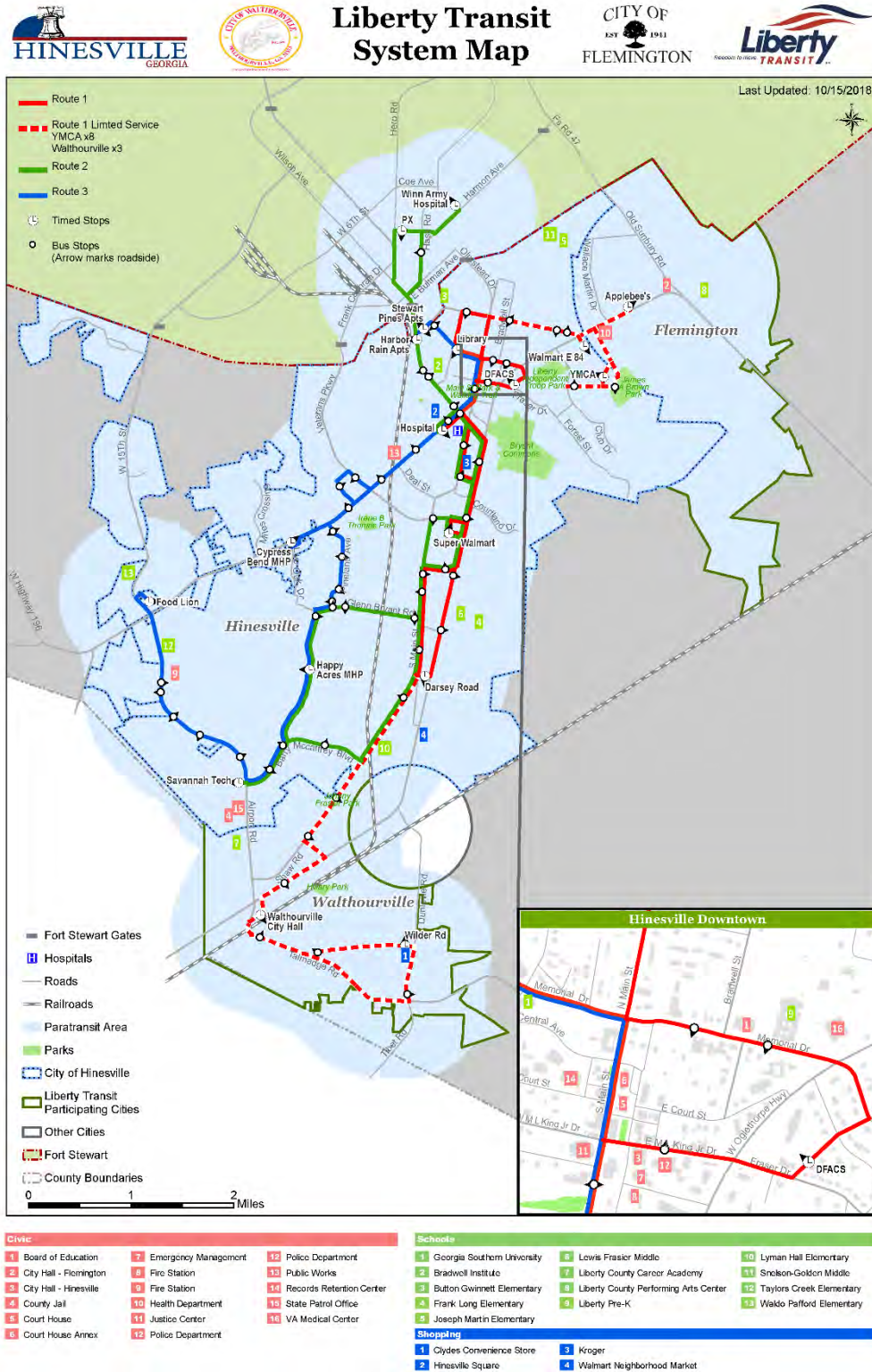
The regular fare for one-way service is \$1 with discounted rates available for senior citizens and Medicare card holders. Curb-to-Curb demand response service is available for eligible passengers at a rate of \$2.00 for a one-way trip. The Liberty Transit system operates a fleet of 9 buses, each equipped with ADA compliant wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers.



The Liberty Transit System is governed by the City of Hinesville Council with oversight and recommendations provided by the Transit Steering Committee (TSC). The TSC is comprised of the Mayor of Hinesville, Mayor of Flemington, Mayor of Walthourville, Liberty County Board of Commissioners Chairman, and a non-voting Fort Stewart representative. The TSC meets monthly to discuss various aspects of the system such as operational performance, service

complaints and issues expressed by citizens, capital improvement projects, and planning efforts. TransDev is the transit management firm, or third party operator, responsible for managing Liberty Transit's operations, with the City of Hinesville responsible for planning and marketing the bus service, applying for federal funds annually, and coordinating system operations with Fort Stewart, employers, and other stakeholders. Figure 30 shows the Liberty Transit fixed route service map.

Figure 30: Liberty Transit Fixed Route Service Map





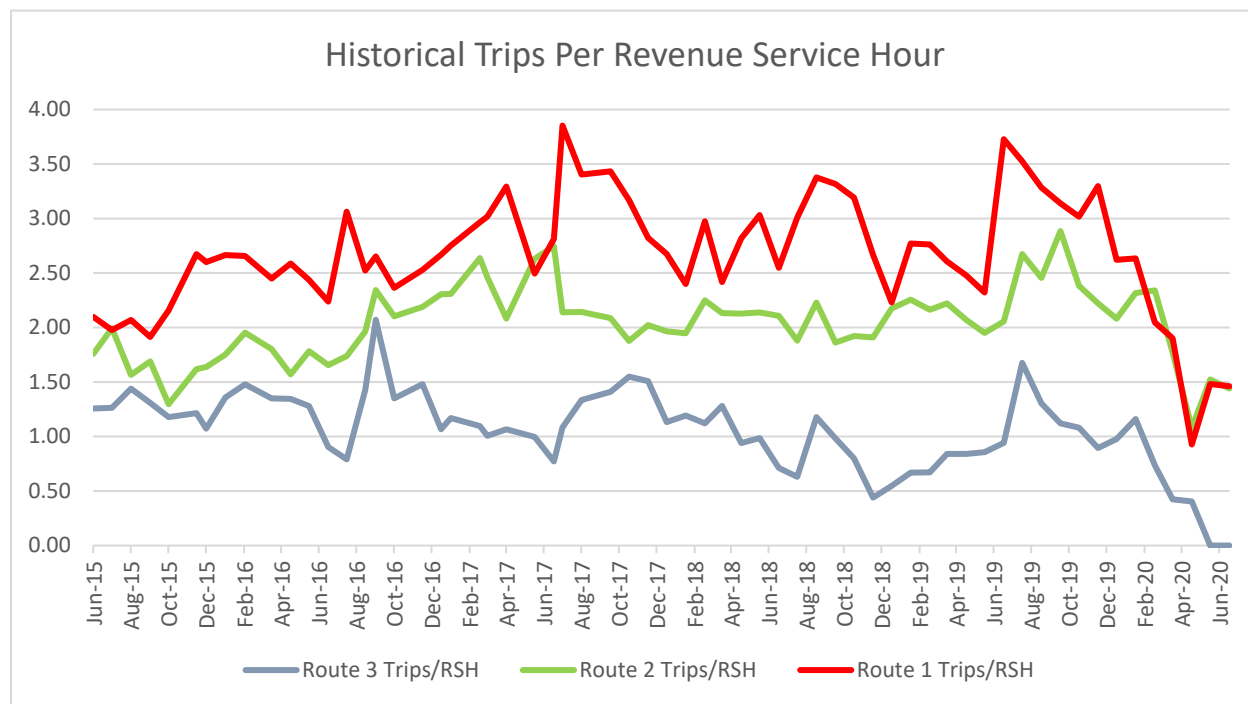
Historical transit ridership data was collected to show system service trends over the last five year period. July is consistently the highest ridership month for Liberty Transit, while Route 1 or the “Red Route” yielded the highest number of trips with a peak monthly trips / revenue service hour ratio of 3.85 in July of 2017. With recent investments in transit supportive infrastructure such as sidewalks, and the implementation of ADA Paratransit service, transit ridership was steadily increasing until February 2020 when Coronavirus or COVID19 became a known threat.

According to the Center for Disease Control (CDC) “COVID-19 is an illness caused by a virus that can spread from person to person with symptoms ranging from mild (or no symptoms) to severe illness”.<sup>1</sup> Despite implementation of safety and infection prevention measures, Route 3



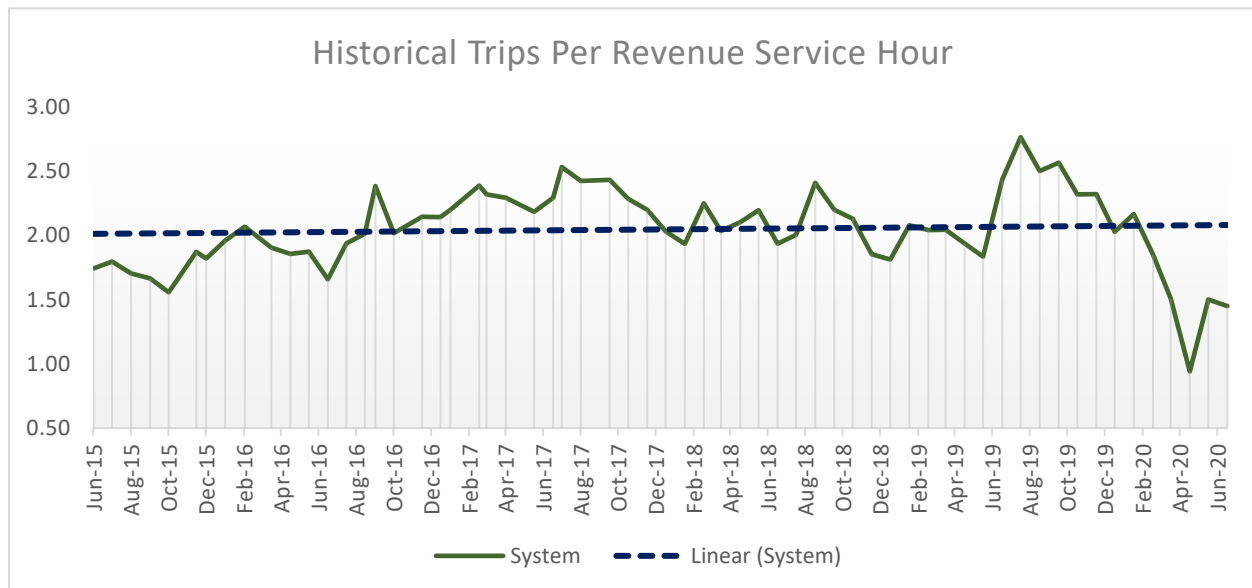
suspended operation in April 2020 due to operator exposure and an inability to fully staff the system. The ridership trends from March through May show steep declines in ridership with a rebound following the lifting of social distancing regulations for the State of Georgia. Figure 31 and Figure 32 show the historical system ridership trends at the route and system level.

**Figure 31: Liberty Transit Historical Ridership Trends – Route Level**



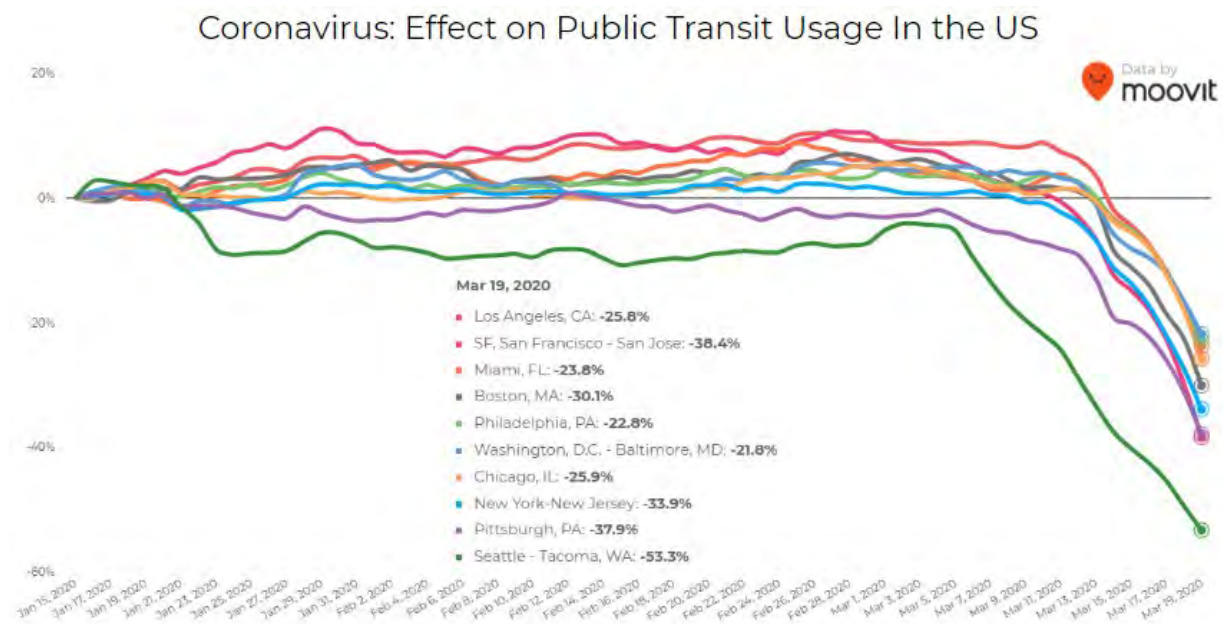
<sup>1</sup> Source: <https://www.cdc.gov/coronavirus/2019-ncov/index.html>

**Figure 32: Liberty Transit Historical Ridership Trends – System Level**



This trend is consistent with national public transit usage data as depicted in Figure 33 showing transit ridership for major transit systems between January 2020 – March 2020 and the effects of COVID-19.

**Figure 33: COVID-19 - National Ridership Trends**



Source: moovit

In addition to ridership, operational data was gathered from National Transit Database (NTD) reporting to gain an understanding of the system's performance. These service indicators are summarized in Table 19 and Table 20.

**Table 19: Liberty Transit General Service Indicators**

General Indicator	2018
Service Area Population	38,223
Service Area (sq. miles)	32
Passenger Trips	18,317
Revenue Miles	91,735
Revenue Hours	8631
Employees -FT	6
Vehicles Operated in Max. Service	3
Bus Average Fleet Age	7.1
Spare Ratio	60%

SOURCE: NTD 2018

**Table 20: Service Effectiveness**

Effectiveness Indicator	NTD 2018
Operating Expenses per Unlinked Passenger Trip	38.39
Unlinked Trips per Vehicle Revenue Miles (VRM)	0.2
Unlinked Trips per Vehicle Revenue Hour (VRH)	2.1
Operating Expenses per VRM	7.67
Operating Expenses per VRH	81.48

SOURCE: NTD 2018

According to the HAMPO approved Fiscal Year 2018 – 2021 Transportation Improvement Program (TIP), the Liberty Transit receives approximately \$845,000 annually in federal capital and



operating assistance through Title 49 U.S.C. Section 5307 Urbanized Area Formula Program funds. Table 21 shows the annual allocation of funds, along with contributions from local, state, and federal sources.

**Table 21. Liberty Transit Funding**

<b>Capital Schedule for Liberty Transit</b>				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
<b>Capital Item Discription</b>				
Mobility Management	\$ 40,000.00	\$ 41,000.00	\$ 42,025.00	\$ 43,075.63
Cost of Contracting	\$ 239,273.75	\$ 245,255.59	\$ 251,386.98	\$ 257,671.66
Planning (TDP Update)*	\$ 45,446.00			
Associated Transit Imp**	\$ 232,719.00	\$ 336,369.13	\$ 344,778.35	\$ 353,397.81
Capital Improvements***	\$ 50,000.00			
<b>Total Project Cost</b>	\$ 607,438.75	\$ 622,624.72	\$ 638,190.34	\$ 654,145.10
Federal Cost 80%	\$ 485,951.00	\$ 498,099.78	\$ 510,552.27	\$ 523,316.08
State Cost 10%	\$ 60,743.88	\$ 62,262.47	\$ 63,819.03	\$ 65,414.51
Local Cost 10%	\$ 48,595.10	\$ 49,809.98	\$ 51,055.23	\$ 52,331.61

<b>Operating Schedule for Liberty Transit</b>				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
<b>Operating Item Discription</b>				
Operating	\$ 473,626.00	\$ 485,466.65	\$ 497,603.32	\$ 510,043.40
<b>Total Project Cost</b>				
Federal Cost 50%	\$ 236,813.00	\$ 242,733.33	\$ 248,801.66	\$ 255,021.70
State Cost 0%				
Local Cost 50%	\$ 236,813.00	\$ 242,733.33	\$ 248,801.66	\$ 255,021.70

\* The City of Hinesville is updating its Transit Development Plan by utilizing Liberty Consolidated Planning Commission "indefinite delivery indefinite quantity" General Consultant Contract...

\*\* Associated Transit Improvements: The City of Hinesville identified needed improvements relating to pedestrian access to the fixed route transit system, especially in the older disadvantaged portions of the City. The transit improvement project will identify pedestrian gaps for access transit, develop a strategy, prepare construction drawings, obtain clearances from GDOT, and oversee construction. This is a multi year effort to accrue and construct.

\*\*\* Estimated budget to add a paratransit vehicle for a complementary service start in FY 2018.



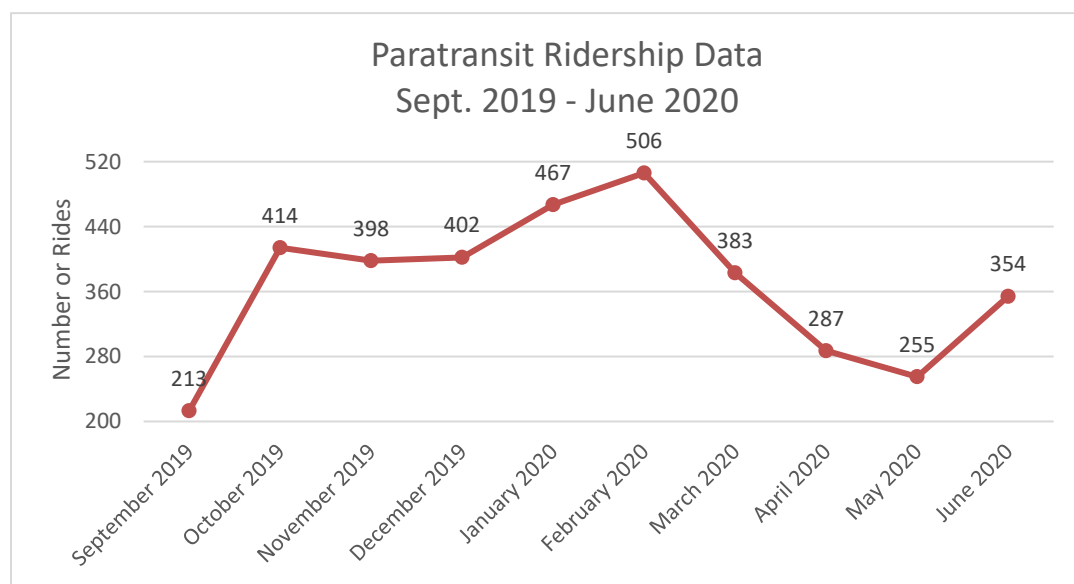


In 2018, the Hinesville MPO completed an update to their Transit Development Plan (TDP) which is required by federal and state agencies and provides a five-year capital and operating program and a longer term 10-year guide and planning tool for the transit agency. The components of a TDP update include public involvement, coordination with other state and local transportation plans, an assessment of the existing and future conditions, agency goals and objectives, the development and evaluation of alternative strategies and action steps, a financial analysis, a five-year operating plan, and a 10-year implementation plan for the identified longer term strategies.

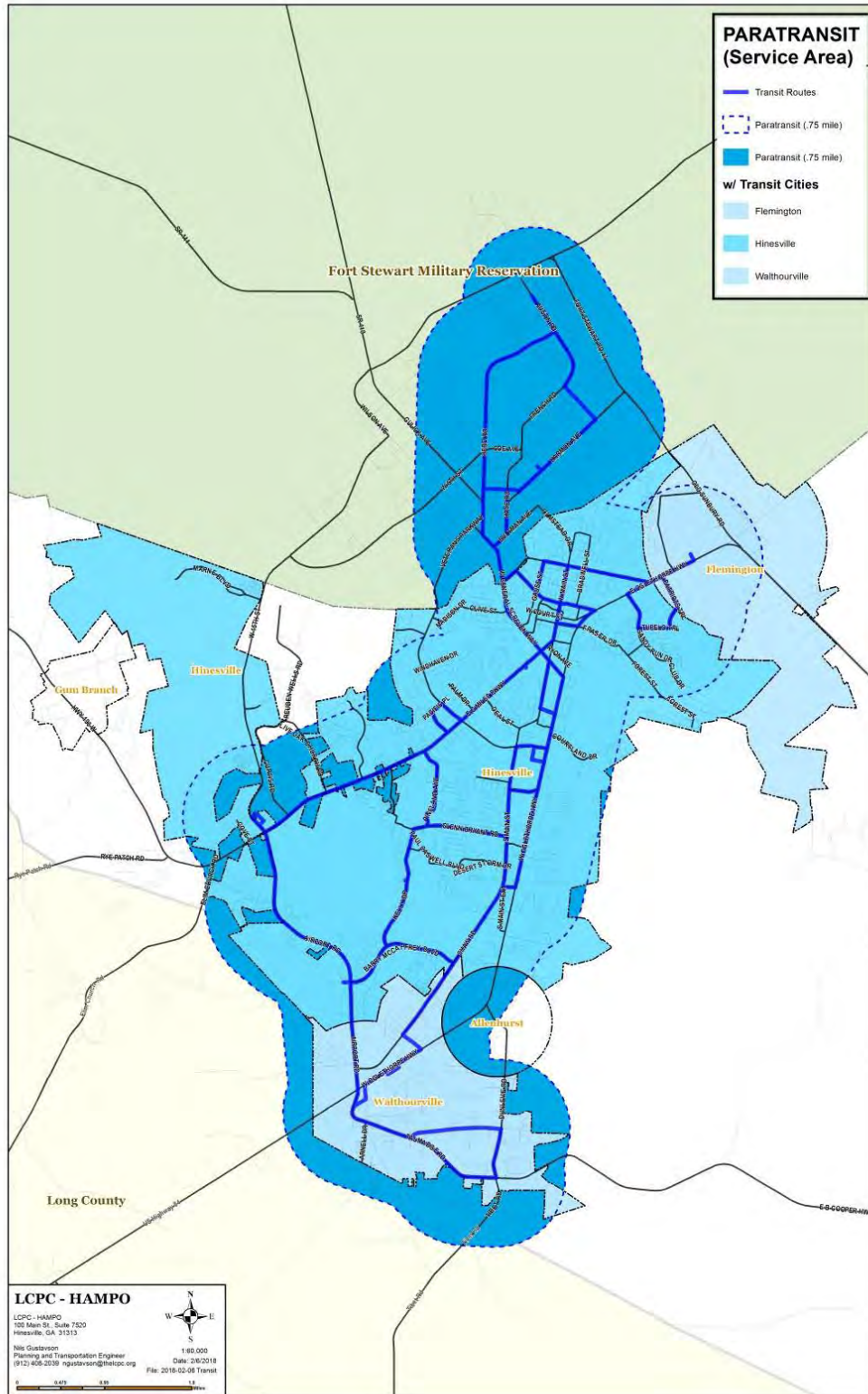
One key recommendation included in the TDP was the transition from point deviation paratransit service to a complementary paratransit system. Paratransit service is on-demand, connecting individuals with disabilities to locations throughout the existing transit service area with curb-to-curb service being available if the location is within 0.75 mile of a bus route. The paratransit service is only for those individuals with disabilities and who have been deemed eligible.

The paratransit service began in September 2019, after a thorough feasibility analysis was conducted. Ridership levels for paratransit service have risen every month since its inaugural trip but have fallen drastically due to COVID-19, starting in March 2020. The paratransit ridership data is displayed in Figure 34 and Figure 35 shows the paratransit service area.

**Figure 34: Liberty Transit ADA Ridership**

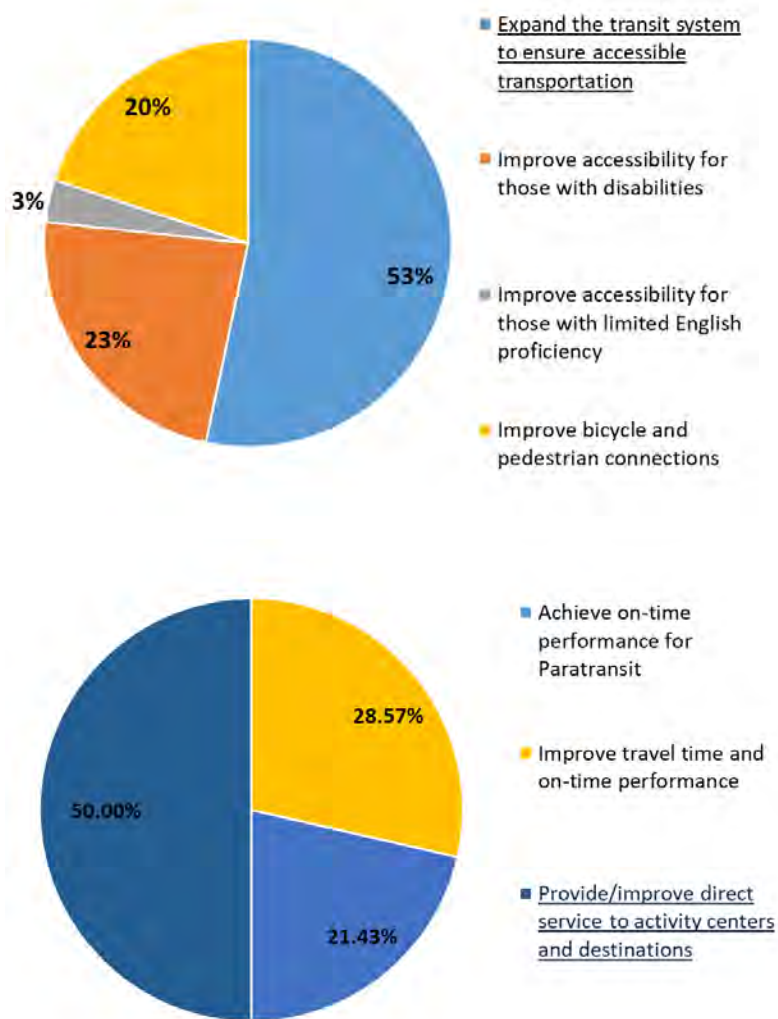


**Figure 35: Liberty Transit ADA Paratransit Service Area**



The TDP also included a survey, administered both on-board and online, that yielded insights regarding desired system and service investments. Figure 36, from the TDP report, reflect respondents' priorities for the system.

**Figure 36: Liberty Transit TDP Survey Responses**



The Goals, Objectives, and Performance Measures for the TDP formed the foundation for the recommendations and prioritization of investments for the system. Table 22 provides a detailed description of the goals, objectives, and performance measures.

**Table 22: Liberty Transit TDP Goals, Objectives, and Performance Measures**

Goal	Objective	Performance Measure
<ul style="list-style-type: none"> <li>Expand ridership through strategic system modifications and targeted outreach.</li> </ul>	<ul style="list-style-type: none"> <li>Use engagement and marketing strategies to build ridership within existing service area.</li> </ul>	<ul style="list-style-type: none"> <li>Increase unlinked passenger trips by 10% over base year value.</li> </ul>
<ul style="list-style-type: none"> <li>Explore partnerships with municipalities in the HAMPO urbanized area to expand transit service where transit supportive densities have been identified.</li> <li>Coordinate with local planning agencies to identify opportunities for service expansions to support new transit-oriented developments and employment destinations.</li> </ul>	<ul style="list-style-type: none"> <li>Use regularly updated development data and 2020 Census data to identify service expansion opportunities and evaluate for transit service potential.</li> </ul>	<ul style="list-style-type: none"> <li>Demonstrate minimum household and employment density thresholds for new service expansions in the urbanized area.</li> </ul>
Goal	Objective	Performance Measure
<ul style="list-style-type: none"> <li>Complete shelter installation efforts and procure additional shelters for prioritized stop locations within the service area.</li> </ul>	<ul style="list-style-type: none"> <li>Improve service satisfaction by providing comfortable and safe bus stop conditions for riders.</li> </ul>	<ul style="list-style-type: none"> <li>Install all remaining shelters housed in storage prior to FY 2020.</li> <li>Define remaining infrastructure needs and establish implementation timeline and funding strategies by FY 2020.</li> </ul>
<ul style="list-style-type: none"> <li>Identify opportunities for regional transit partnerships to provide connectivity of surrounding urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>Establish regional transportation connections allowing expanded mobility options.</li> </ul>	<ul style="list-style-type: none"> <li>Define key targets for regional mobility and engage with surrounding providers by FY 2020.</li> </ul>



<ul style="list-style-type: none"> <li>• <b>Identify key non-motorized infrastructure improvement projects within the transit service area and implement utilizing 5307 transit capital funding.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Improve first and last mile connectivity to transit services, by implementing bicycle and pedestrian infrastructure projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Annual report demonstrating current status of defined projects, % complete, and anticipated completion date. Active projects should demonstrate progress towards completion.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Identify strategies to reduce system operating costs and improve service efficiencies.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Reduce operating costs through improved ridership performance, and contractual rates per service hour/mile.</li> <li>• Identify operating vehicles appropriately sized for demand to reduce maintenance and insurance costs.</li> <li>• </li> </ul>	<ul style="list-style-type: none"> <li>• Improve Operating Cost / Unlinked Passenger Trip performance by 25% over base year value.</li> </ul>

The TDP recommends a variety of improvements for Liberty Transit, including service/operational enhancements and non-service-related improvements such as technology investments and policy modifications. Improvements were categorized as short term (1-2 years) mid-term (2-5 years) and long term (5-10 years). A general summary of the recommended improvements includes:

- Revision of all schedules for regular timepoint intervals
- Route reconfigurations to streamline service and eliminate underperforming segments
- Transition less densely populated service areas and Fort Stewart from fixed route service to demand responsive service
- Enhance marketing and outreach activities
- Improve on-line accessibility
- Ensure coordination with community and peer organizations
- Enhance monitoring and reporting activities including performance targets and municipal management protocols
- Invest in enhanced technology such as Automated Passenger Counters (APCs)
- Conduct technical studies needed to advance the systems goals
- Continue transit supportive infrastructure investments through installations of sidewalks and bus shelters
- Procure new transit fleet to replace existing buses that have exceeded their useful life

- Continue coordination with Chatham Area Transit for regional urban transit service expansion to neighboring metropolitan areas

Long County does not currently operate any fixed route or paratransit services but does participate in the rural Coastal Regional Coaches program for areas outside of the HAMPO UZA.

The use of Transportation Performance Management (TPM) provides agencies with a framework for incorporating performance data into making decisions regarding transportation investments to meet the goals and objectives established for the region. This approach provides accountability and added transparency to the transportation planning process. The requirements for establishing and utilizing TPM in the Metropolitan Planning Organizations began in the Moving Ahead for Progress in the 21st Century (MAP- 21) and were further expanded in the subsequent FAST Act.

### Transit Performance Management

The FAST Act prescribed the national goals for performance management to be included in transportation plans at the state and local levels. The states and MPOs are required to coordinate to develop measures and targets for transportation plans in all areas of transportation including public transportation.

Transit agencies are also required to develop transit asset management targets for transit state of good repair and MPOs must incorporate the performance targets into the MTPs and the TIPs for their regions. The GDOT drafted the *“Georgia Department of Transportation Group Transit Asset Management Plan”* (TAM Plan) to assist the small urban and rural transit agencies to comply with the federal regulations.

The Liberty Transit elected to participate in the State’s TAM Plan and HAMPO subsequently agreed to incorporate the performance targets from the TAM Plan into the MTP and TIP documents as shown in Table 23.

Additionally, MAP-21 and the FAST Act granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transit bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 C.F.R. Part 673 - Public Transportation Agency Safety Plan (PTASP) which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

As a designated sub-recipient of 5307 funding and transit service provider, the City of Hinesville / Liberty Transit has committed to implementing a systematic and comprehensive safety program. Their stated objective is to ensure leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

While the PTASP has not been endorsed by the FTA at the time of the MTP publication, it is anticipated that the Appendix of this report will be updated to incorporate the authorizing resolution as required by the C.F.R Part 673.

**Table 23: Transit Asset Management Performance Targets**

<b>Asset Category / Class</b>	<b>Total Number</b>	<b>Useful Life Benchmark / 3.0 TERM Rating*</b>	<b>Number Exceeding ULB /3.0 TERM Rating*</b>	<b>% Exceeding ULB / 3.0 TERM Rating*</b>	<b>FY 2019 Targets</b>
<b>Rolling Stock</b>	<b>775</b>		<b>96</b>	<b>12.4%</b>	
<b>BU- Bus (35'-40')</b>	82	14 years	8	9.8%	15%
<b>BU- Bus (29'-30')</b>	54	12 years	21	38.9%	35%
<b>CU-Cutaway bus</b>	539	7 years	52	8.8%	10%
<b>MV-Minivan</b>	1	8 years	1	100%	50%
<b>SB-School bus</b>	33	15 years	8	24.2%	50%
<b>VN-Van</b>	12	8 years	6	50%	50%
<b>Equipment</b>	<b>55</b>		<b>23</b>	<b>42.6%</b>	
<b>Automobile</b>	18	8 years	11	61.1%	55%
<b>Truck and other Rubber Tire Vehicles</b>	31	10 years	11	35.5%	55%
<b>Equipment &gt; \$50,000</b>	6	14 years	N/A	N/A	N/A
<b>Facilities</b>	<b>83</b>		<b>7</b>	<b>8.4%</b>	
<b>Administration</b>	62	N/A	2	3.2%	25%
<b>Maintenance</b>	11	N/A	5	45.5%	25%
<b>Passenger/Parking Facilities</b>	10	N/A	0	0%	10%

*\*TERM scale is used for asset condition assessment for facilities. There are 5 ratings (1-5) where 5 is in excellent condition and 1 is in poor condition.*

### 3. Bike/Ped

The provision of an effective and efficient network of bicycle and pedestrian facilities can improve the safety, transportation, and recreation opportunities within an area. Additionally, bicycle and pedestrian facilities are an important step in the creation of complete streets and encouraging the use of transportation alternatives.

Following the adoption of the 2040 MTP, the Non-motorized and Transit Operations Plan was completed in 2017. The Non-Motorized Plan outlines recommended projects and organizes them by their applicable municipality. During the development of the HAMPO Non-Motorized Plan, an important step early in the process was to inventory the existing bicycle and pedestrian facilities and conditions in the area to establish a baseline. Similar to many small urban communities throughout the US, the HAMPO region has traditionally focused on planning for, and improving, the vehicular transportation network, while the non-motorized transportation infrastructure lagged in focus and investment.

As a key element of the Non-Motorized Plan, an inventory and analysis of existing infrastructure was conducted, and critical gaps identified. This inventory began with the collection and analysis of available data, including GIS data, aerial satellite imagery, and studies and plans that were already completed for the HAMPO region.

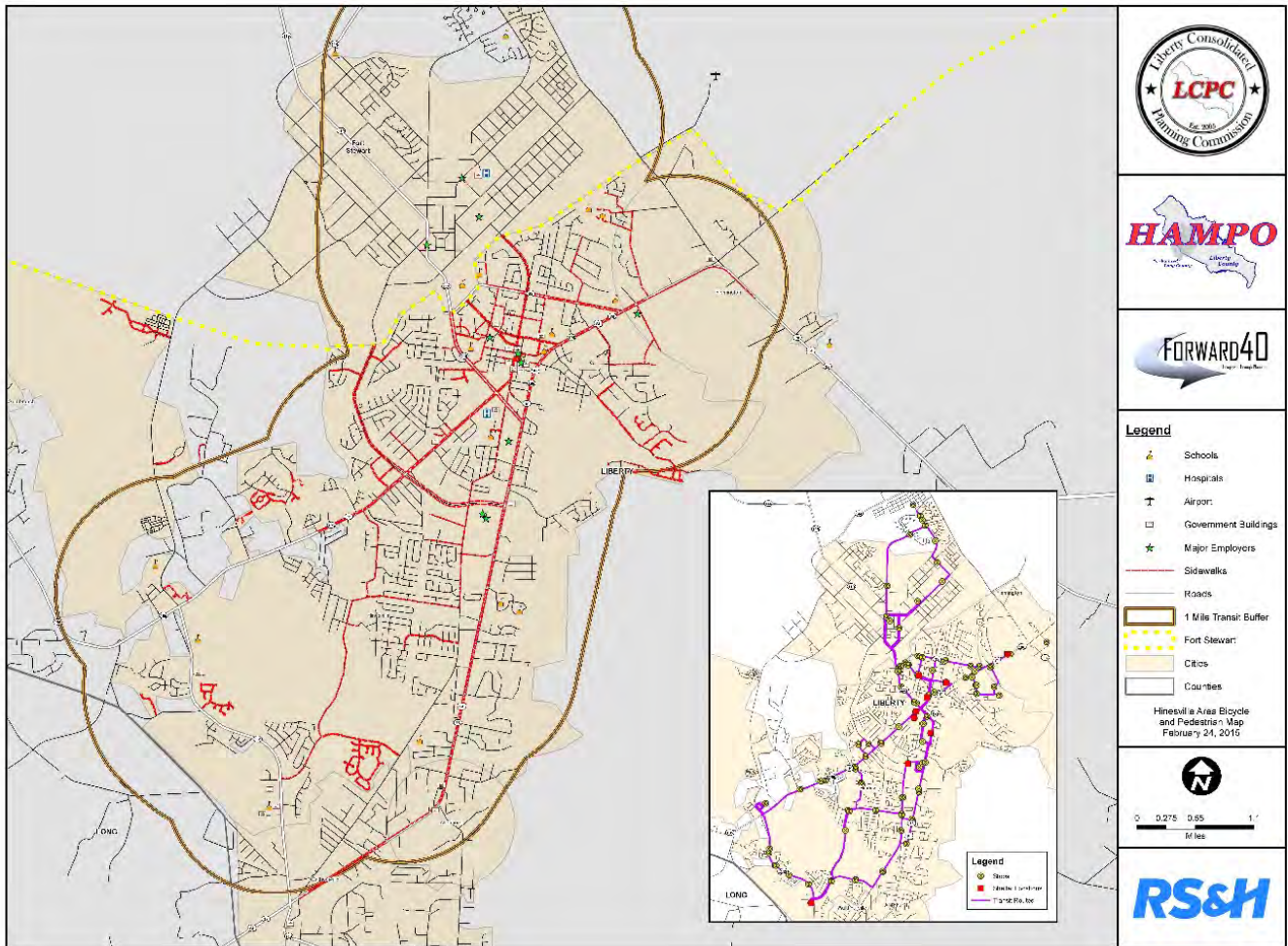
The existing data was compiled and overlaid on satellite imagery to identify existing infrastructure and gaps in the bicycle and pedestrian facilities network. During the development of the 2040 MTP, origins and destinations for trip ends were identified for the HAMPO region and were utilized in the non-motorized analysis to inform where critical connectivity gaps between activity centers were located. The existing and planned service area and route structure for the Liberty Transit urban fixed route system was also a primary factor used to identify critical non-motorized facility gaps in providing access to transit stops. All transit stops were screened to determine if adequate pedestrian facilities were available within  $\frac{3}{4}$  of a mile or connecting major trip generators and attractors, such as employment, community service and multifamily housing centers.

The existing conditions and gap analysis revealed that the majority of existing facilities are primarily located in the Hinesville urbanized area and within Fort Stewart. Long County has very few identified sidewalks and the majority are located within the City of Ludowici. The City of Hinesville has identified the need to improve bicycle and pedestrian infrastructure, especially in the older, disadvantaged portions of the city. The City did not require installation of sidewalks during the development process prior to 1999, and a high percentage of the bus stops that serve housing areas developed within this timeframe are either without sidewalks or have sidewalks that are substandard. Figure 37 shows the Liberty Transit service area and existing non-motorized infrastructure within the HAMPO urbanized area.





**Figure 37: Existing Bike/Ped Facilities**



Other existing infrastructure includes rural non-motorized facilities, designated primarily along state routes, throughout the planning region, including SR 196/Leroy Coffey Highway and US 17. US 17, located on the eastern side of Liberty County, serves portions of the unincorporated areas of the county, the City of Midway, the City of Riceboro, and is a designated Georgia State Bicycle Route. US 17 is also a primary component of the Coastal Georgia Greenway (CGG) trails plan that was endorsed by the GDOT Coastal Georgia Regional Bicycle and Pedestrian Plan as the top priority bicycle facility in the region. The Coastal Georgia Greenway is envisioned as a 155-mile trail system suitable for a variety of non-motorized users, which will connect South Carolina to Florida through Georgia's six coastal counties and is a component of the larger East Coast Greenway. The regional plan encouraged local governments to identify locations where sidewalks or shared paths may be developed along the US 17 corridor to advance the development of the CGG network.



In addition to the Coastal Georgia Regional Plan, the City of Midway and City of Riceboro have adopted master plans that include recommendations for bicycle and pedestrian facilities where multimodal gaps are present. These recommendations have all been incorporated into the HAMPO non-motorized facilities analysis as components of the regional bicycle and pedestrian network.

The Non-Motorized Plan built on the findings of the existing conditions and gap analysis and incorporated citizen and stakeholder input, socioeconomic equity analysis, existing and future transit accessibility analysis, and ultimately the development of a comprehensive list of projects and strategies.





## Non-Motorized Plan Recommendations

The proposed network of non-motorized facilities for the HAMPO region is composed of several different types of facilities that were developed by identifying service areas such as schools, parks, residential areas, and business centers and connecting them with sidewalks, multipurpose paths, bicycle facilities, and trails.

The determination of appropriate facilities was based on location within or outside of the urbanized area of the HAMPO region, available right of way, safety and security, and anticipated use based on existing and anticipated land uses.

Figure 38, found in the HAMPO 2017 Non-Motorized Plan, provides a geographical view of the proposed improvements, by type, within the HAMPO region.

**Figure 38: HAMPO 2017 Non-Motorized Plan Projects**

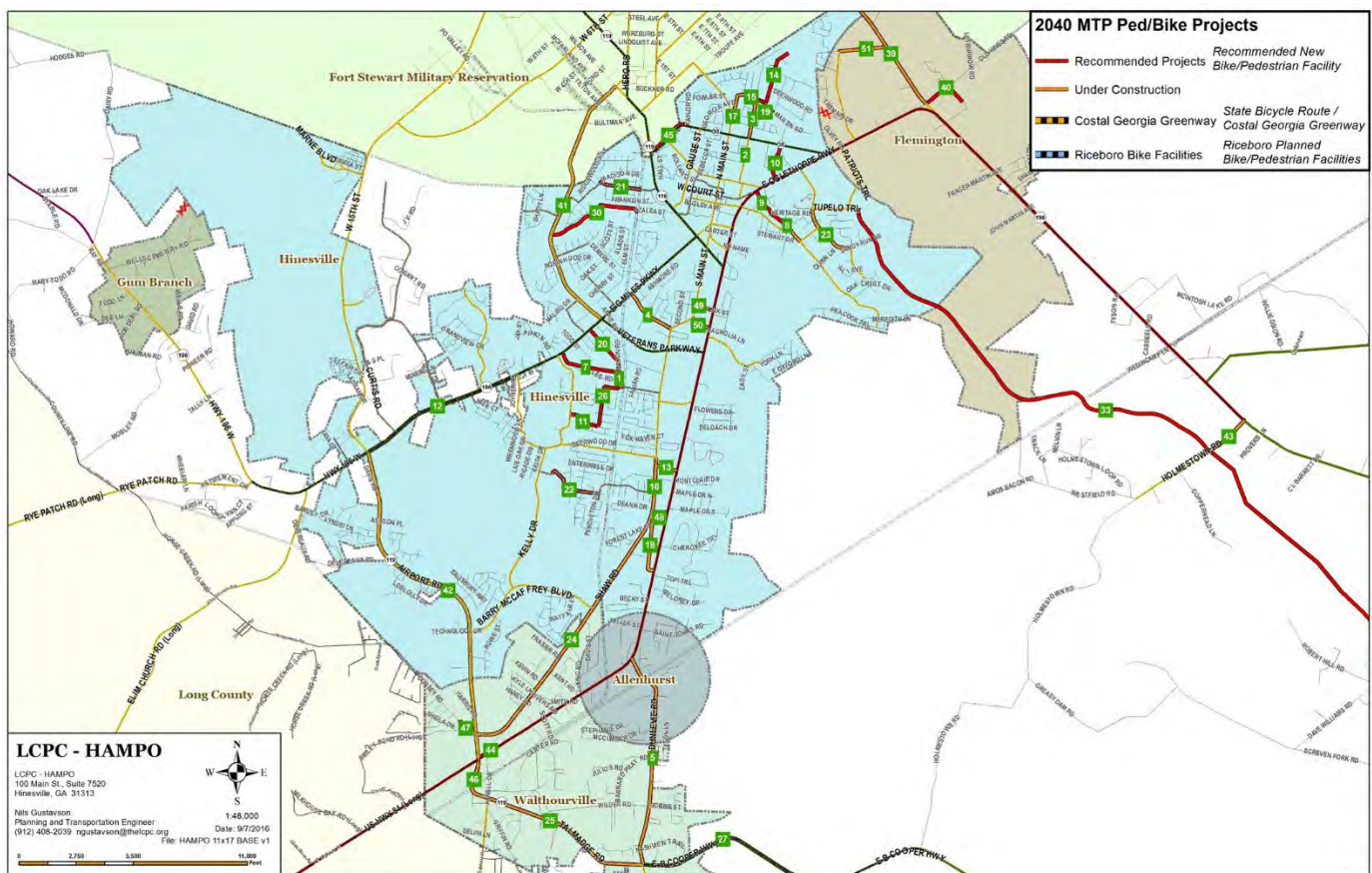


Table 24 lists the bicycle and pedestrian facilities included in the Non-Motorized Plan. It should be noted that this list only includes standalone bicycle and pedestrian facility projects and does not include roadway projects where a multimodal cross section is recommended. The list also excludes projects recommended by the Coastal Georgia Greenway, as these projects were included in a separate standalone section of the report.

**Table 24: Non-Motorized Plan Project List**

	<b>Project Type</b>	<b>From</b>	<b>To</b>	<b>Location</b>
1	New Facility	McDowell Rd	Varnedoe St	Hinesville
2	New Facility	Existing sidewalks south of Martin St	Existing sidewalks north of E Mills Ave	Hinesville
3	New Facility	Lakeview Drive	E General Stewart Way	Hinesville
4	New Facility	E G Miles Parkway	South Main St	Hinesville
5	New Facility	W Oglethorpe Hwy	Talmdage Rd	Allenhurst / Walthourville
6	New Facility	Bacon Rd	Existing sidewalks W of Brett Dr	Hinesville
7	New Facility	E G Miles Parkway	Bacon Rd	Hinesville
8	New Facility	Fraser St	Gray Fox Rd	Hinesville
9	New Facility	W Oglethorpe Hwy	Forest St	Hinesville
10	New Facility	East General Stewart Way	East Oglethorpe Hwy	Hinesville
11	New Facility	Pineland Avenue	Varnedoe St	Hinesville
12	New Facility	Citation Boulevard	Airport Rd	Hinesville
13	New Facility	S Main St	W Oglethorpe Hwy	Hinesville
14	New Facility	Lakeview Dr	Snelson-Golden Middle School	Hinesville
15	New Facility	N Main St	Martin Rd	Hinesville
16	New Facility	Glenn Bryant Rd	Darsey Rd	Hinesville
17	New Facility	Olmstead Dr	Lakeview Dr	Hinesville
18	New Facility	Darsey Rd	W Oglethorpe Hwy	Hinesville
19	New Facility	Lakeview Dr	Jacks Hill Rd	Hinesville
20	New Facility	EG Miles Parkway	Bacon Rd	Hinesville
21	New Facility	Existing sidewalks W of Cherrydale St	Existing sidewalks on Madison Dr	Hinesville
22	New Facility	Existing sidewalks on Debbie Dr	Desert Storm Dr	Hinesville
23	New Facility	Tupelo Trail	Gray Fox Rd	Hinesville / Walthourville
24	New Facility	Darsey Rd	Airport Rd	Hinesville
25	New Facility	W Oglethorpe Hwy	Dunlevie Rd	Walthourville
26	New Facility	Bacon Rd	Honey Ridge Lane	Hinesville
27	New Facility	Dunlevie Rd	State Hwy 119	Walthourville
28	New Facility	US Hwy 84	Cay Creek	Midway
29	New Facility	East Oglethorpe Hwy	Liberty Elementary School	Midway
30	New Facility	Veterans Parkway	Azalea St	Hinesville
31	New Facility	Interstate 95	Fort Morris Rd	East Liberty County
32	New Facility	US Hwy 17	US Hwy 84	Midway



33	New Facility	Holmestown Rd	Cay Creek Rd	Central Liberty County
34	New Facility	Barrington Ferry Rd	US Hwy 17	Riceboro
35	New Facility	Sandy Run Rd	E B Cooper Hwy	Riceboro
36	New Facility	Barrington Ferry Rd	US Hwy 17	Riceboro
37	New Facility	Barrington Ferry Rd	Rail-To-Trail Connector	Riceboro
38	New Facility	US Hwy 17	S Liberty County Line	Riceboro
39	New Facility	Hines Rd	Fort Stewart Boundary	Flemington
40	New Facility	Old Sunbury Rd	Arts Center Rd	Flemington

## Post Planning Actions

Since the adoption of the 2040 MTP, municipalities within the HAMPO region have continued to work collaboratively with GDOT and local funding partners to invest in the multimodal transportation system. These investments have been funded through a variety of programs including local Transportation Special Purpose Local Option Sales Tax (SPLOST), Transportation Alternatives Funding (TAP), GDOT Quick Response funding, Title 49 U.S.C. Section 5307 Urbanized Area Formula Program, and local general funds.

Examples of these investments includes:

- S Main St: Sidewalk Construction
- E.G Miles Parkway / SR 119: Safety Analysis and Sidewalk Construction
- US 84 @ Walmart traffic signal: ADA Audit and Crosswalk Construction

Additional non-motorized facilities have been implemented throughout the HAMPO region in conjunction with highway and include the following:

- Veterans Parkway Widening Phase I and II: Multipurpose bicycle and pedestrian paths and crossings
- 119/Airport Road Widening: Multipurpose bicycle and pedestrian path and sidewalk with raised center islands
- 196 East/Leroy Coffey Highway Widening: Rural non-motorized shoulder facilities

HAMPO and partner agencies continue to identify multimodal transportation needs within the region and work collaboratively to identify viable funding opportunities for these investments.

Ongoing initiatives include:

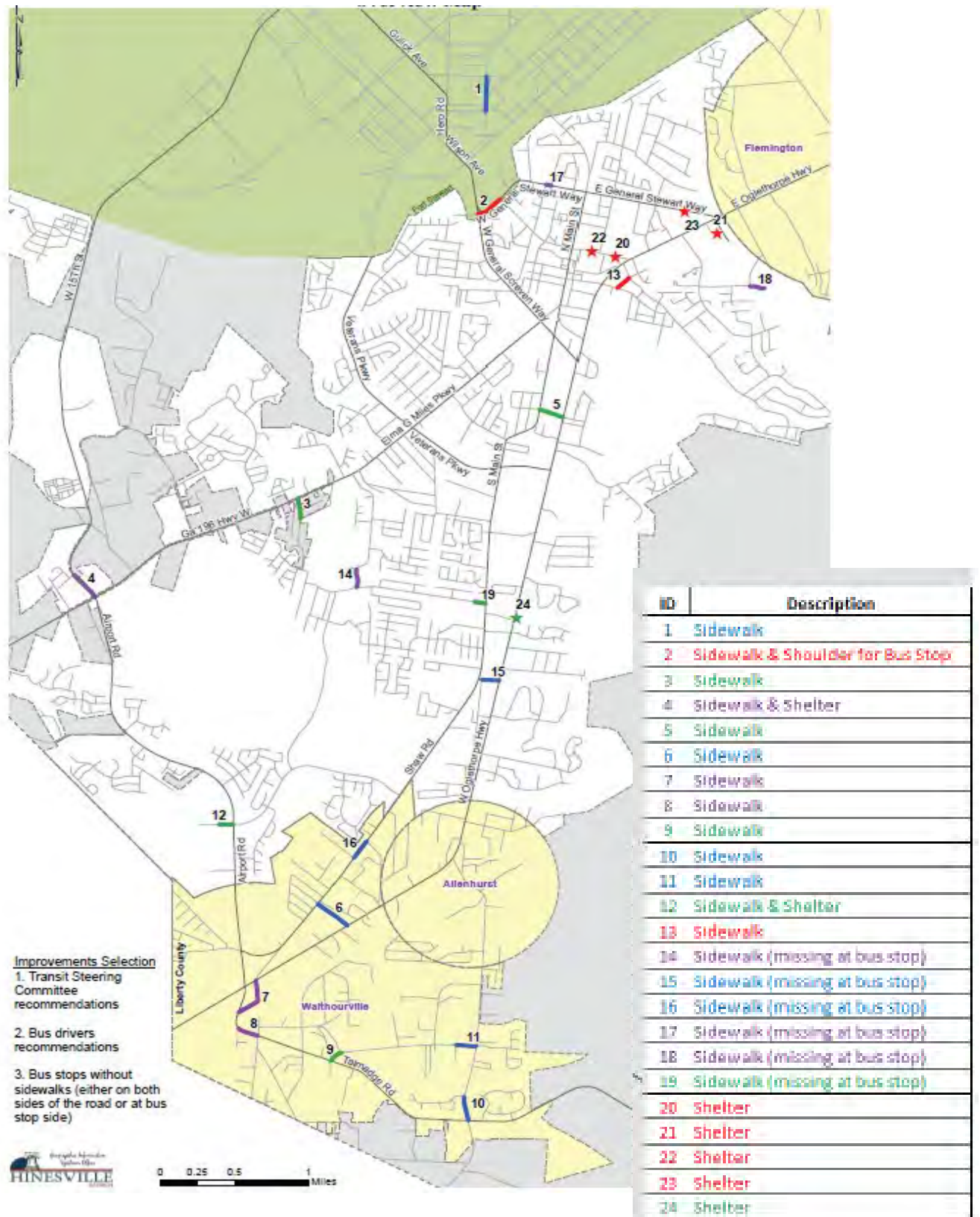
- **Ryon Avenue Realignment / Main Street Multimodal:** The design phase of this project is currently underway with a combination of local SPLOST and GDOT TAP funding. The project includes upgrades to the existing multimodal network, including ADA enhancements, lighting, and the installation of sidewalks concurrently with the realignment of Ryon Avenue.
- **TSPLOST Multimodal Initiatives:** The voters of Liberty County and Long County approved a Transportation Special Purpose Local Option Sales Tax (TSPLOST) in 2020. The preliminary project lists presented by Liberty County includes a number of multimodal enhancements including 15<sup>th</sup> Street sidewalks, US 84 / SR 38 sidewalks, signal and median upgrades for ADA accessibility, and safety, and Safe Routes to School infrastructure. Funding for these projects will begin in October 2020 and will be collected for a five-year period.
- **Liberty Transit Supportive Infrastructure (Sidewalks):** With the recent completion of the South Main Street sidewalk installation, the City of Hinesville is working with the Liberty Transit Steering Committee and HAMPO to prioritize the construction of additional last mile gaps impacting access to the transit system. With the recent authorization of the Coronavirus Aid Relief and Economic Security (CARES) Act, the City of Hinesville has leveraged funding for these ongoing investments and issued a Request for Qualifications (RFQ) for Engineering Services in June 2020. Figure 39 shows the Liberty Transit approved sidewalk gap locations considered a high priority for transit connectivity.

## FUNDING STRATEGY SPOTLIGHT

FTA Circular 9030.1E establishes the “Associated Transit Improvement”<sup>1</sup> project qualifications and eligible project elements. Bicycle and pedestrian paths within a certain distance from a transit stop or station are eligible capital projects and qualify as associated transit improvements.

City of Hinesville / Liberty Transit successfully partnered with FTA and GDOT Intermodal to prioritize sidewalk and shelter installation projects within the transit service area. This partnership has increased safety for non-motorized travel and has resulted in increased transit ridership.

**Figure 39: Liberty Transit Supportive Infrastructure Projects**



## 4. Freight

Strategically located between the Ports of Savannah and Brunswick, as well as Jacksonville and Charleston, the HAMPO area is ideally positioned to support port related warehousing and distribution, as well as other freight movements. In addition to its strategic location between ports, the HAMPO area is also home to significant freight generators and attractors, including the major military installation of Fort Stewart. This significant freight activity and the freight related industries are critical components of the both the local and state economy and support the state's position in the global economy.

Freight related activities have significant impacts on the transportation system. With the warehousing and distribution and manufacturing activities within the HAMPO area, and with the continued expansion of the port facilities, the truck and freight related impacts will only grow in the future.

### HAMPO Regional Freight Plan

Recognizing the need to address these impacts, HAMPO undertook the development of a freight plan specifically for the region. The plan, adopted in 2017, was developed within the framework of the Georgia Statewide Freight and Logistics Plan developed by the Georgia Department of Transportation.

The HAMPO Regional Freight Plan included an analysis that identified how the region's transportation networks are being used for the handling of freight, how these uses are evolving, and the impacts for the region's priorities regarding goods movement. The plan included a technical, data-driven assessment for the HAMPO freight network to determine the demand on the system. The plan focuses on the physical movement of goods, the relation of the region's major industries to the freight system, and opportunities for improvement.

In addition to the Statewide Freight and Logistic Plan, the study was consistent with several other studies including:

- GDOT Georgia State Rail Plan
- HAMPO 2040 Metropolitan Transportation Plan
- HAMPO 2035 Sustainable Mobility Plan
- HAMPO US 84 Comprehensive Corridor Study

### Freight Profile

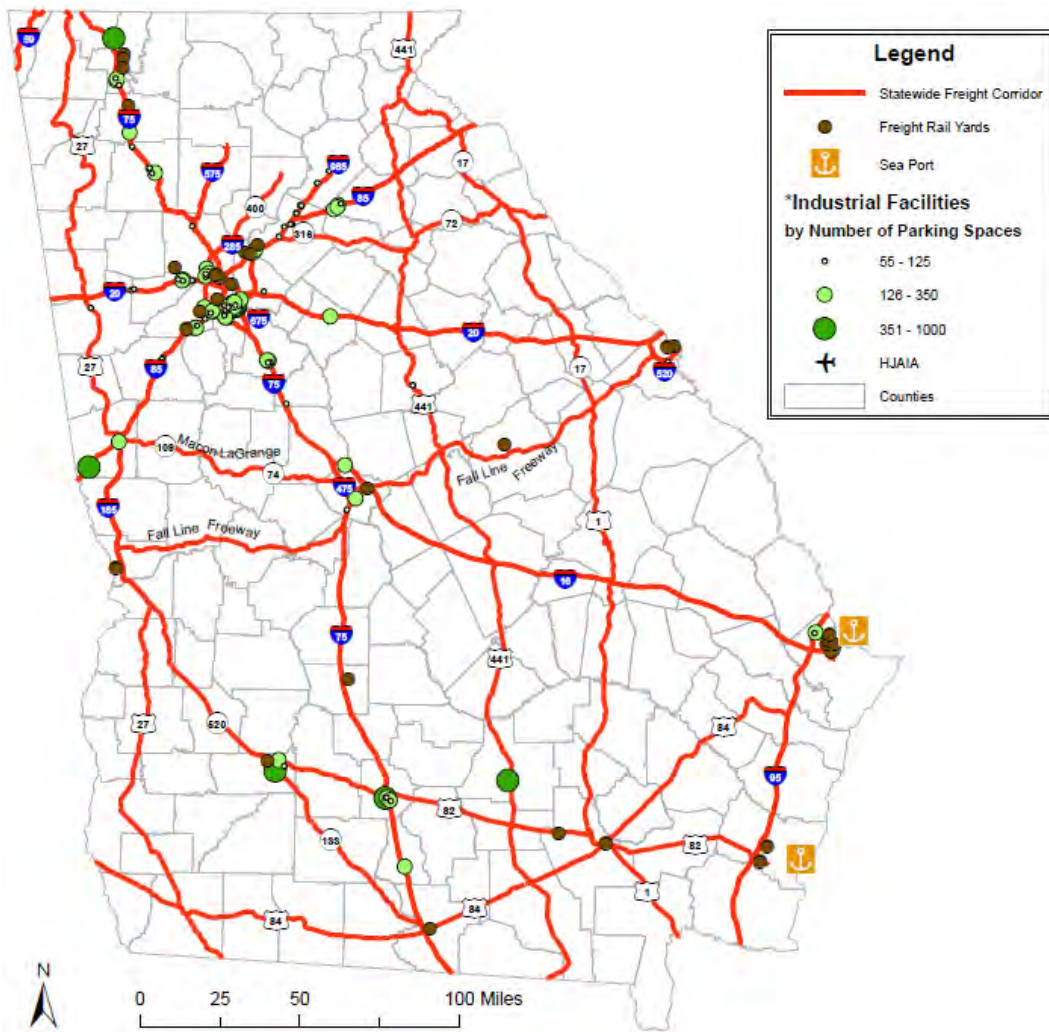
The National Highway Freight Network was identified as part of the FAST Act and is the focus for strategically appropriating federal funding resources and policies for the improvement of the designated freight network. I-95 is the only facility within the HAMPO region included in the national freight network. In addition to the federally designated freight network, GDOT has also designated strategic state corridors that are critical to efficient freight mobility. In the HAMPO





region, these corridors include US 84/SR 38 and I-95. US 84 is also designated as part of the Governor's Road Improvement Program (GRIP), which is focused on economic development, connectivity, and truck access. These routes and the statewide freight network are shown in Figure 40.

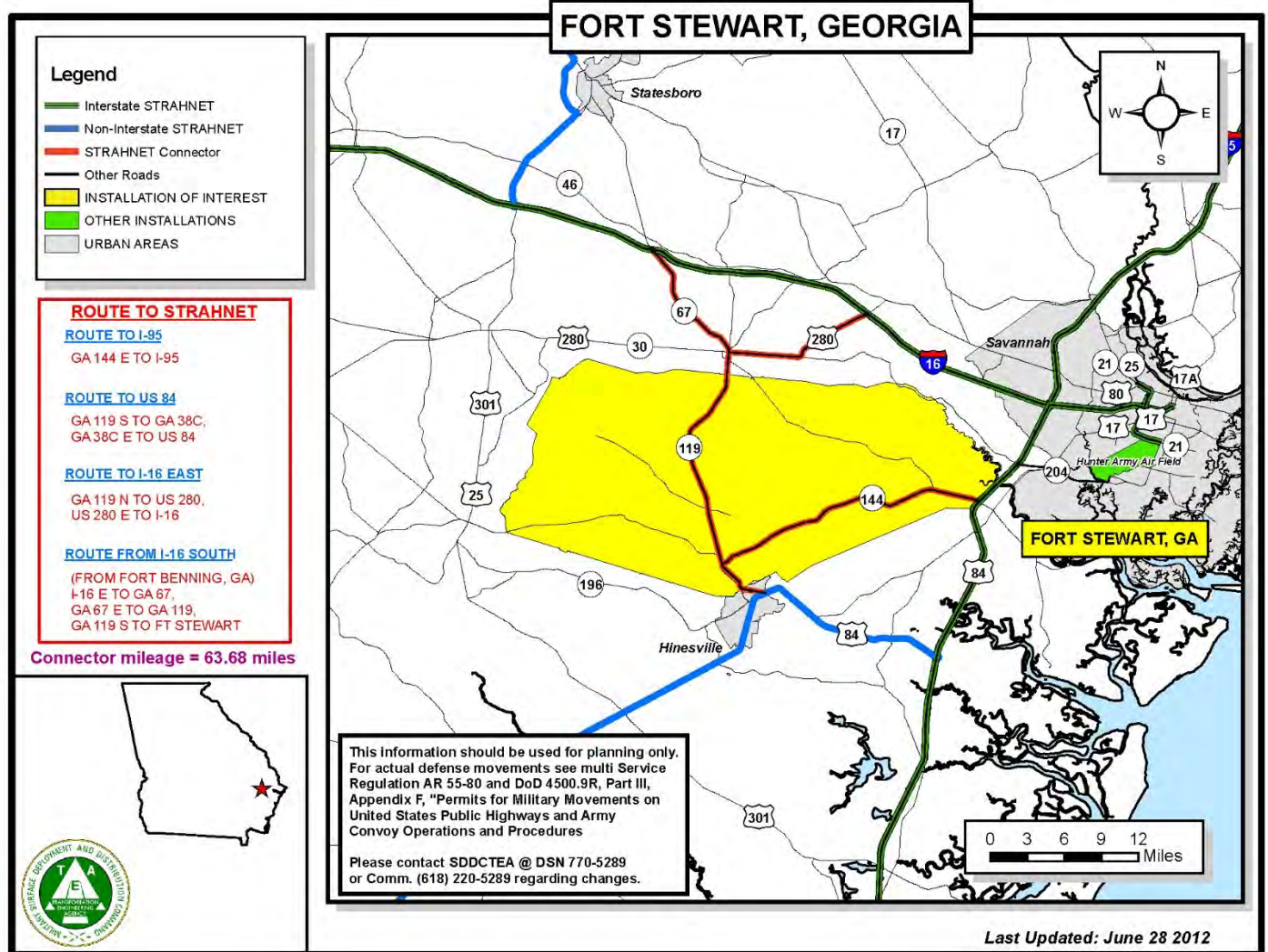
**Figure 40: Statewide Freight Network**



Source: GDOT, Georgia Statewide Freight and Logistics Plan

The Strategic Highway Network (STRAHNET), also federally designated, includes those routes critical to the mobilization of military troops and equipment. In addition to I-95 and US 84, SR 144, and SR 119 are also included in the STRAHNET. The STRAHNET is shown in Figure 41 and Figure 42 displays the designated freight networks, as well as the STRAHNET facilities.

**Figure 41: HAMPO STRAHNET Facilities**



Source: Military Surface Deployment and Distribution Command (SDDC)

Fort Stewart maintains 7 access control points <sup>2</sup>including the following:

- Gate 1: VCC (Open 24 Hours)
- Gate 2: Olmstead Drive (Closed)
- Gate 3: Old Sunburry Road @ GA Hwy 144 E (Open 24 Hours)
- Gate 4: Vanguard Road @ GA Hwy 144 E (Open 24 Hours)
- Gate 4C: Old Sunbury Rd @ G. Hwy 144 E (Closed)
- Gate 5: Gulick Avenue @ GA Hwys 119/144 E (Open 24 Hours)
- Gate 7: West 15<sup>th</sup> Street (Closed)
- Gate 7C: West 15<sup>th</sup> street (Open 5:00 A.M. – 5:00 PM)
- Gate 8: Veterans Pkwy (Open 5:00 AM – 5:00 PM)

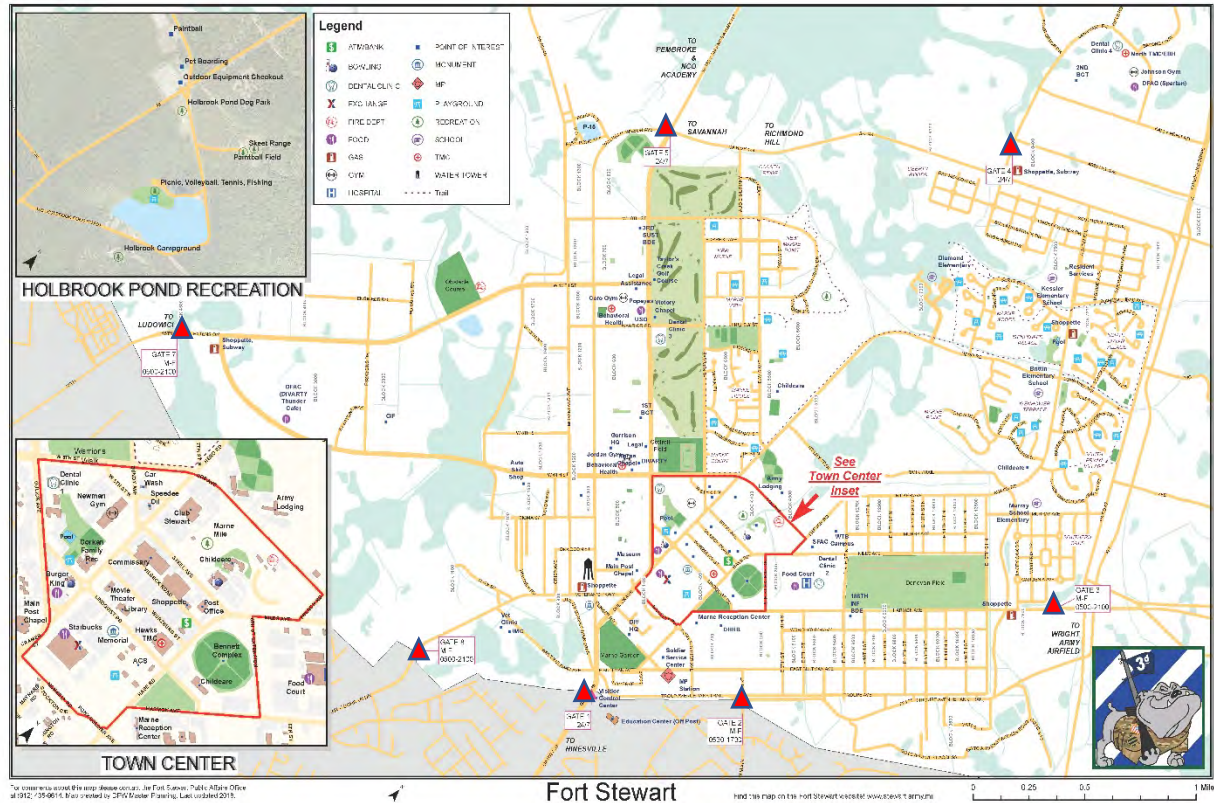
<sup>2</sup> Source: <https://libertycounty.org/fort-stewart-haaf-gate-hours/>



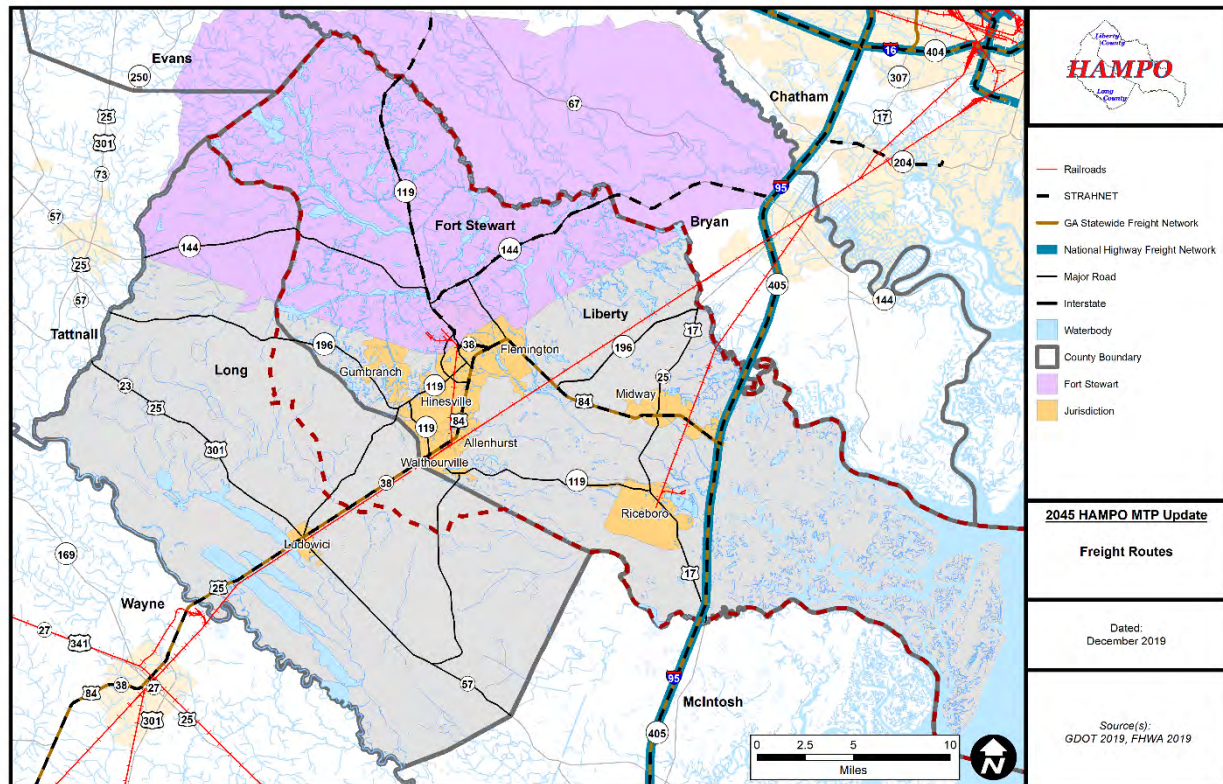
- Gate 9: WAAF (Open 24 Hours)

Figure 42 shows the Fort Stewart road network along with the 7 active gates located within the HAMPO study area. Gate 8 located at Veterans Parkway is the designated truck entrance for the installation.

**Figure 42: Fort Stewart Road Network and Access Gates**



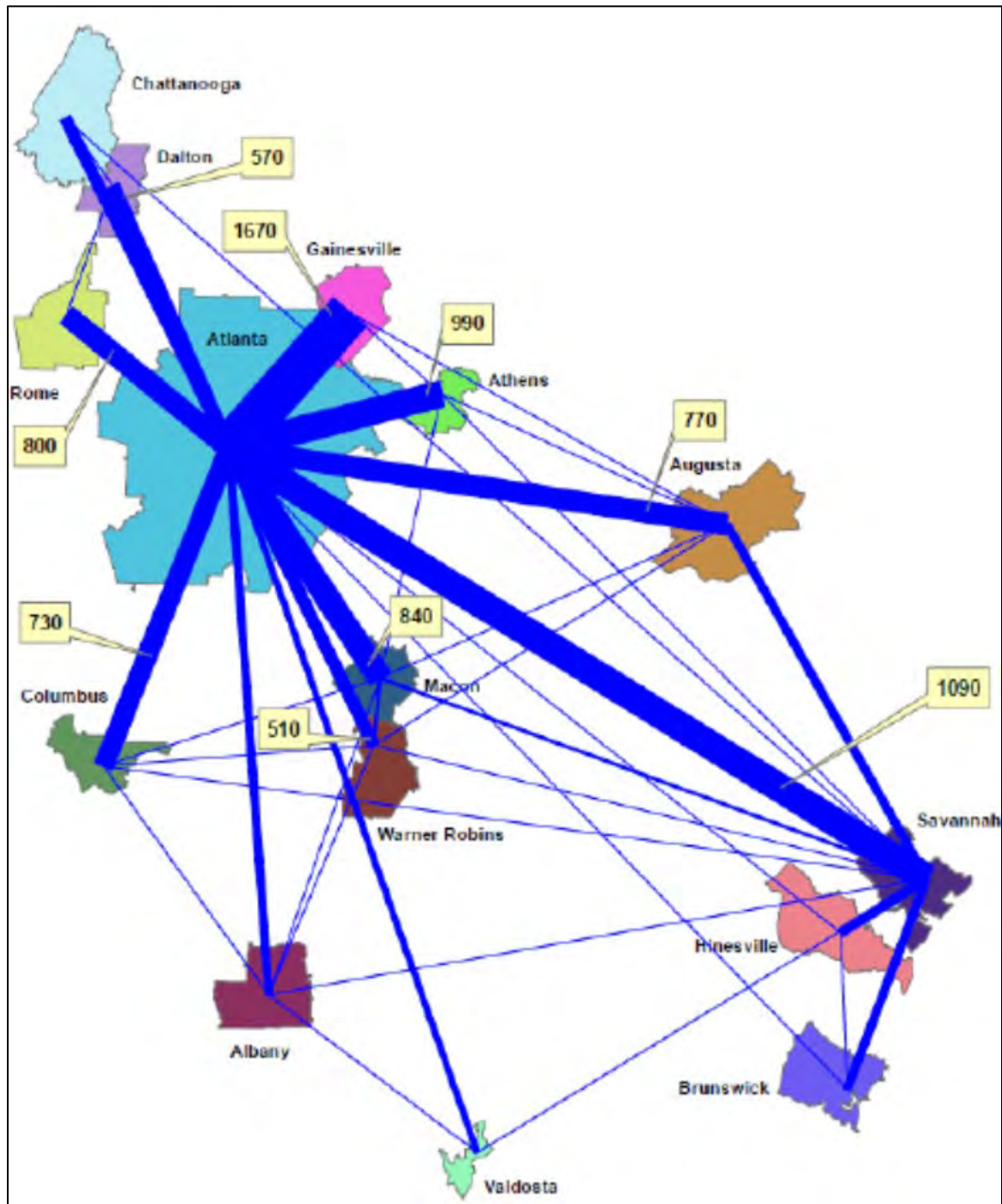
**Figure 43. HAMPO Freight Network**



According to the Statewide Freight and Logistics Plan, no routes in the HAMPO area are included in the top 50 facilities for truck movements in the state. The Statewide Freight and Logistics Plan also analyzed the inbound and outbound truck tonnage for each county. In 2013, there were between 500,000 and 1,000,000 million tons of freight moved both inbound and outbound for Liberty County. In addition, GDOT also assessed the truck flows between the urban areas within the state. For HAMPO, according to both the state and regional freight plans, the largest flows occur between HAMPO and Savannah, with the movement of 63% of the total tonnage inbound to HAMPO and 48% of the total outbound tonnage. The flows between the urban areas in the state are shown in Figure 43.



**Figure 44: Estimated Freight Flows Between Urban Areas**



Source: GDOT

The HAMPO Regional Freight Plan included an analysis of commodity flows following the FHWA's Freight Analysis Framework (FAF) and found that the highway system is the major mode for moving freight in the HAMPO region. According to the FAF, trucking accounts for the majority of freight flows in the HAMPO region by both total tonnage (88 percent) and value (89 percent). The plan further details that trucking was followed by rail carload as a freight mode in the HAMPO region. Rail carload service in the region is limited. There are no major private sector rail yards and few spurs connecting shippers to the broader rail system located within the MPO region. Rail accounted for an estimated 10 percent of total tonnage (669,000 tons) and five percent of total value (\$339,000,000).

The FAF analysis further demonstrated that freight flows are nearly balanced by direction for the HAMPO region, with approximately 50 percent of total freight flows (3,458,000 tons) inbound to the region and approximately 47 percent of total flows (3,305,000 tons) outbound. Approximately three percent of total flows (198,000 tons) are estimated to move internally within the HAMPO region.

The majority of freight flows inbound to the HAMPO region (63 percent or 2,177,000 tons) are estimated to originate in the Savannah region of Chatham, Bryan, Effingham, and Bulloch Counties. Much of this traffic consists of trucks originating from the Port of Savannah and the distribution clusters that surround the port complex. After the Savannah region, Georgia counties outside the Savannah and Atlanta regions are responsible for approximately 12 percent (421,000 tons) of freight tonnage into the Hinesville region. The states of Florida and South Carolina are also top trading partners for the HAMPO region.

The Savannah region accounts for the largest share of freight flows outbound from the HAMPO region. About 48 percent of total tonnage (1,576,000 tons) leaving the Hinesville area is bound for the Savannah region. Given that many of the major freight-intensive industries in the HAMPO region export much of what they produce, much of this tonnage is accessing the port facilities. Approximately nine percent of total tonnage (292,000 tons) outbound from the HAMPO region is bound for the Atlanta region, with approximately seven percent of tonnage (231,000 tons) headed for other counties in Georgia. Altogether, Georgia receives over two-thirds of outbound flows by tonnage from the HAMPO region. Portions of South Carolina and Florida also receive significant shares of freight tonnage from the Hinesville region.

### Truck Volumes

The GDOT Traffic Analysis and Data Application (TADA) tool provides recent traffic information on sites located throughout the state. Data was accessed from the tool for the freight corridors identified in the Statewide Freight and Logistics Plan, the Regional Freight Plan, and the STRAHNET. The available data included traffic volumes and truck percent from 2016 through 2018. The traffic data is shown in Table 25.



**Table 25: Freight Corridors - Traffic and Truck Percentage**

Freight Route	2016		2017		2018	
I-95						
Near McIntosh County Line	51,500	20%	54,100	20%	53,300	22%
US 84						
West of I-95	7,390	9%	7,720	10%	7,700	9%
At Flemington	28,900	7%	29,100	7%	31,400	7%
West of General Screven Way	30,700	6%	30,900	7%	30,700	7%
Near Long County Line	10,200	15%	10,300	---	10,500	9%
US 17						
Near I-95	25,200	8%	25,900	8%	26,700	8%
North of Midway	5,820	7%	6030	8%	5,820	7%
South of Riceboro	3,130	---	2,670	17%	2,860	---
GA 144						
West of I-95	7,570	8%	7,620	---	7,560	8%
GA 196						
Near US 84	18,000	11%	18,100	---	19,000	10%
West of Hinesville	3,230	15%	3,270	12%	3,320	12%
GA 119						
Near Bryan County Line	2,090	9%	2,150	---	2,280	11%

As shown in the data above, the designated freight corridors in the HAMPO area carry significant freight traffic, with truck percentages ranging from a low of 7% to 12% on GA 196 west of Hinesville, excluding I-95. Freight traffic on the state routes has even more significant impacts due to the lower amount of traffic with the higher truck percentages.

The National Performance Management Research Data Set (NPMRDS) is an analytical tool that utilizes INRIX data to assess the performance of the highway system. The NPMRDS includes routes on the National Highway System and a scan for the year 2018 was run specifically

focusing on truck travel speeds. This analysis provides important insight into the time of day truck traffic may experience delays, as well as the locations along US 84. The graphic found in Figure 44 highlights that trucks experience delays, particularly in Hinesville during the morning and evening peaks with speeds ranging from between 10 miles per hour and 30 miles per hour. Off peak hours display speeds ranging from 40 miles per hour to 50 miles per hour or higher.



Figure 45: NPMRDS Analytics: Truck Speeds on US 84

### Speed for US-84 using NPMRDS from INRIX (Trucks) data

Averaged by 1 hour for January 01, 2018 through December 31, 2018



### Major Freight Generators and Attractors

The HAMPO region is home to freight intensive land uses that include manufacturing and warehousing/distribution. These types of uses are typically the highest freight attractors and generators. Fort Stewart is also a significant freight generator due to the movement of troops, supplies and equipment.

There are several industrial parks within the region that include manufacturing and warehousing/distribution uses, each of which located near either US 84 or I-95. In addition to these industrial parks, there are other freight intensive industries within the HAMPO area. Table 26 provides the list of these freight intensive uses

**Table 26. Freight Intensive Lane Uses**

INDUSTRIAL PARKS		
<b>Hinesville Technology Park</b>	CTech Metal Finishing	Electroplating Operations
	Florapharm Tea-USA	Tea Manufacturing/Distribution
<b>Midway Industrial Park</b>	Elan Technology	Glass/Ceramic Insulation Manufacturing
	Hugo Boss	Apparel Manufacturing
	International Greetings	Gift Wrap Manufacturing/Distribution
	Truss Mart	Custom Roof Trusses
<b>Tradeport East Business Center</b>	Alcoa Forgings and Extrusions	Metals Manufacturing/Distribution
	Target	Regional Distribution Center
	Tire Rack	Regional Distribution Center
	Pactra International	Hankook Tire Distribution Center
<b>Walthourville Industrial Park</b>	Walrich Plastics	Plastic Manufacturer

OTHER INDUSTRIES		
<b>SNF Holding Company</b>	Riceboro	Chemical Manufacturing
<b>DS Smith</b>	Riceboro	Paper/Packaging Manufacturing
<b>LaFarge North America</b>	US 84 @ SR 196	Concrete Supplier
<b>Martin Marietta Aggregates</b>	Flemington	Quarry
<b>BMC Supply</b>	SR 196	Building Supplier

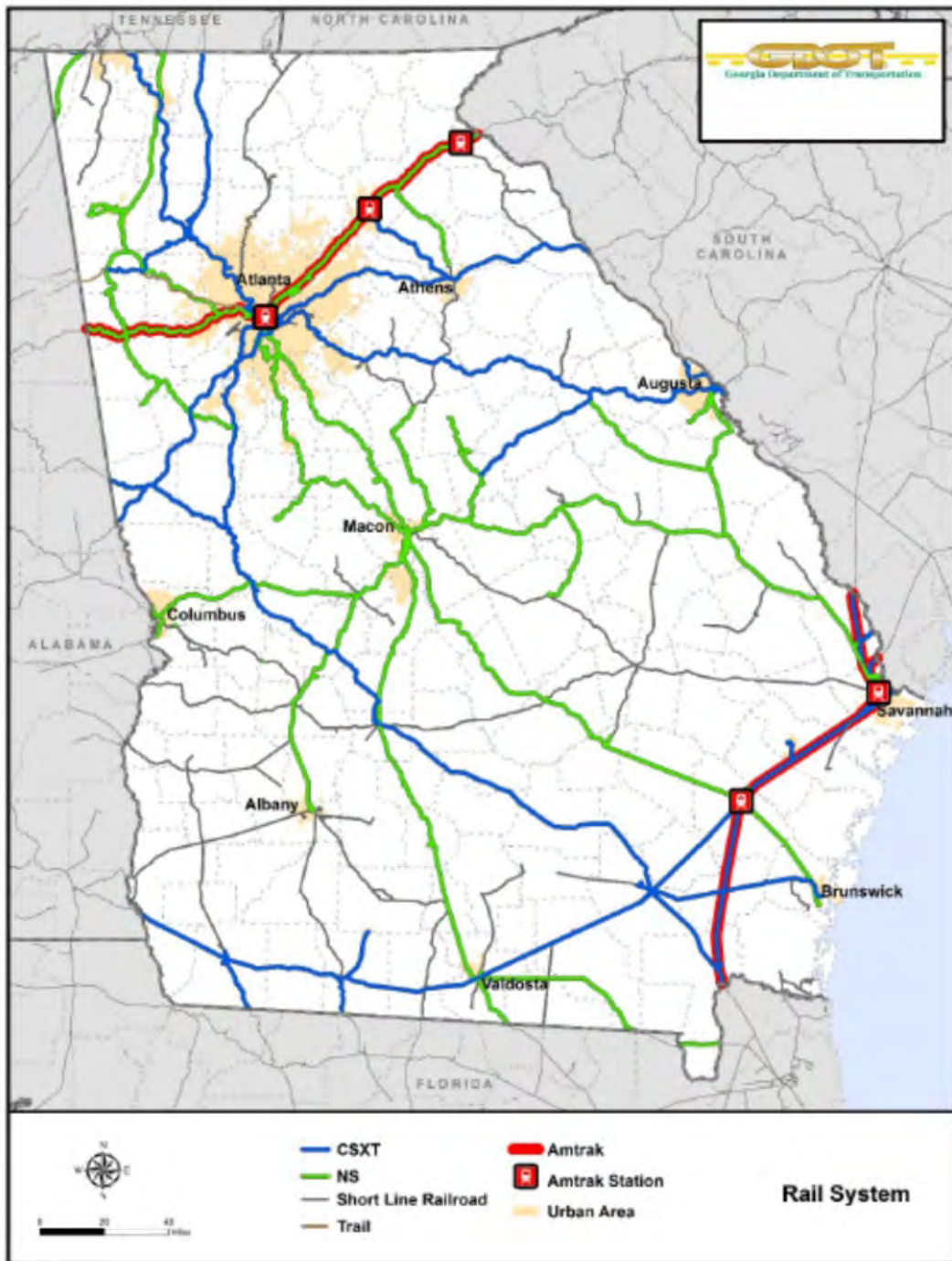
In addition to these manufacturing centers and the major distribution centers, the HAMPO region is also home to a significant number of logistics and supply chain companies. These companies, typically on a smaller scale, are found throughout the area. The list below is a representative list, rather than all-inclusive of these freight-based companies.

Allen Stokes Trucking	C A Sittle, Inc	J & J Transport
Enterprise Transport	C McAvenna Transport	Mkt Logistics
Angel's Pride Trucking	Carter J Trucking	Mickel's Trucking
P&A Logistics	DeLoach Trucking	Miness Transport
Fletch Transportation	Wright Enterprises	Butler Trucking
Associated Freight Haulers	G C Specialized Carriers	MTC Logistics
Atlantic Trucking	Howard and Sons Logistics	
Blackshear Enterprises	Twin Trucking	

## Rail

The rail system within the State of Georgia includes two Class I railroads and 29 short line railroads. The largest rail owners are CSX Transportation (CSXT) and Norfolk Southern (NS), who combined, own over 3,600 miles of rail. The short-line railroads and the state own just over 1,000 miles of rail. These railroads are concentrated only on freight movement and currently, there is no intercity rail connections within the state.

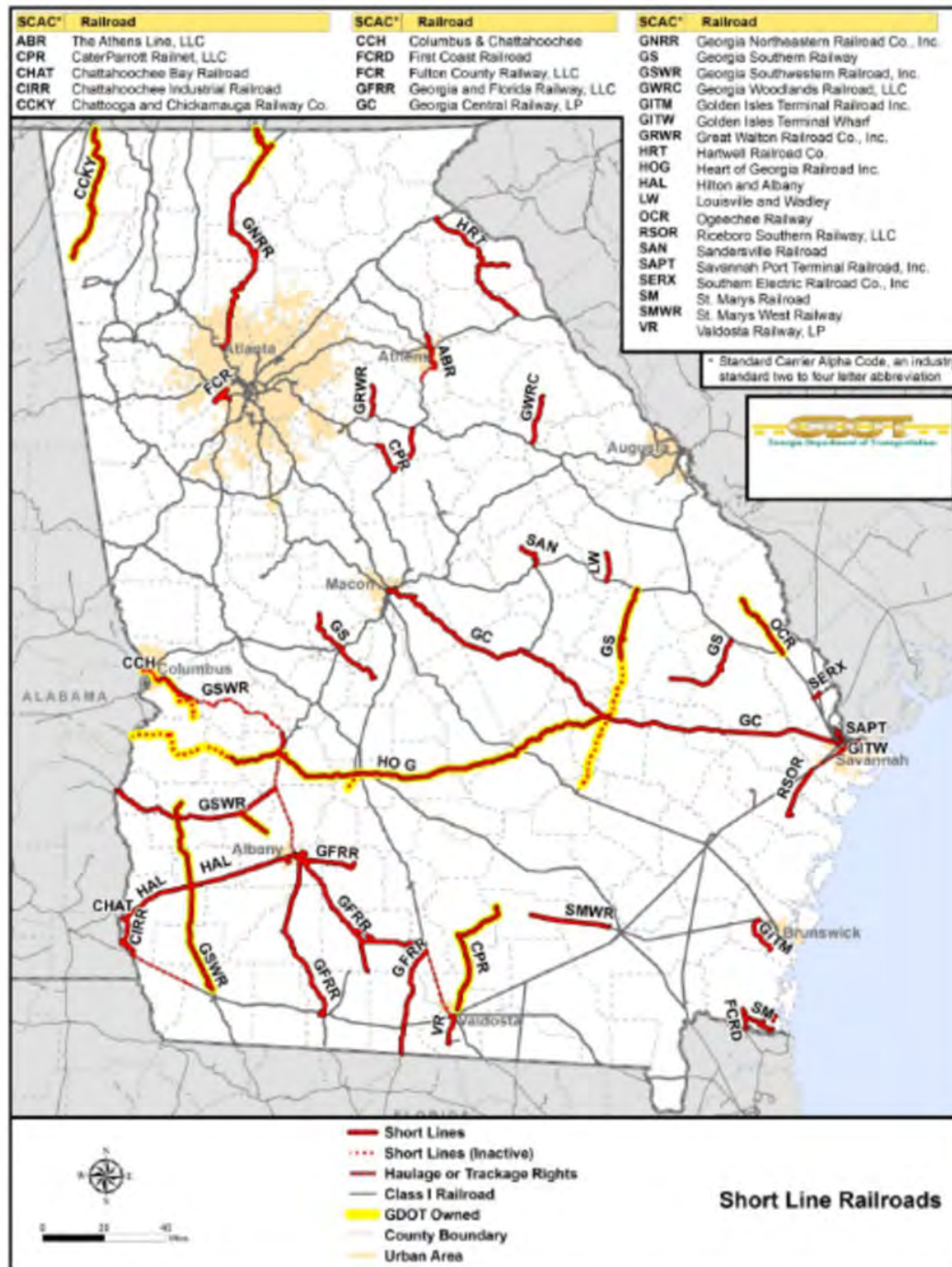
The Class I rail lines within the state of Georgia are shown in Figure 45 and the Short Line Railroads are found in Figure 46.

**Figure 46: Georgia Class I Rail Lines**

Source: GDOT



Figure 47: Short Line Railroads



Source: GDOT

The HAMPO area is served by one Class I railroad, owned, and operated by CSX, which owns two thirds (66.6 percent) of the rail lines in the region. The line connects to the port of Savannah, as well as to

Jacksonville, providing access to the CSX railyard in Waycross. This line carries approximately 28 trains per day, according to the Regional Freight Plan.

The HAMPO region is also served by the Riceboro Southern Railway, a subsidiary of the Genesee & Wyoming railroad. This short-line railroad intersects with CSX in Bryan County, adjacent to Liberty County to the north, allowing access to the Port of Savannah and the remainder of the CSX network. The DS Smith and SNF manufacturing facilities in Riceboro, as well International Greetings in Midway, have spur lines connecting to the Riceboro Southern Railway. With those connections, the primary commodities transported on the short line rail are chemicals and paper/packaging. The Riceboro Southern Railway carries one to two trains per day.

The Department of Defense also has a rail line serving Fort Stewart, which is approximately six miles in length. Commodities on this line are restricted to military equipment and supplies. According to the Regional Freight Plan, the Department of Defense rail line carries approximately four trains per day.

The Federal Railroad Administration (FRA) maintains detailed rail-highway crossing information at the county level. According to the FRA data, there are a total of 26 at-grade rail crossings on the CSX line in the HAMPO area. Of these 26 crossings, 22 are located in Liberty County, however the crossings do not occur along the most congested roadways within the region, limiting auto delay due to train traffic. The trains along this line typically have speeds of approximately 79 miles per hour.

The Department of Defense line has 12 at grade crossings. Unlike the CSX line, the Department of Defense line intersects with many of the major roadways, including US 84, SR 119, and SR 196. Although the line carries lower volumes, the impacts to the roadways are greater and the train speeds are approximately 20 miles per hour. The Riceboro Southern Railway has four at grade crossings along US 84 and Lake George Road. The train speeds are typically less than 10 miles per hour, however, with the much lighter train traffic of one to two per day, vehicular delays are minimal.

The majority of rail crossings within the HAMPO region are at-grade with the exception of the US 84 / SR 38 grade separated overpass located North West of SR 196 E / Leroy Coffey Highway in McIntosh.



## 5. Aviation

Wright Army Airfield was originally constructed in 1942 and known as the Camp Stewart Army Airfield. The airport historically served as training grounds for armor and anti-aircraft artillery units for the Department of Defense.

In 2007, the Liberty County Board of Commissioners, the city of Hinesville and the Liberty County Development Authority partnered to construct a new 13,825 square-foot terminal that houses both military and civilian operations. The joint facility was rebranded as Midcoast Regional Airport at Wright Army Airfield.



Source: mcra.us

The airport is a cooperative effort between the City of Hinesville, the Liberty County Board of Commissioners, the Liberty County Development Authority, and the United States Army, acting under a Joint Management Board (JMB).

The airport is a joint use facility where the Military (US Army) and the Civilians (General Aviation) operate within a class D airspace. One side of the airport is dedicated to General Aviation aircraft with FBO facilities, Hangars, and aircraft ramp parking. As a general aviation airport, there is no commercial or air cargo service at MidCoast Regional Airport.

Recent capital investments in the airport include the 2018 runway extension from 5,007 to 6,500 feet and upgrading the pavement to meet Unified Facilities Criteria. The improvements increases the airport's capabilities to land larger aircraft and supports joint training across military services.

### F. Safety

Safety is an integral part of understanding and analyzing the transportation network. HAMPO has committed to following the GDOT safety performance metrics for this update, therefore, an analysis of the existing conditions has been created to help identify opportunities for improvement. Crash locations and severity data has been gathered from the Georgia Accident Reporting System (GEARS), which is a repository for crash reporting statistics across the state. The number and type of crashes can



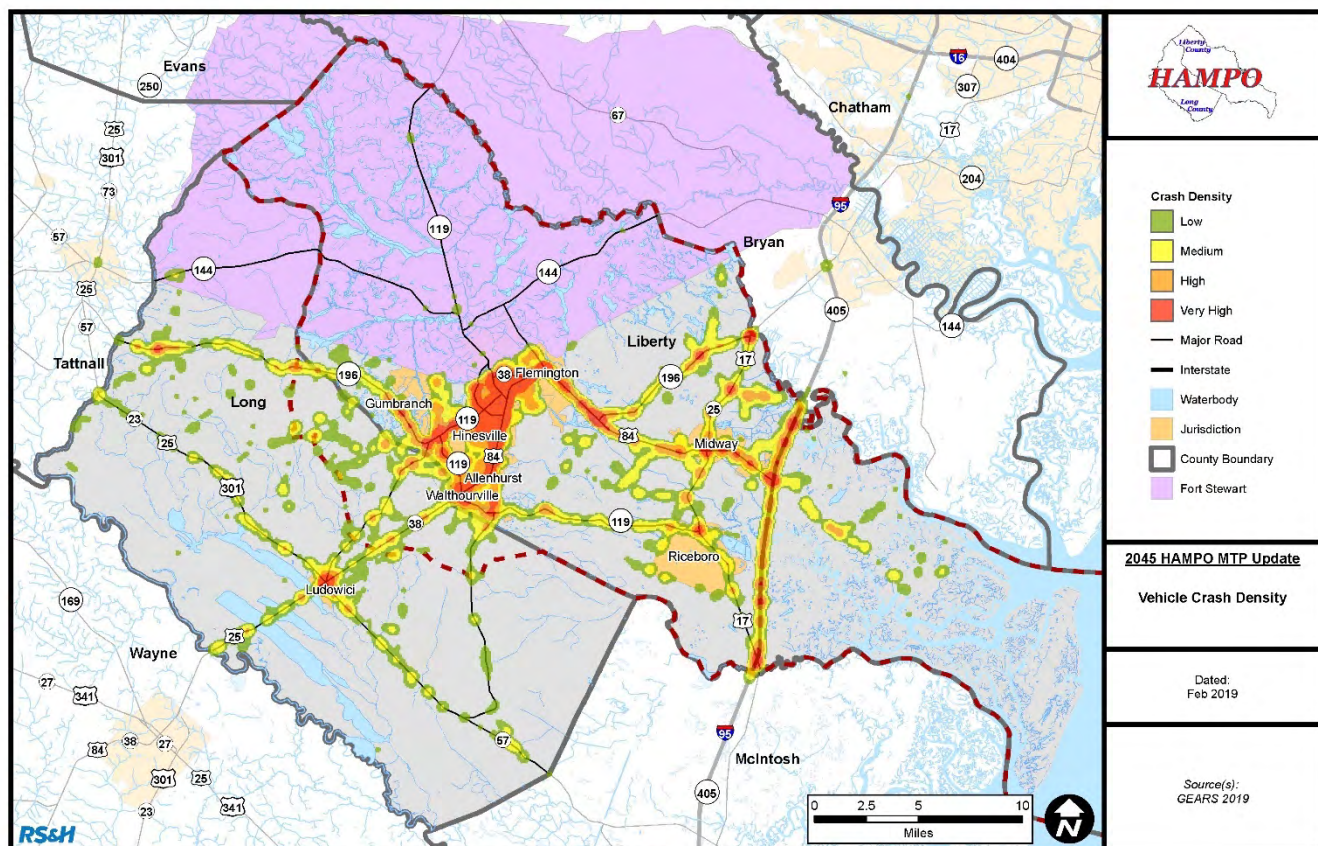
be further identified within the HAMPO planning area along with the ability to identify higher crash areas. An analysis over the period between 2014 and 2018 allows for five years of accident reporting and the identification of concentrations or trends within the network. Over the five-year period, there were 9,932 vehicle crashes reported within the HAMPO boundary.

These accidents have been further broken out into the following categories:

- Fatal Crashes - 56
- Injury Crashes - 2426
- Bicycle and Pedestrian Crashes - 67
- Property Damage Only (PDO) – 7,450

Figure 47 shows all crash locations that occurred within the HAMPO region between 2014 and 2018 as a heat map where red indicates areas with the highest concentrations of total crashes.

**Figure 48: Vehicle Crash Density**

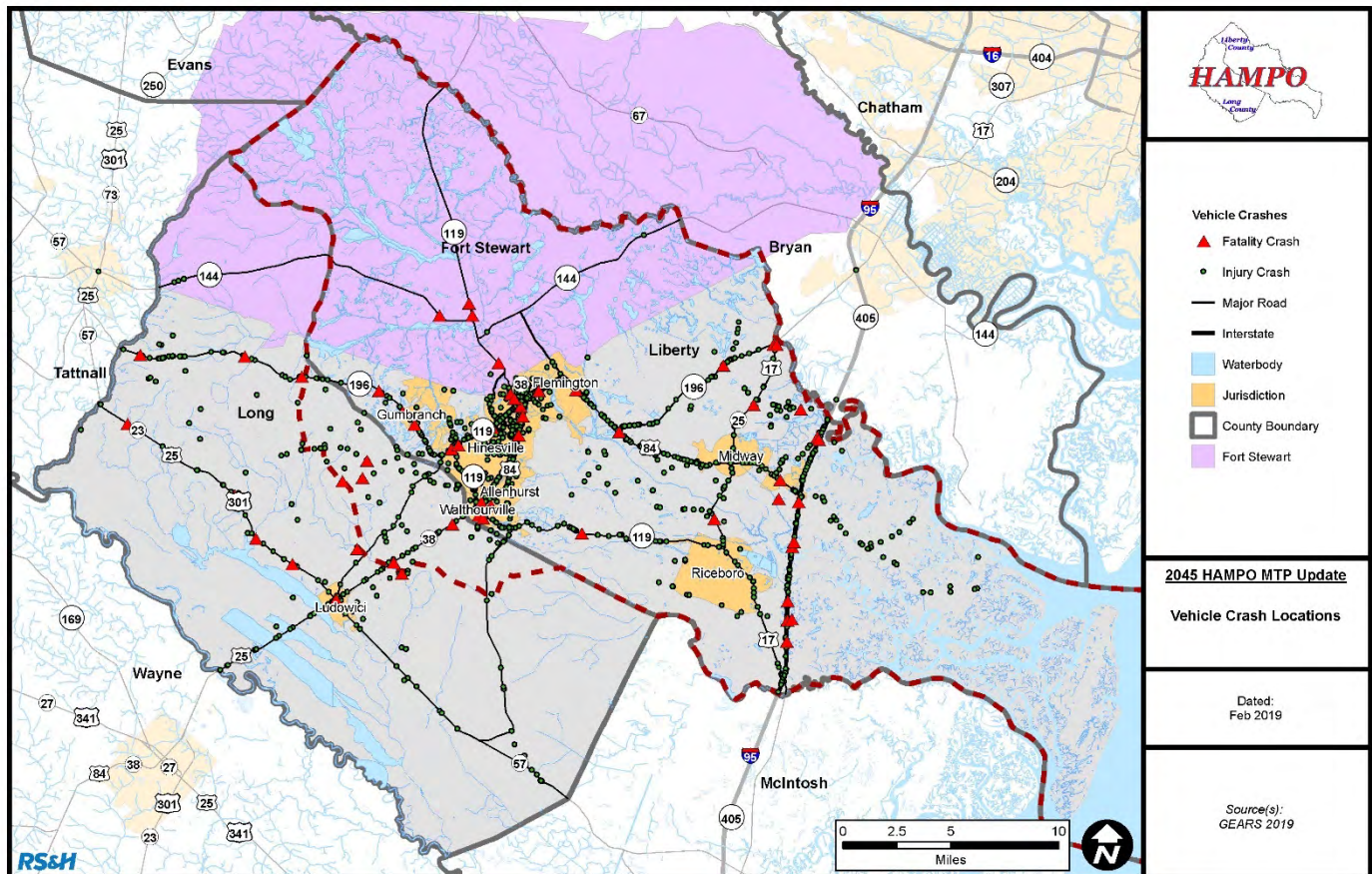


Source: Gears 2014 – 2018 Data



The crash data was further analyzed to isolate crashes where injuries or fatalities occurred, and a map created to identify areas where crash severity is greater than the regional and state average. Vehicle injuries and fatalities are shown in Figure 48.

**Figure 49: Vehicle Injury and Fatality Crash Locations**



## Intersection Crashes

Intersections crashes were analyzed within 100 feet of the intersection midpoint. This 100 foot buffer allows for the collection of crashes both within the intersection itself and the area immediately surrounding it. Though the actual size of each intersection can vary substantially, 100 feet has been chosen as a baseline review for the MPO scale.

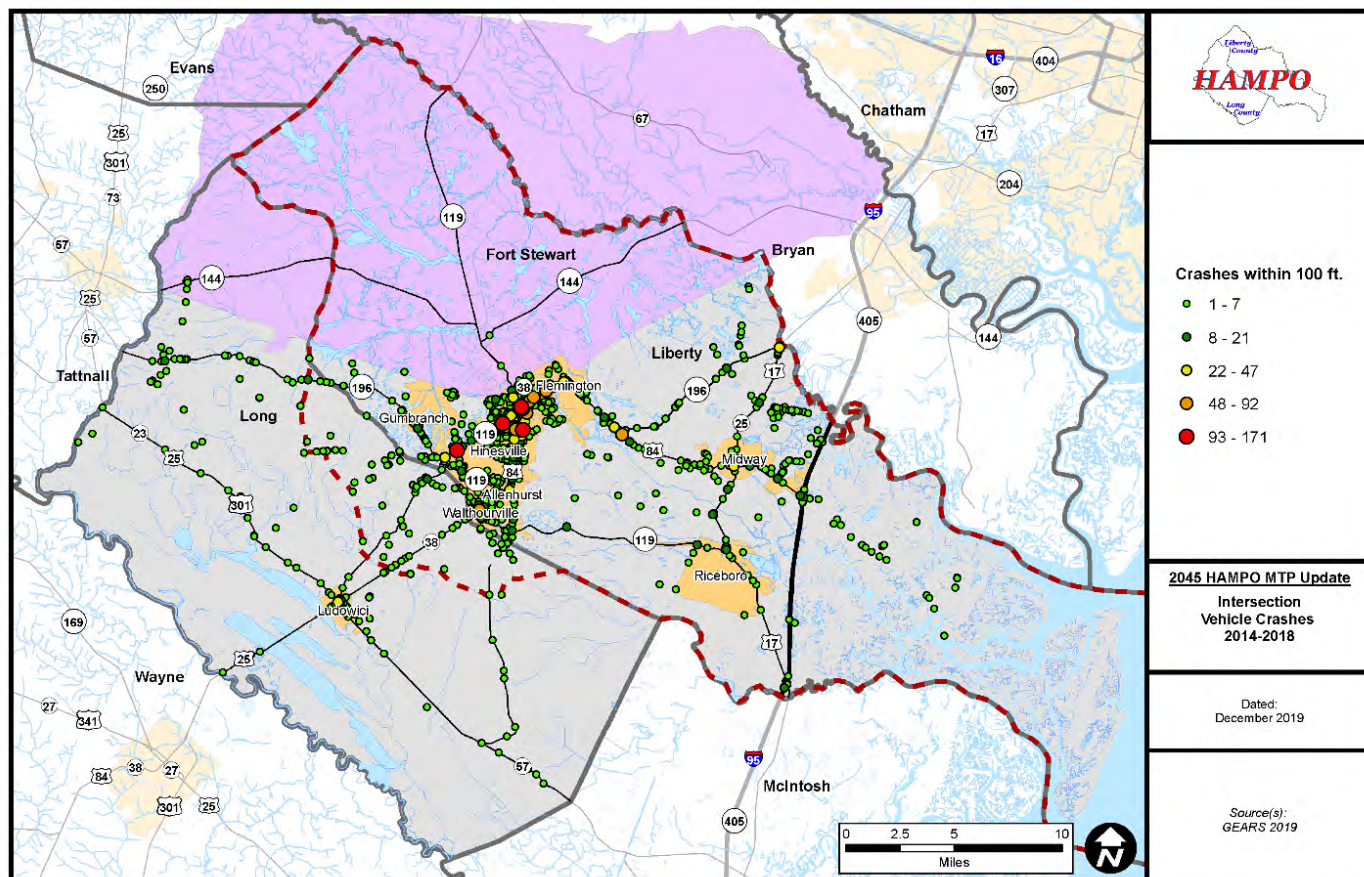
Individualized intersection analysis may be necessary to determine conditions at specific intersections in the future. Table 27 depicts the intersections with higher numbers of crashes.

**Table 27: High Crash Intersections**

Intersection	Number of Crashes
SR 196/Airport Rd (SR 119)	171
EG Miles Pkwy/Veterans Pkwy	139
EG Miles Pkwy/ E General Screven Way	135
Veteran Pkwy/W Oglethorpe Hwy (US 84)	108
E Ogle Thorpe Hwy (US 84)/ Sandy Run Dr	92
Veterans Pkwy/ S Main St	89
E MLK Jr Dr/ W Oglethorpe Hwy (US 84)	86
E Oglethorpe Hwy/Leroy Cotter Hwy	75
E Oglethorpe Hwy (US 84) General Stewart Way	73
W Oglethorpe Hwy (US 84) / E General Screven Way	64

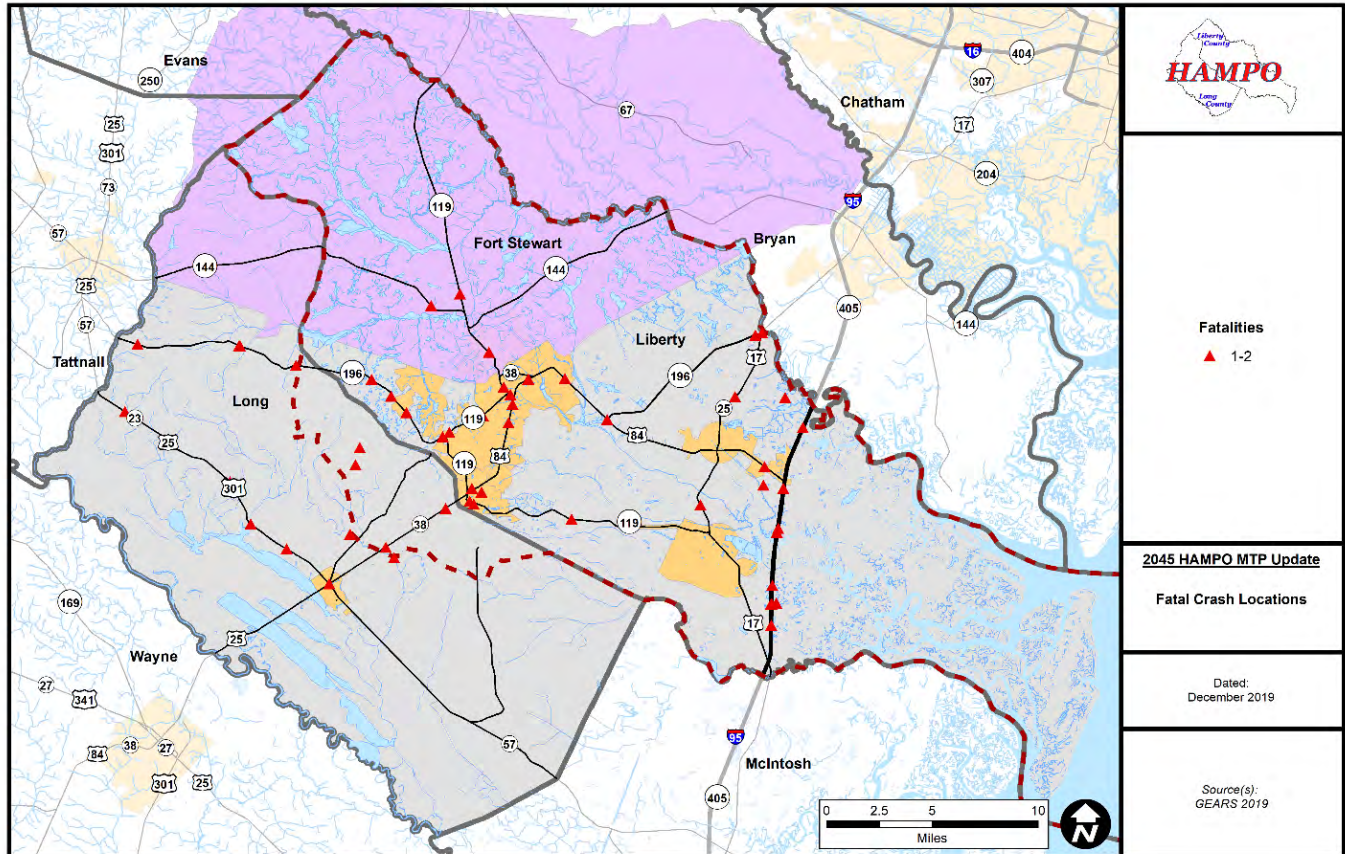
As described above, a 100 foot buffer was implemented to separate intersection and roadway segment crashes. As a result of this analysis, the following intersections have the highest numbers of crashes over the five-year period. Figure 49 depicts the density of crashes intersections throughout the planning area where red indicates 93 – 171 crashes, orange identifies intersections with 48 – 92 crashes, yellow indicates 22- 47, and green 8-21 crashes.



**Figure 50: Intersection Crash Density**

### Top Intersections with Fatal Crashes

Over the five year analysis period, one location at the intersection of East Oglethorpe Highway and Sandy Run Drive, experienced two fatal crashes. The other fatality crash locations were dispersed throughout the planning area. The location of all fatal crashes throughout the planning area are shown in Figure 50.

**Figure 51: Fatal Crash Locations**

### Top Intersections with Injury Crashes

There are several intersections in the HAMPO region that have high numbers of injury crashes over the five-year period and these intersections typically align with the intersections with the higher overall crashes. Table 28 depicts the top ten intersections with injury crashes.

**Table 28: High Injury Intersections**

Intersection	Number of Crashes
SR 196/Airport Rd (SR 119)	49
EG Miles Pkwy/Veterans Pkwy	41
EG Miles Pkwy/E General Screven Way	35
Veteran Pkwy/W Oglethorpe Hwy (US 84)	31
E Ogle Thorpe Hwy (US 84)/Sandy Run Dr	29
E MLK Jr Dr/W Oglethorpe Hwy (US 84)	27



<b>EG Mile Pkwy/Deal St</b>	25
<b>Veterans Pkwy/S Main St</b>	24
<b>E General Screven Way/W Oglethorpe Hwy (US84)</b>	19
<b>EG Miles Pkwy/Pineland Ave</b>	19

Source: GEARS 2014 – 2018 Crash Data

### Roadway Segment Safety Analysis

In addition to the number of crashes located within 100 feet of intersections, an analysis was conducted to determine the number of crashes along the roadway segments. This analysis was conducted by excluding the crashes within the 100 foot buffer of the intersections, while accounting for the crashes within 50 feet of the roadway centerline. A 50 foot centerline buffer was used to account for varying roadway widths and data variability from the reporting sources.

Similar to the intersection analysis, the corridor analysis was conducted to determine the those with higher injury and fatal crashes. An understanding of the severity of the crashes provide information for prioritizing future improvements, as well as identifying areas where roadway conditions may need additional/individualized analysis.

The total number of crashes along each of the corridors was developed using the available census road network data. Using this information, the number of crashes over the five-year period (2014-2018) can be seen for the roadway segments throughout the region. The results generally show that the higher numbers of crashes are located along the roadways with larger daily traffic and higher speeds. Table 29 depicts the top ten crash corridors over the five-year period.

**Table 29: High Crash Roadway Segments**

<b>High Crash Segments</b>	<b>Total Crashes</b>
<b>US 84/SR 38 (I-95 to Liberty/Long County line)</b>	1,031
<b>SR 196 (Liberty/Long county line to Leroy Coffey Hwy/SR 96)</b>	923
<b>SR 119 (US 17 to Liberty/Bryan County line)</b>	607
<b>W Oglethorpe Hwy/US 84/SR 96 (Fraser St to Liberty/Long county line)</b>	515
<b>Oglethorpe Hwy (Fraser St to McIntosh Rd)</b>	404

<b>Elma G Miles Rd/SR 196 (W Gen Screven Way to W of Cove St)</b>	302
<b>I-95/SR 405 NB (Full segment within Long County)</b>	228
<b>W Gen Screven Way (N of Bultman Ave to S Main St)</b>	198
<b>I-95/SR 405 SB (Full segment within Long County)</b>	126
<b>Ocean Hwy/SR 25/US 17 (McIntosh County to Martin Rd)</b>	123

In addition to identifying the high crash segments, segments with high numbers of crashes resulting in injuries were also identified. The top ten injury crash locations from 2014 – 2018 are shown in Table 30.

**Table 30: High Crash Injury Segments**

<b>High Injury Segments</b>	<b>Injury Crashes</b>
<b>US 84/SR 38 (I-95 to Liberty/Long county line)</b>	287
<b>SR 196 (Liberty/Long county line to Leroy Coffey Hwy/SR 96)</b>	231
<b>SR 119 (US 17 to Liberty/Bryan County line)</b>	168
<b>W Oglethorpe Hwy/US 84/SR 96 (Fraser St to Liberty/Long county line)</b>	123
<b>Oglethorpe Hwy (Fraser St to McIntosh Rd)</b>	110
<b>Elma G Miles Rd/SR 196 (W Gen Screven Way to W of Cove St)</b>	75
<b>W Gen Screven Way (N of Bultman Ave to S Main St)</b>	53
<b>I-95/SR 405 NB (Full segment within Long County)</b>	52
<b>E Oglethorpe Hwy (Glebe Plantation Rd to S Bypass Rd)</b>	36
<b>I-95/SR 405 SB (Full segment within Long County)</b>	32

### Crash Rate Analysis

As part of the overall crash analysis for HAMPO, a crash rate analysis was conducted to determine the region's consistency with statewide averages. Crash rate information is gathered to relate the number of

crashes along a corridor to the AADT number of that corridor. Generally, higher vehicle volumes will lead to increased numbers of crashes, therefore a crash rate analysis is needed to identify corridors and intersections with disproportionate numbers of crashes. Crash rates based on 100 million vehicle miles traveled and uses the following formula:

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

The variables in this equation are:

R = Roadway Departure crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

C = Total number of roadway departure crashes in the study period

V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of the roadway segment in miles

Source: <https://safety.fhwa.dot.gov>

### Crash Rate Comparison

The State of Georgia maintains five-year averages for fatality and serious injury on the functionally classified roadway network. Overall, HAMPO is performing better than the statewide five-year averages as shown in Table 31.

**Table 31: Georgia and HAMPO Crash Rates**

Performance Measure	2013	2014	2015	2016	2017	GA 5-Year Ave.	HAMPO 5-Year Average
Fatality Rate (Per HMVMT)	1.081	1.045	1.213	1.283	1.242	1.173	0.167
Serious Injury Rate (Per HMVMT)	19.261	18.854	20.84	20.068	19.76	19.757	11.661

Source: Georgia Highway Safety Improvement Program: 2018 Annual Report

A comparison can be made as the information relates to the functional classification of each roadway. Table 32 shows the relationship between the injury and fatality crash rates using the functional classification to separate the data. Using this information, the crash rates within HAMPO are generally lower than the statewide averages apart from urban principle arterials and urban minor collectors.

**Table 32: Crash Rates by Functional Classification**

Functional Classification	Georgia Fatality Rate (Per HMVMT 5-year AVG)	Georgia Injury Rate (Per HMVMT 5-year AVG)	HAMPO Fatality Rate (Per HMVMT 5-year AVG)	HAMPO Injury Rate (Per HMVMT 5-year AVG)
Rural Principal Arterial (RPA) - Interstate	1.63	27.57	0.0799	1.0398
Rural Principal Arterial (RPA) - Other	1.92	32.31	0.0417	1.8359
Rural Minor Arterial	2.95	51.17	0.5339	5.78
Rural Major Collector	3.61	62.03	0.4254	21.2195
Urban Principal Arterial (UPA) - Interstate	0.44	7.46	0	3.3477
Urban Principal Arterial (UPA) -	1.04	17.58	0.0833	<b>18.5403</b>
Urban Minor Arterial	1.03	17.39	0.2731	17.1238
Urban Minor Collector	0.89	14.87	0.06473	<b>24.4016</b>

Source: Georgia Highway Safety Improvement Program: 2018 Annual Report; GEARS 2019 Analysis; GDOT AADT data

The results of the crash rate analysis for the HAMPO roadway network are shown in Figure 51, which depicts the total crashes regardless of crash type. Hinesville exhibits the highest concentration within the region.





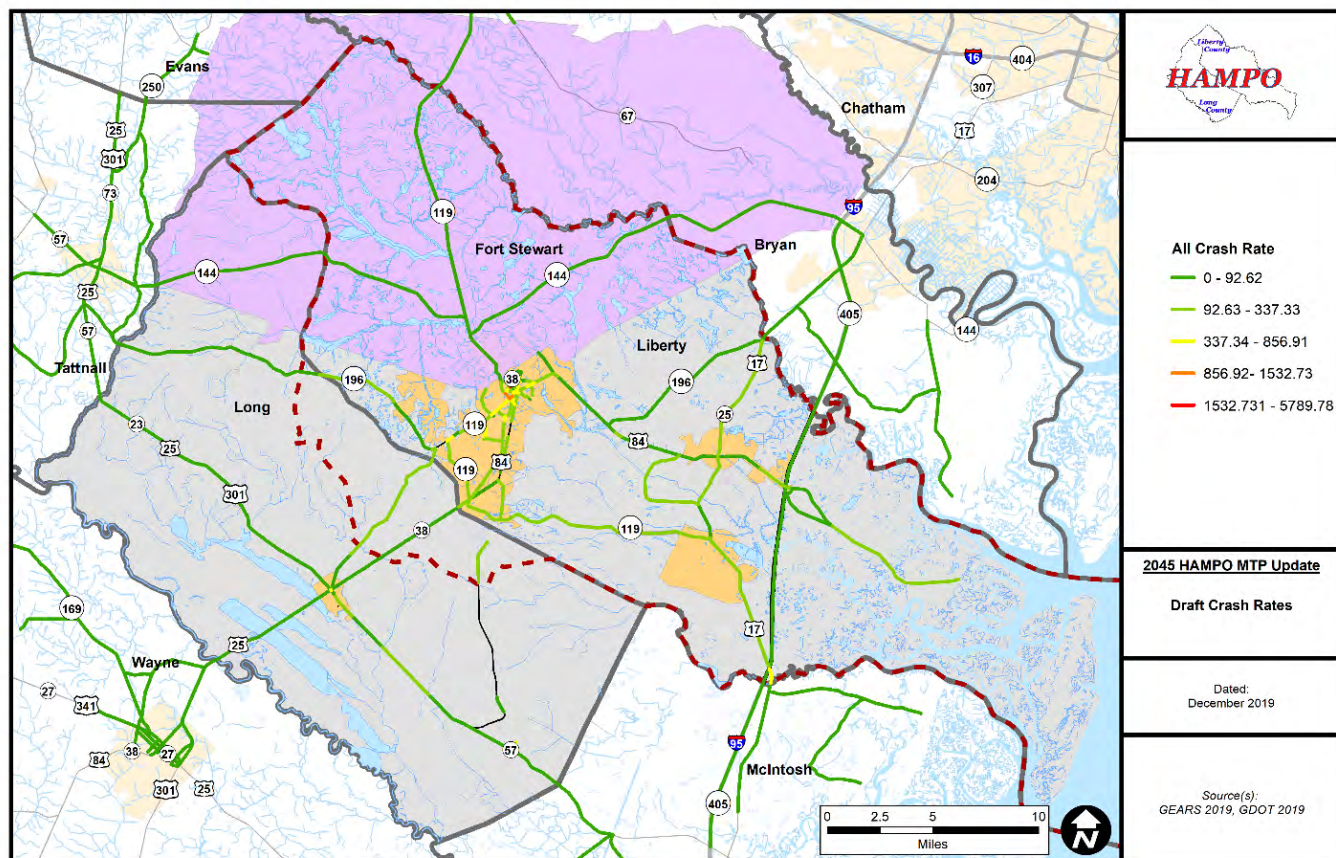
**Figure 52: Roadway Crash Rates**

Figure 52 displays the injury crash rates. These crashes are comprised of those that cause bodily harm vehicular occupants and pedestrians.. The city of Hinesville has the highest concentrations of injury crashes, with the majority within the urban core of the city.

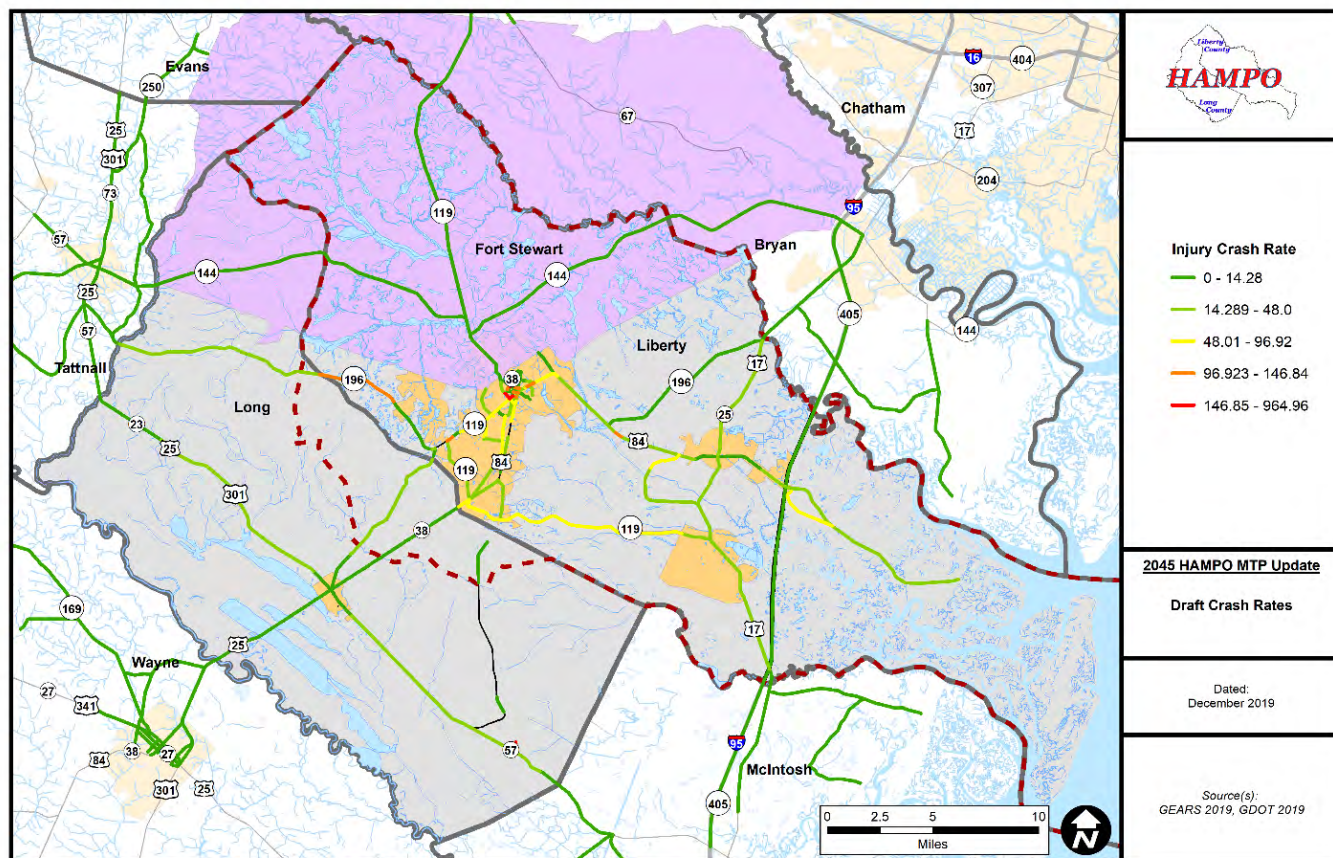
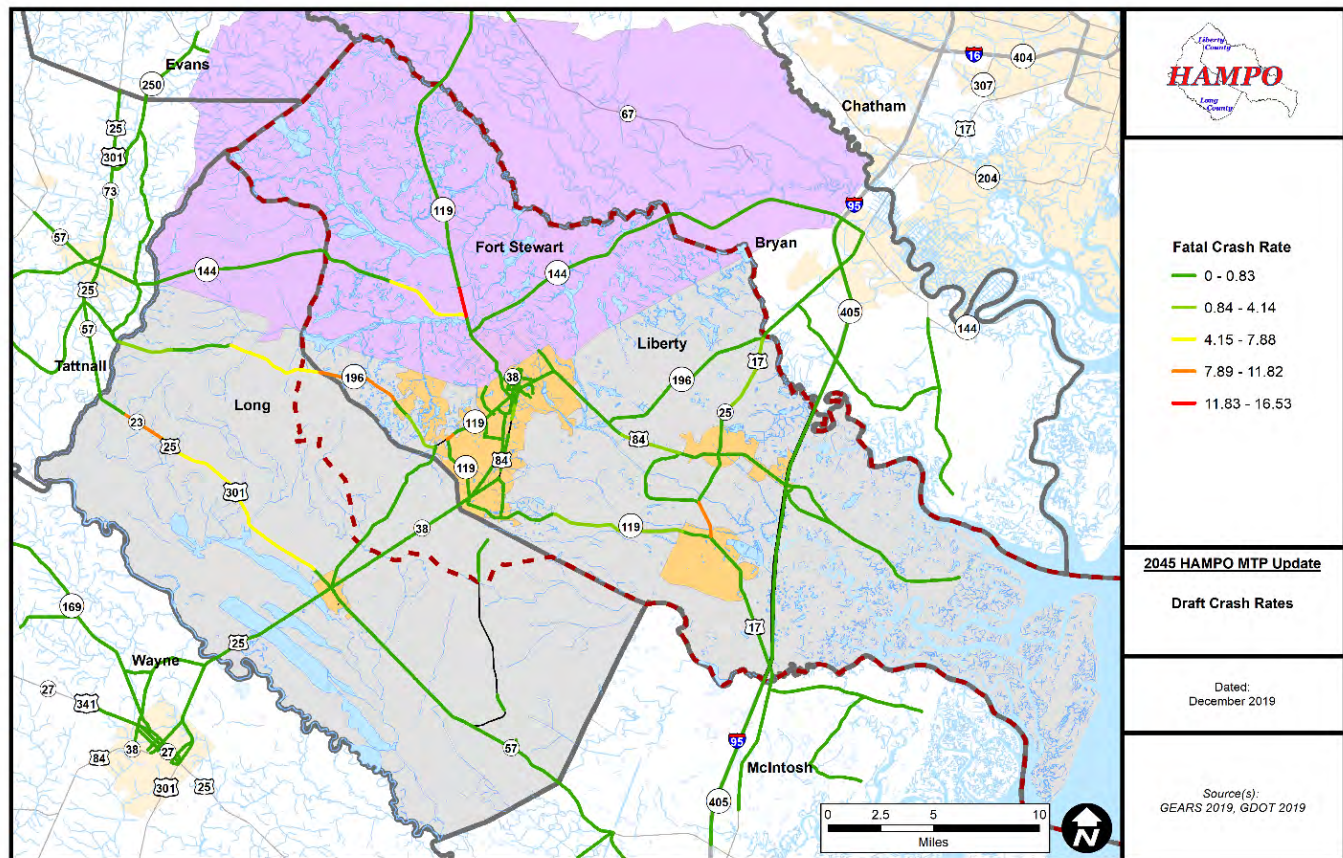
**Figure 53: Injury Crash Rates**

Figure 53 shows fatality crash rates for the HAMPO region. The regional data for HAMPO, when aggregated, does not have a high fatal crash rate, however there are some corridors where this rate is relatively high. Those corridors include GA 119 in Fort Stewart approaching GA 144, GA 196 entering Liberty County from Long County, and N. Coastal Hwy (Ocean Hwy) north of GA 119.



**Figure 54: Fatality Crash Rates**

### Bicycle and Pedestrian Crashes

Another important element of the crash analysis was the identification of bicycle and pedestrian crashes. There were 27 bicycle and 40 pedestrian crashes with motor vehicles over the five-year period. Of these 67 total crashes, 47 resulted in injuries and six resulted in a fatality. Figure 54 depicts the location of the bicycle/pedestrian crashes, showing that the majority were within the urbanized areas of Hinesville and Flemington.

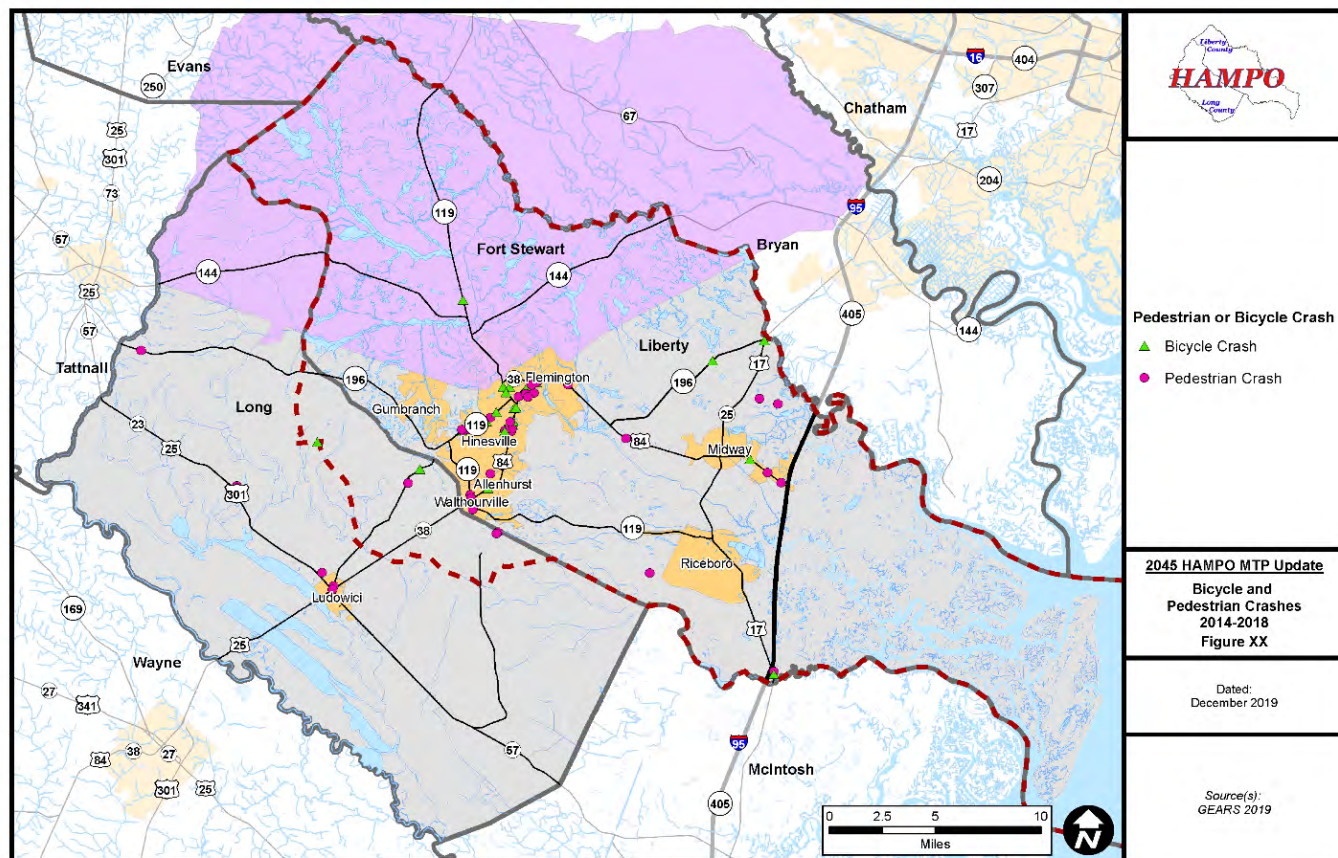
**Figure 55: Bicycle and Pedestrian Crashes**

Table 33: Fatal Bicycle and Pedestrian Crash Locations Table 33 depicts the approximate location of the fatal bicycle and pedestrian crashes that occurred between 2014 and 2018.

**Table 33: Fatal Bicycle and Pedestrian Crash Locations**

Crash Location	Crash Type	Number of Fatalities
US 301S/SR 57/N McDonald St at US 84/SR 38/Cypress St	Pedestrian	2
SR 119 (Ft Stewart) N of SR 144	Bicycle	1
US 84/SR 38/W Oglethorpe Hwy N of Ralph Quarterman Dr	Pedestrian	1



<b>US 84/SR 38/E Oglethorpe Hwy at Charlie Butler Dr</b>	Pedestrian	1
<b>US 84/SR 38/SR 196/Oglethorpe Hwy at Spires Dr</b>	Pedestrian	1

### Crash Conditions and Trends:

A key element in a safety analysis is to develop a more thorough understanding of the types of crashes that are occurring within the region. By understanding the trends of crash locations, type of crash, and conditions at the time of collision, potential improvements, recommendations can be made to address these issues. A regional overview has been provided in Table 34 and Table 35.

**Table 34: Regional Trends: Manner of Collision**

<b>Manner of Collision</b>	<b>Percentage of Crashes</b>
<b>Rear End</b>	<b>35.22%</b>
<b>Angle</b>	<b>26.93%</b>
<b>Not A Collision with Motor Vehicle</b>	<b>22.10%</b>
<b>Sideswipe-Same Direction</b>	<b>9.73%</b>
<b>Head On</b>	<b>3.92%</b>
<b>Sideswipe-Opposite Direction</b>	<b>2.10%</b>

**Table 35: Regional Trends - Crash Conditions**

<b>Light Condition</b>	<b>Percent of Crashes</b>
<b>Daylight</b>	70.17%
<b>Dark/Not Lighted</b>	13.54%
<b>Dark Lighted</b>	13.09%
<b>Dusk</b>	1.89%
<b>Dawn</b>	1.31%

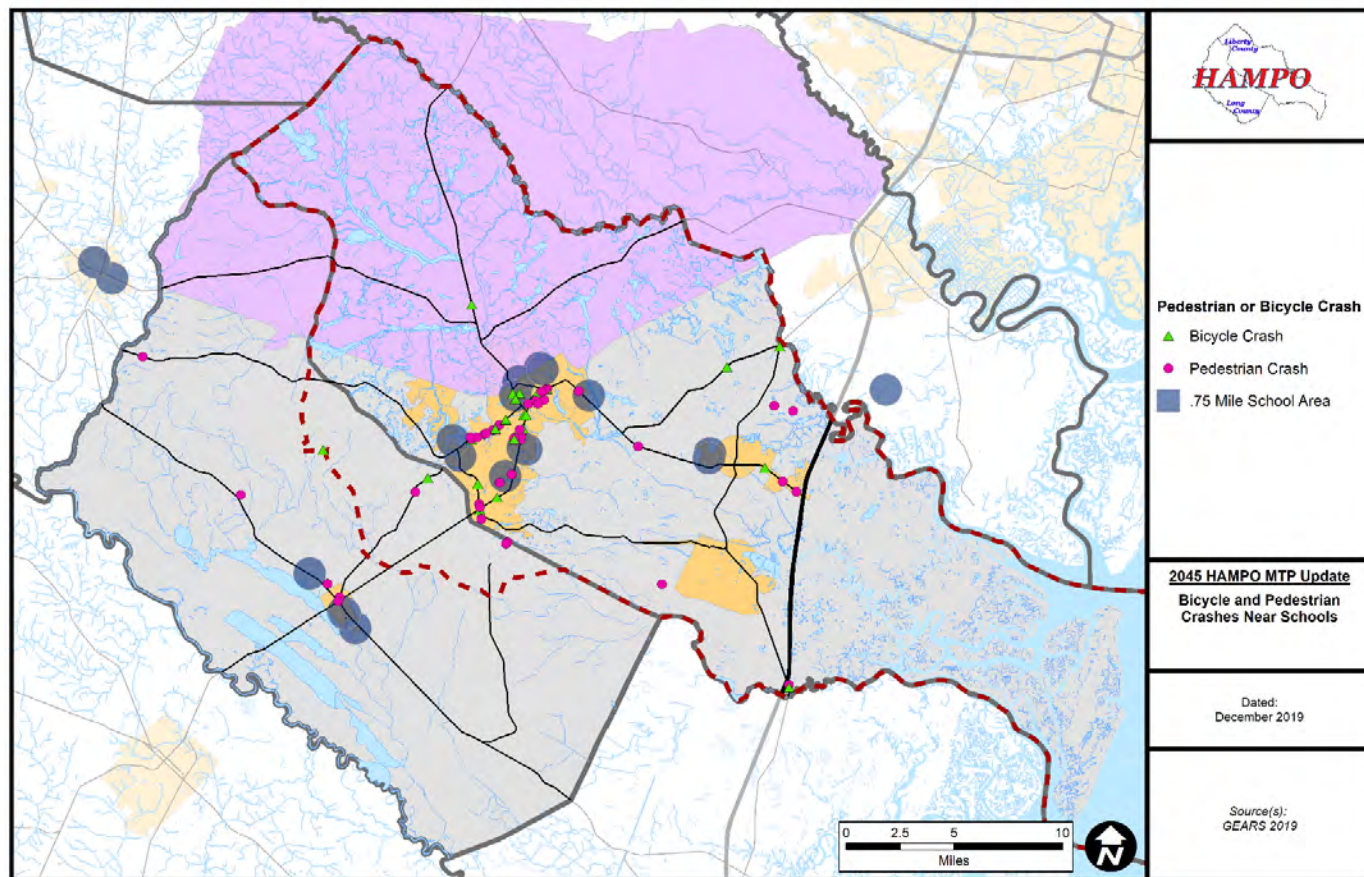
### Crash Locations within 0.75 miles of Schools

An additional analysis was conducted to determine how many crashes were occurring near existing schools within the HAMPO region. A buffer area of 0.75 miles was generated to quantify the crash information as it relates to the schools. It should be noted that this information is meant to act as a

high-level look at the crashes located nearby schools; to determine direct causes and specific remedies for any conditions will require individualized studies. The crash analysis resulted in the following information:

- Total Crashes: 2905 total crashes
- Fatal Crashes: 7
- Injury Crashes: 642
- Total Bike Ped Crashes: 15
- Fatal Crashes: 3
  - Frank Long Elementary and Lewis Frasier Middle Schools (1 fatality)
  - Liberty County High School (1 fatality)
  - Long County Middle and Walker Elementary Schools (1 fatality)
- 9 Injury bike/ped crashes: 5 pedestrian and 4 bicycles
  - Long County Middle School and nearby to Walker Elementary School (1 pedestrian crash)
  - Frank Long Elementary and Lewis Frasier Middle Schools (2 bicycle and 1 pedestrian)
  - Lyman Hall Elementary School (2 pedestrian crashes)
  - Bradwell Institute and Button Gwinnett Elementary School (3 crashes within Bradwell's buffer with 2 bicycle and 1 pedestrian) and 2 within Button Gwinnett's buffer (2 bicycle crashes)

Figure 55 shows the bicycle and pedestrian crash locations in comparison to the 0.75 mile school zone buffers.

**Figure 56: Bike/Ped Crashes Near Schools**

### Roadways with Crashes: Potential Additional Considerations

Through this analysis, several roadways were identified that may need additional consideration for safety enhancement projects. There are five locations, shown in Table 36, that should be considered for additional projects within the study area. These roadways were identified due to higher than average crash rates located within their termini.

**Table 36: Safety Project Locations**

Potential Project Location	Reason for inclusion
SR 119/SR 196 Elma G Miles Pkwy (Retirement Cir to Strickland Rd)	Above average segment and intersection crashes
SR 119/W Gen Screven Way (Fort Stewart to US 84)	Above average segment and intersection crashes
SR 119/Airport Rd Intersection with US 84/SR38	Above average intersection crashes
SR 119/Airport Rd Intersection with SR 196/Elma G Miles Pkwy	
Pineland Ave between SR 119/196 and Glenn Bryant Rd	Above average segment crashes

## V. Public and Stakeholder Engagement

HAMPO understands how important community and stakeholder input is to the development of the Metropolitan Transportation Plan. The input and feedback received from the community at-large was vital to the formation and the updating of the MTP. HAMPO developed a Public Participation Plan (PPP) that provided a framework for the MPO community participation process. The PPP for this plan update included improved opportunities for engaging with minority and limited English proficient populations, as federally mandated by the Title VI program, while remaining compliant with the HAMPO Participation Plan.

For the MTP Update, HAMPO had three goals for the public engagement process:

- **Educate** the HAMPO planning area residents and stakeholders about the transportation planning process, highlighting the MTP Updating process.
- **Share** the technical assessment and analysis of the current transportation infrastructure, including safety concerns, operational issues, traffic congestion, etc.
- **Seek input** from the community on what transportation projects should be included in the MTP and their prioritization preferences for implementation of the recommended projects.

During the development of the Metropolitan Transportation Plan update, a combination of online and in-person outreach strategies were incorporated into the process to obtain input and feedback from stakeholder committees and the general public.

### A. Online Engagement

Online engagement was integrated into the public engagement process through three outreach strategies: a project website, online survey, and online mapping.





## 1. Project Website

The project website was launched at the beginning of the MTP update and updated regularly with information and events. The HAMPO MTP webpage is located on the Liberty Consolidated Planning Commission's website and served as a centralized location for residents and stakeholders to access documents associated with the plan, view meeting schedules, and read previous and related plans.

Having a website dedicated to the MTP is vital for including underrepresented populations and those with mobility limitations who cannot attend stakeholder committee meetings or public workshops. This approach forms an inclusive framework where more of the community can participate and allows for a broad distribution of information regarding the process of updating the MTP.. The website also has a text-to-speech button for the visually impaired to meet the Title VI regulations. The image below of the HAMPO MTP webpage displays the text to speech button.

**LCPC** Administration Planning Zoning Engineering, Permits & Applications Contact **HAMPO** Jobs

### HAMPO 2020-2045 Metropolitan Transportation Plan

[Listen to Post](#)

## PRESS RELEASE – HAMPO Announces Priority Rankings

May 4, 2020 –

On April 9, 2020 the HAMPO Policy Committee released the public and stakeholder ranking scores used as priority weighting factors for the Metropolitan Transportation Plan (MTP). These factors were gathered through public and stakeholder outreach, with rankings being chosen by five distinct methods of collection: Public Survey, Public Workshops, HAMPO Technical Subcommittee Poll, HAMPO Citizens Advisory Committee Poll, and Liberty Countywide Planning Retreat Poll. The general public and stakeholders ranked the HAMPO 2045 goals to guide how transportation investments will be made in the HAMPO region.

The highest priority goal, according to the aggregate rankings, was 'Improve Safety and Security,' followed by 'Promote Economic Development and Support Freight.'

View the complete press release attached with the goals and objectives [HERE](#).

## HAMPO 2020-2045 Metropolitan Transportation Plan (MTP) Update

**Project Introduction**

The Hinesville Area Metropolitan Planning Organization (HAMPO) is in the process of updating its Metropolitan Transportation Plan (MTP) that covers all of Liberty County and the urbanized portions of Long County, including Fort Stewart, and the municipalities of Alenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, and Walthourville. In order to remain compliant with both federal and state requirements, the MTP is updated every five years. The MTP update will cover a 25-year period from 2020 to 2045. This update will provide a "roadmap" for HAMPO's transportation investments by prioritizing needs across the planning boundary. HAMPO including the local member jurisdictions are partnering with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Georgia Department of Transportation (GDOT) in this endeavor.

**CALENDAR**

<< Jul 2020 >>

M	T	W	T	F	S	S
29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**EVENTS**

- No events
- [View all meetings and events](#)

**LCPC LINKS**

- [City of Flemington](#)
- [City of Hinesville](#)
- [City of Midway](#)
- [City of Riceboro](#)
- [City of Walthourville](#)
- [Liberty County](#)
- [Liberty County GIS Viewer](#)
- [Liberty Transit](#)
- [Meeting agendas and meeting minutes](#)
- [Municipal Codes and Ordinances](#)

## 2. Online Survey

Early in the MTP updating process, an online survey was launched to gather feedback from the public regarding issues, opportunities, and investment priorities for incorporation into the 2045 MTP. This

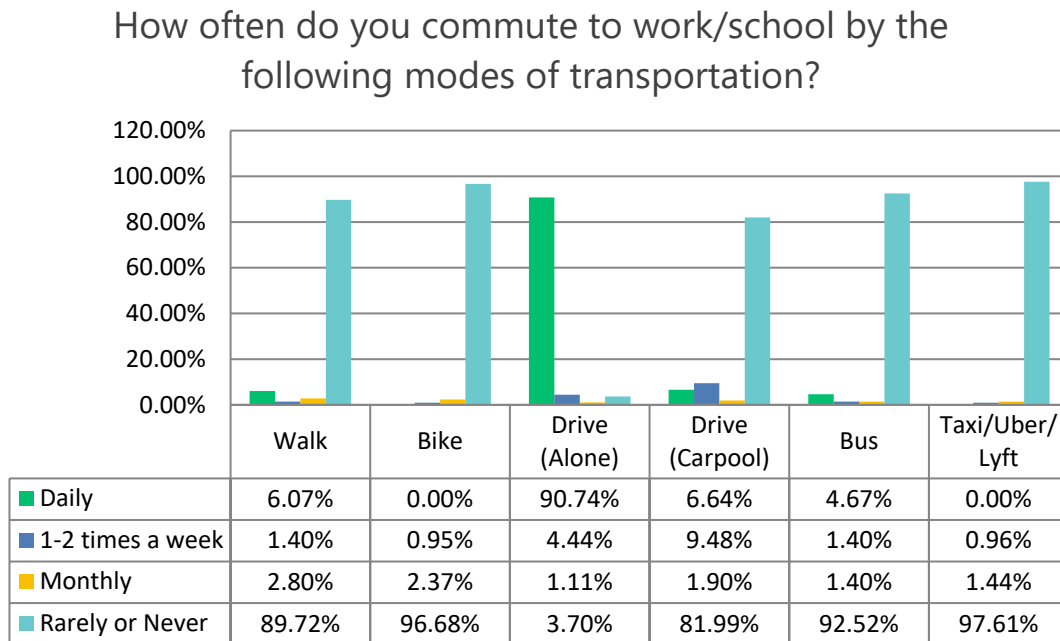


survey was advertised in the local newspapers and circulated via social media and email communication to HAMPO stakeholders and engaged members of the public. A concerted effort was made to reach individuals in the community through a collaborative distribution effort with the Liberty County School Board and their affiliates.

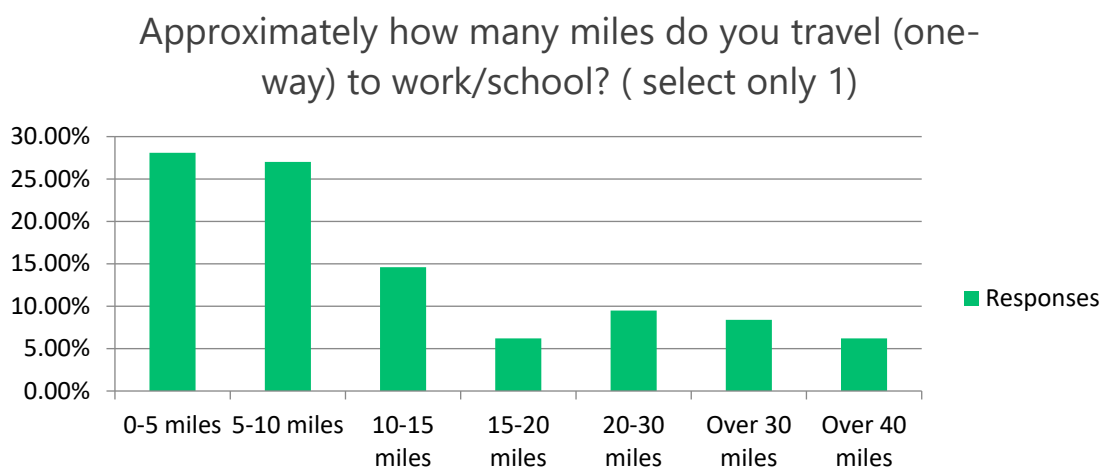
The City of Hinesville Government Facebook profile posted a notification alerting its followers to the Transportation Plan Survey and where to fill out the survey. With no cost involved and the City's Facebook being open and available for anyone to view, this helped spread the survey to a broader, more diverse online audience.

The survey launched on March 14, 2019 and was available for responses for 90 days. Respondents were able to fill out this survey via computer or mobile phone, and quick access was published in the form of a QR code that was affixed to all outreach and notification materials. 275 people responded to the 19-question survey, with an average of 262 respondents for each question. The questions and the results of the survey are listed below.



**Figure 57: HAMPO Public Survey - Commute Modes**

The majority of respondents to this question stated that they drove alone to work daily (over 90%). Over 80% of respondents answered that they rarely or never took any other mode of transportation (walk, bike, carpool, bus, and car share service).

**Figure 58: HAMPO Public Survey - Commute Distance**

Over 50 percent (55%) of respondents traveled between 0 and 10 miles one-way to work or school, with over 14% traveling between 10 to 15 miles. One-way trips to work or school longer than 15 miles were

traveled by 30% of respondents. Approximately 6% of respondents answered that they traveled one-way over 40 miles.

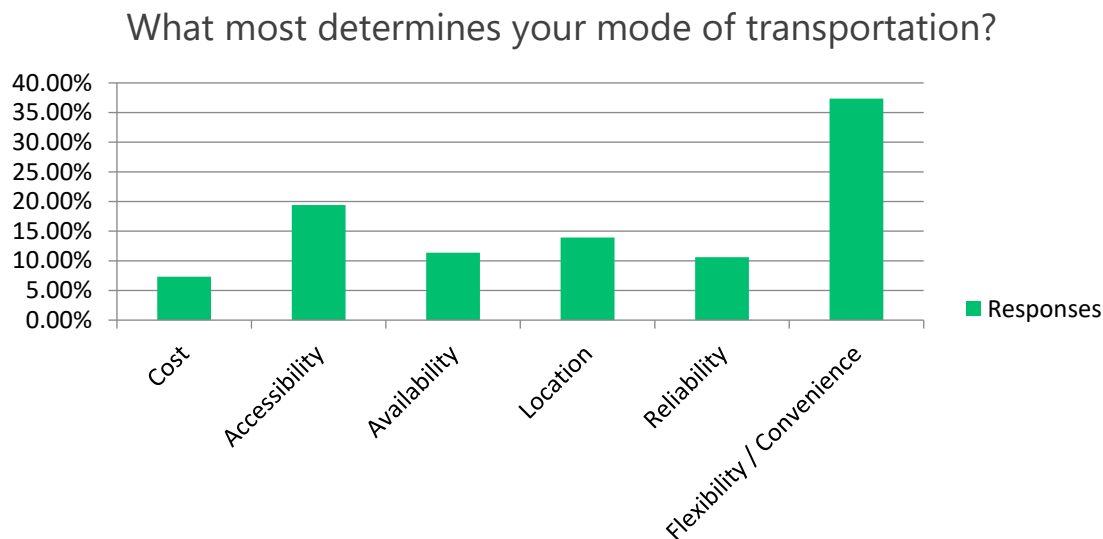
**Figure 59: HAMPO Survey - Personal Trip Modes**



Approximately 71% of respondents stated that they drove alone daily to get to places other than work or school. For modes except drive (alone) and drive (carpool), at least 70% of the respondents stated that they never took those modes of transportation.

When asked what factors most influence the mode selected, 37% of respondents selected Flexibility/Convenience, while nearly 20% selected Accessibility.

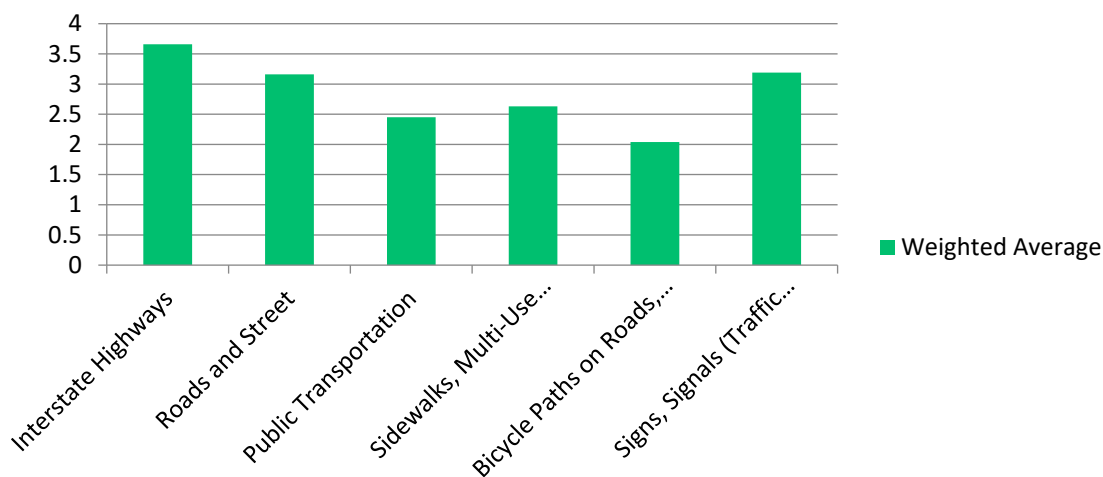


**Figure 60: HAMPO Survey - Mode Choice Factors**

**Figure 60** shows that overall, respondents feel that the HAMPO transportation network and infrastructure is of good – excellent quality.

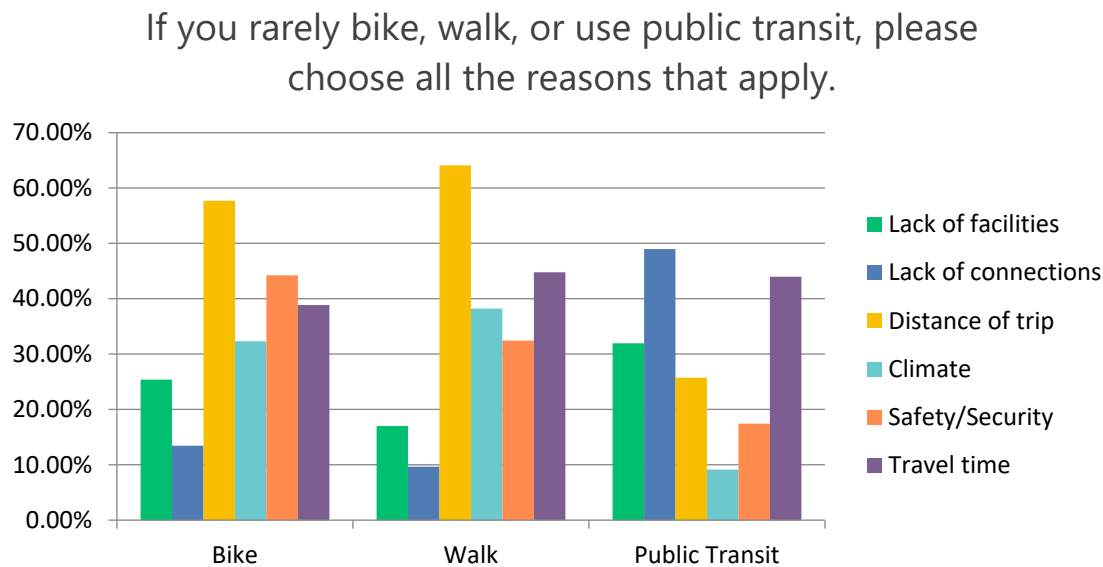
**Figure 61: HAMPO Survey - Infrastructure Quality Ratings**

Thinking about existing modes of transportation, rate on a scale of 1 to 5 their current quality. (1 is poor, 5 is excellent)



When asked why respondents rarely use modes of transportation other than vehicles, the primary response was distance of trips for bicycling and walking. Lack of connections and travel time were the primary responses relating to transit.

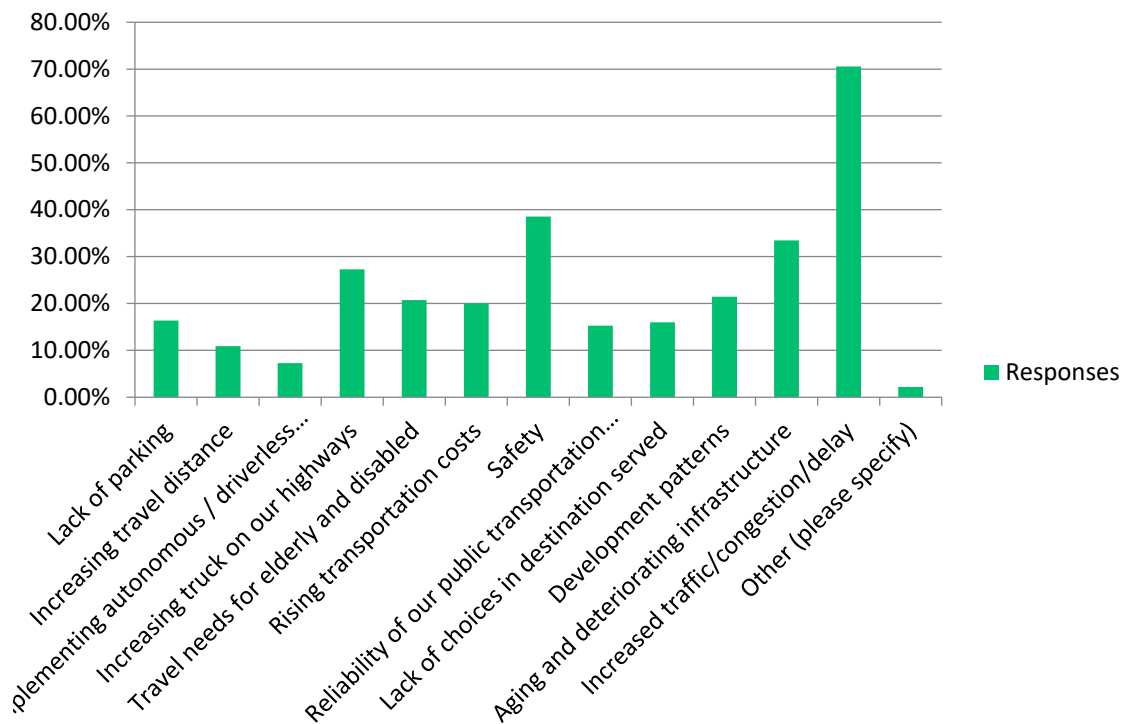
**Figure 62: HAMPO Survey - Multimodal Challenges**



When asked "What do you think is the biggest transportation challenge or issue in the region?" responses ranged from "lack of public transportation options", to "cost", as well as "sidewalks and the bicycle-unfriendly infrastructure". The three most popular responses were "congestion", "safety", and "traffic".

**Figure 63: HAMPO Survey - Future Transportation Challenges**

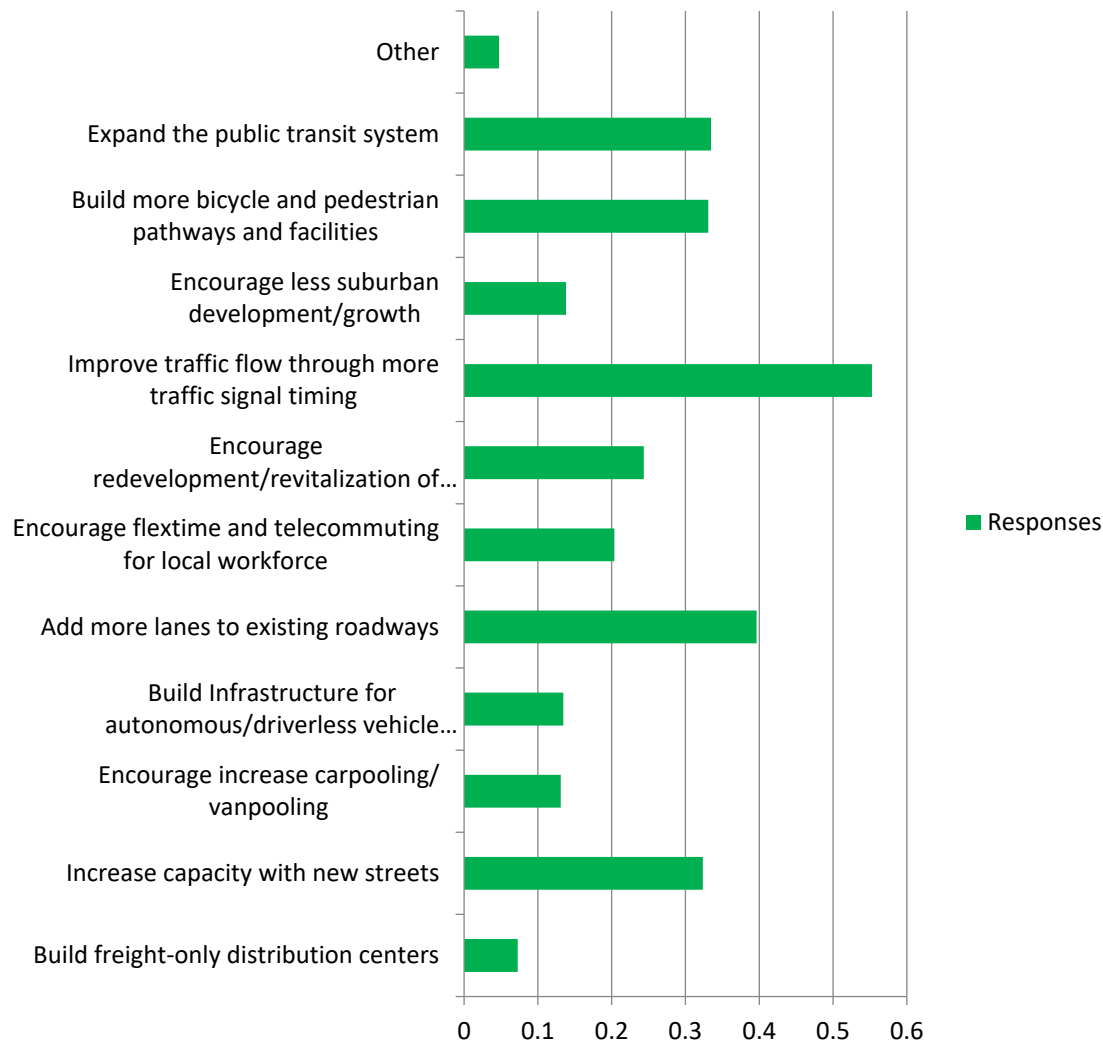
In your opinion what will be the three (3) MOST significant transportation challenges in our region in the next 25 years?



Respondents were then asked to provide their opinion on the most appropriate or preferred methods to address these transportation challenges. The highest response was in favor of operational enhancements such as signal timing, followed by roadway widening. Multimodal enhancements were also favored, including expanded transit services and construction of bicycle and pedestrian infrastructure.

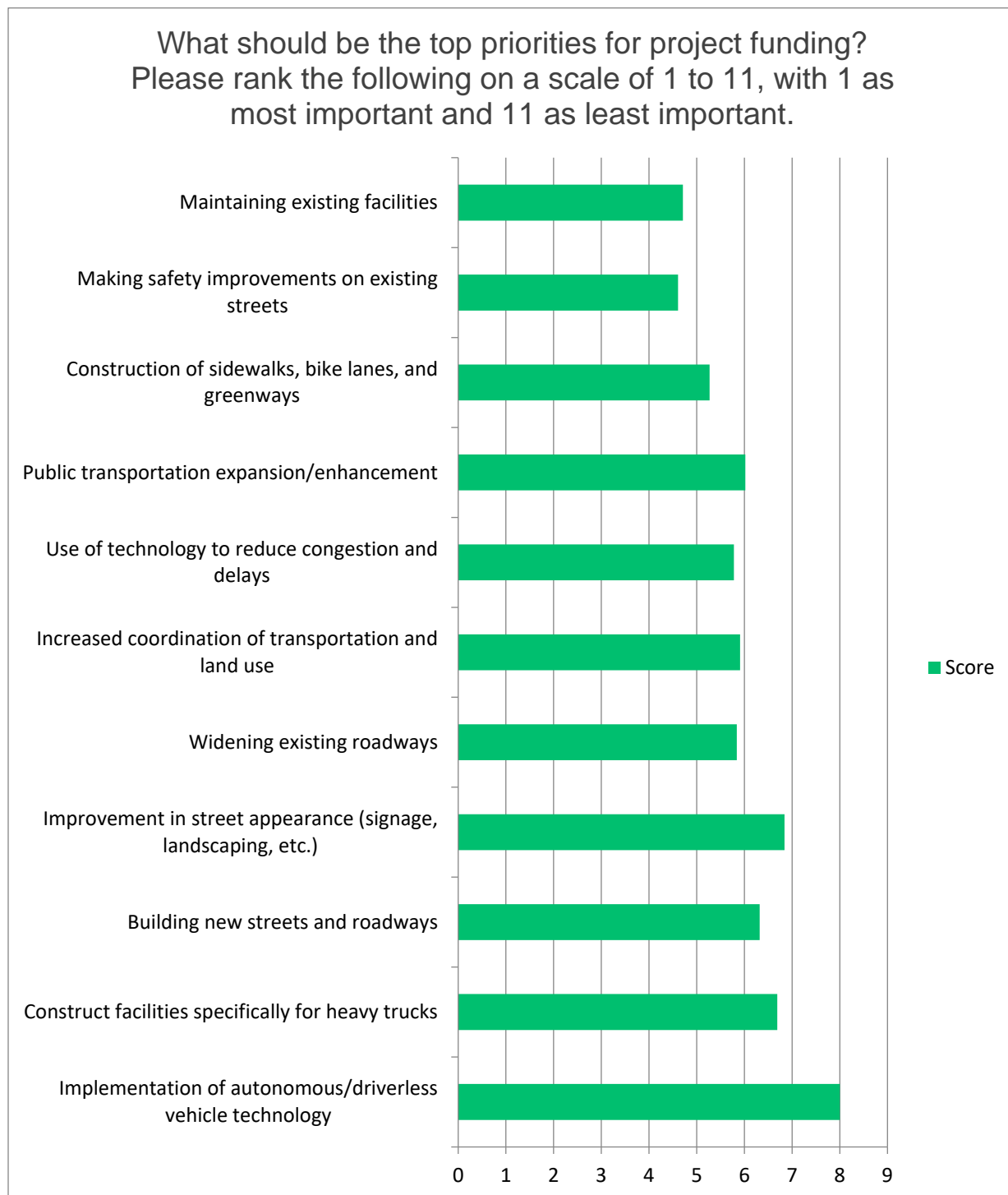
**Figure 64: HAMPO Survey - Methods and Priorities**

In your opinion what would be the top three (3) ways to address challenges between transportation and land use strategies?



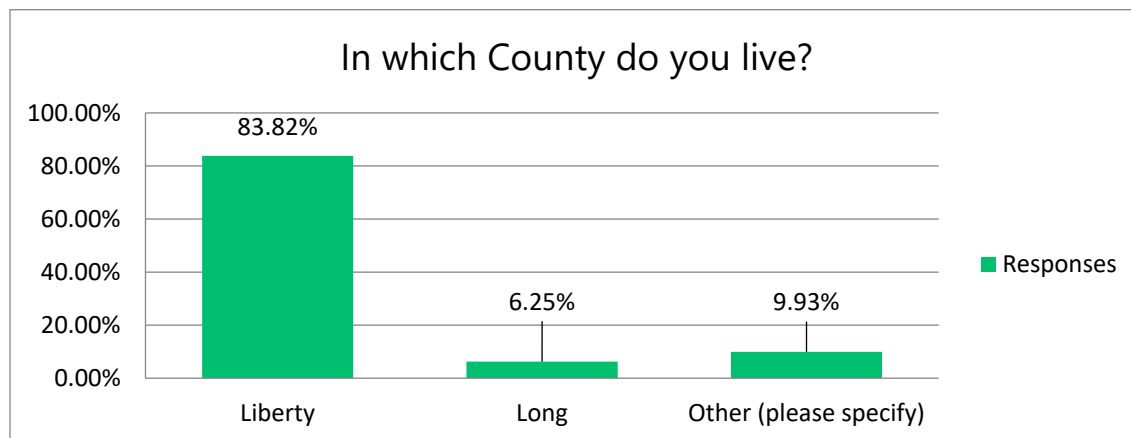
Respondents were then asked to identify their funding priorities for the region. With an average ranking of 4.71 "Maintaining Existing Facilities" and "Making Safety Improvements on Existing Streets" were the most favored priorities. "Implementation of Autonomous Vehicle Technology" was the least favored investment priority for the region.



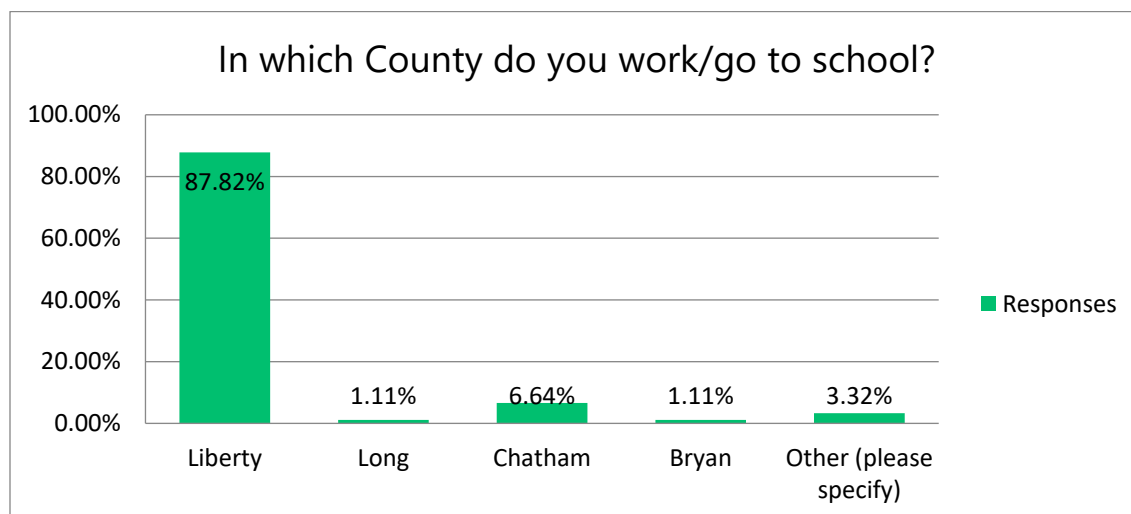
**Figure 65: HAMPO Survey - Funding Priorities**

The majority of survey respondents live in Liberty County (83.82%) which is consistent with the population within the HAMPO Region.

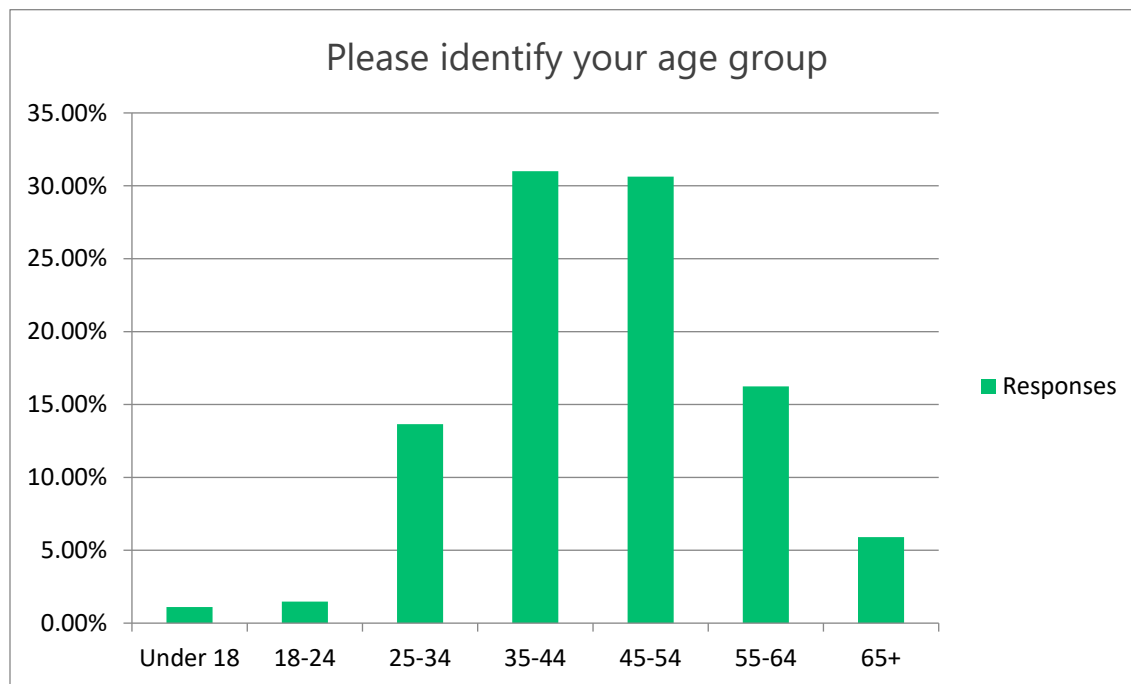


**Figure 66: HAMPO Survey - County of Residence**

To gain a more detailed understanding of the respondent's home location, they were asked to provide their mailing zip code. This question yielded over 26 zip codes with the highest response concentration located in zip code 31313 comprising the dense urban core within the HAMPO planning area. As shown in Figure 66, the majority of respondents live and work in Liberty County.

**Figure 67: HAMPO Survey - Work Location**

Identifying the demographics of the survey respondents provides data that allows a comparison to the representative population in the community. While the majority of respondents were age 35 – 54, responses were received from all age groups includes those under 18 and 65+.

**Figure 68: HAMPO Survey - Participant Demographics**

### 3. WikiMapping

The incorporation of the online mapping software “WikiMapping” provided a platform to gather more specific input from the community regarding current conditions and ideas for future transportation improvements. The user interface allows participants to add points or lines to the map to identify areas of concern, such as congestion, potential safety issues, and maintenance needs. Users can also identify suggested improvements, such as new roadways, pedestrian and bike facilities, other intermodal enhancements.



and

Image Source: wikimapping.com

During community outreach events where internet access was not readily available, 'mini-flyers' were provided to encourage the community to visit the WikiMapping website at their convenience.

The use of interactive mapping increases accessibility of the MTP update to a broader cross-section of the community and allows an opportunity for the public to actively participate at their convenience and on their own schedule.

The responses received through the WikiMapping platform were then mapped and analyzed for incorporation into the MTP. The most consistent comments received through this platform includes:

- Problem Areas: US 84 Flemington/Hinesville
- High Priority Need: Hinesville Bypass East – Phase II
- New Roadway: Flemington Connector from Sandy Run to US 84
- Bicycle and Pedestrian Enhancements: Fraser and Sandy Run

**Design your OWN transportation improvements map online!**

*This is your opportunity to share your ideas about where improvements are needed for roads, intersections, sidewalks, transit, etc.*

**Share your input now on our interactive map!**

**<https://bit.ly/2MLQM80>**

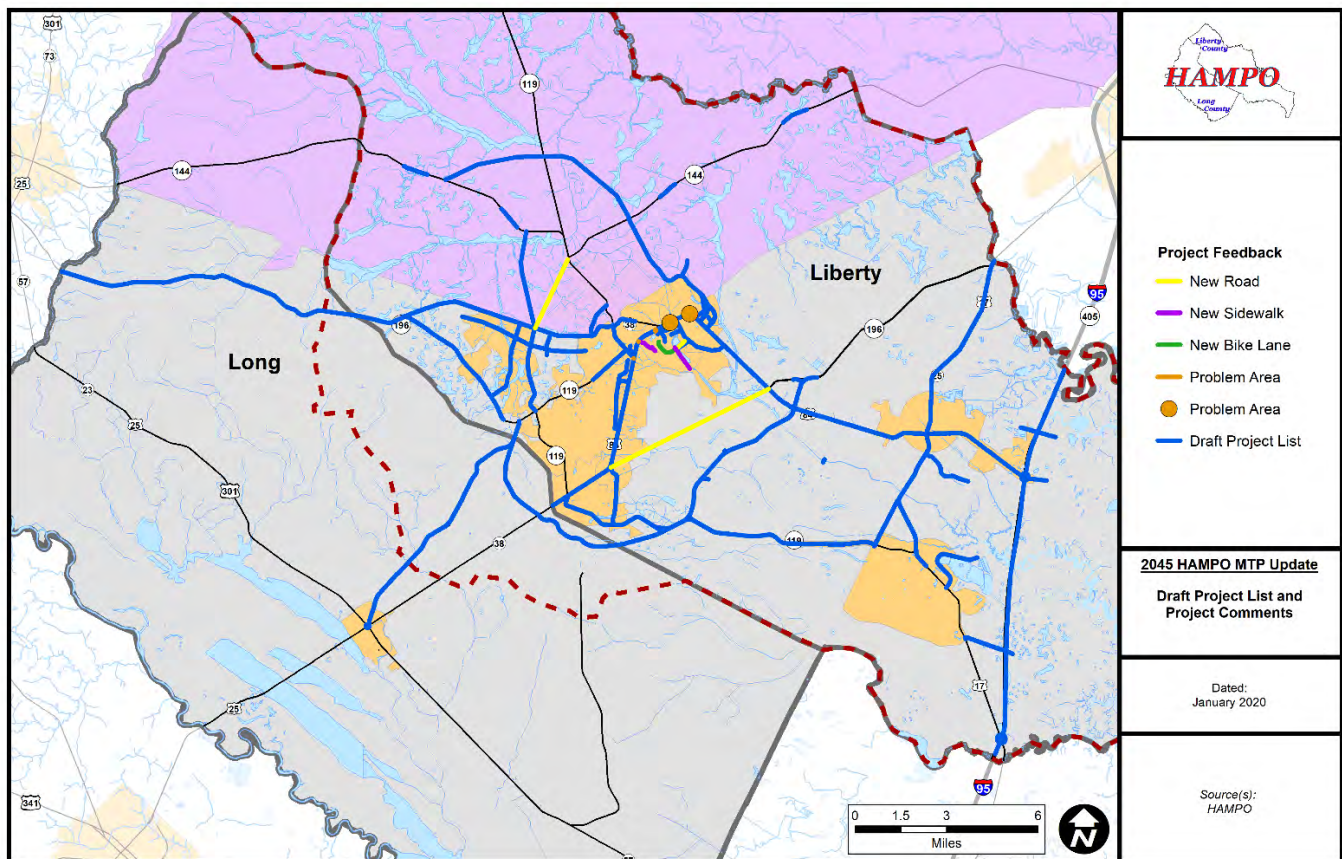


The Hinesville Area Metropolitan Planning Organization (HAMPO) is in the process of updating its Long Range Transportation Plan (LRTP), also known as the Metropolitan Transportation Plan (MTP), which will provide a "roadmap" for transportation investments through the year 2045.

**[www.thelcpc.org/hampo](http://www.thelcpc.org/hampo)  
912.408.2030**

Figure 68 shows the mapped recommendations gathered from the public.



**Figure 69: WikiMapping Results**

## B. Meetings and Workshops

### 4. Community Workshops

Connecting to the public through public workshops and community events was vital for engaging with residents in the HAMPO region. A series of in-person engagement opportunities were programmed and structured to “meet people where they are” by integrating outreach into existing community events. This approach proved beneficial for three reasons:

- Does not require a separate time commitment to give in-person input.
- Provides an opportunity to reach community members who may not normally participate in transportation planning.
- Creates a conversational and engaging atmosphere.

Two primary outreach events were hosted during the MTP planning process. These events were held during existing community events in Hinesville and in Riceboro. These locations were selected to ensure accessibility to concentrations of Title VI and Environmental Justice communities, as well as ease of access for the general public.

**Outreach Event 1:** Farmers Market / Concert in the Park, Downtown Hinesville

Thursday, October 24, 2019

4:00 p.m. – 6:00 p.m.

This workshop focused on identification of existing transportation issues, goals and objectives, and investment priorities. This drop-in event was held in a storefront next to the Hinesville City Hall and adjacent to a community event, which brings artists and vendors together in a social atmosphere.

Participants were asked to provide their feedback in two primary exercises. The first was a mapping exercise to identify existing issues or concerns as well as provide ideas for new facilities that may be needed to enhance the transportation network. Sandwich board signs were produced by the City of Hinesville and placed at the community event to advertise the meeting.

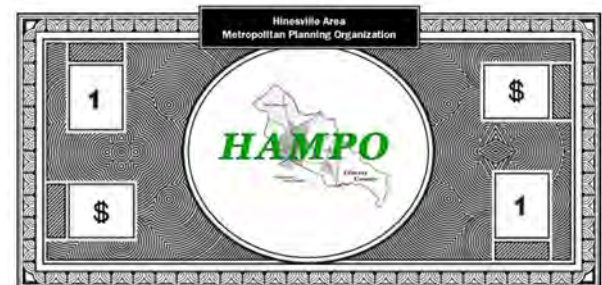
To convey the challenges of fiscal limitations and identify investment priorities, participants were asked to participate in a funding prioritization exercise. Each participant was given 10 "HAMPO" dollars to spend in the following categories:

- Safety improvements
- Transit Expansion
- Transit Amenities
- Bike Ped improvements
- Operational improvements
- Construction
- Maintenance
- Add capacity



What is Driving Your  
Transportation  
Investments?

Come Join the  
Conversation!



Participants could spend all ten HAMPO dollars in one place or spread it among various categories. This exercise was important and helpful in explaining challenges with limited funding while facilitating discussion regarding community investment strategies and goals. This workshop also showed what the community feels is essential with regard to the inclusion of transportation projects within the MTP update.

This exercise was used at the public workshop in Hinesville, and repeated in a pop-up meeting format in Riceboro,.



**Outreach Event 2:** Ricefest, City of Riceboro  
 Saturday, November 9, 2019  
 9:00 AM – 2:00 PM

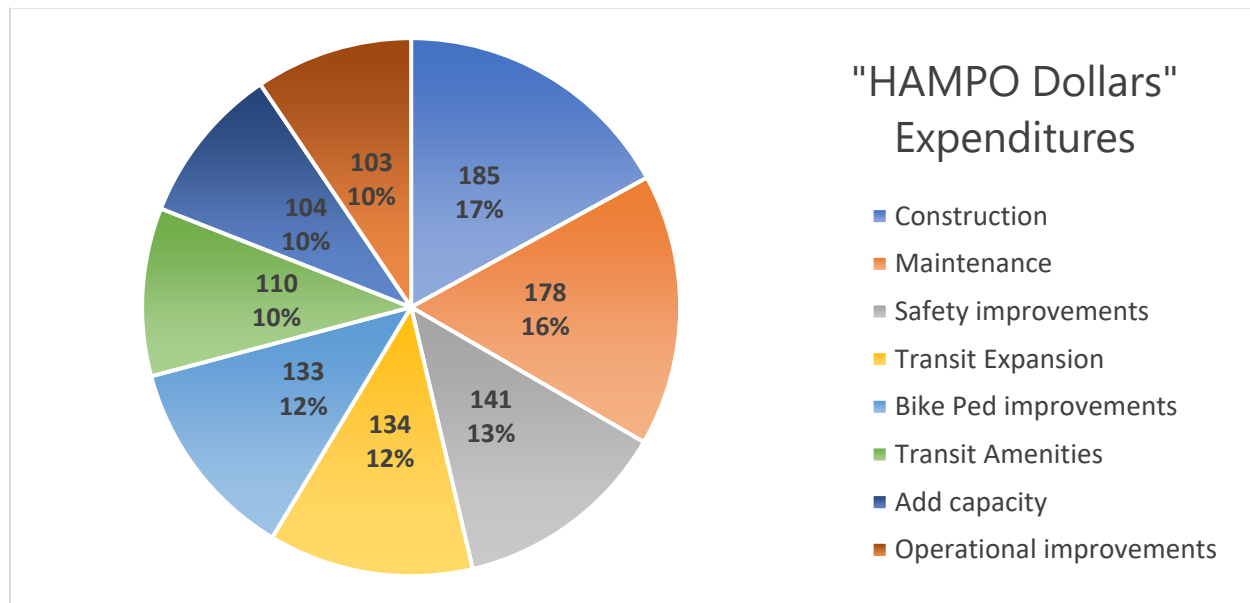
Ricefest is an annual celebration hosted by the City of Riceboro every November to celebrate the heritage of rice farming and the Gullah Geechee culture of the community. The celebration culminates in a day-long festival with vendors, food, live music, and a parade. This event is attended by more than 30,000 visitors and attracts people from across the region. The project team set up a vendor tent and talked with over 250 individuals throughout the day, discussing the purpose of the Metropolitan Transportation Plan and what transportation changes residents would like to see in the HAMPO region. Participants completed the 'HAMPO Dollars' exercise and were given opportunities to draw concerns on a regional transportation map or provide written and/or verbal comments. The following photographs demonstrate the various input strategies and participant interaction.





Compiling the information from both the City of Hinesville and City of Riceboro 'HAMPO Dollars' exercises showed the top priority residents preferred was for Roadway Construction, followed closely by Maintenance. The full ranking is shown in Figure 69.



**Figure 70: Public Engagement Results**

## 5. Community Presentations

To continue the approach of “bringing the meeting to the people”, a series of community presentations were scheduled to engage with members of the public and key stakeholders. Three presentations were provided including:

- Rotary Club Guest Speaker: September 16, 2019 (50 members)
- 2019 Liberty Countywide Planning Retreat Presenter: April 29, 2019 (42 participants)
- 2020 Liberty Countywide Planning Retreat Presenter: March, 11, 2020 (49 of participants)

These key stakeholder groups were selected to ensure a broad cross section of decision makers and community leaders were informed about transportation issues in the region and aware of the federal MPO planning process as a prerequisite for funding. These strategic engagements included elected officials and key staff from all HAMPO local government agencies.

At these speaking engagements, PowerPoint presentations were developed to inform the participants about the MTP planning process, ongoing and upcoming activities, and opportunities for input and feedback. Each presentation included interactive opportunities for participants to engage with the presenter and offer feedback.

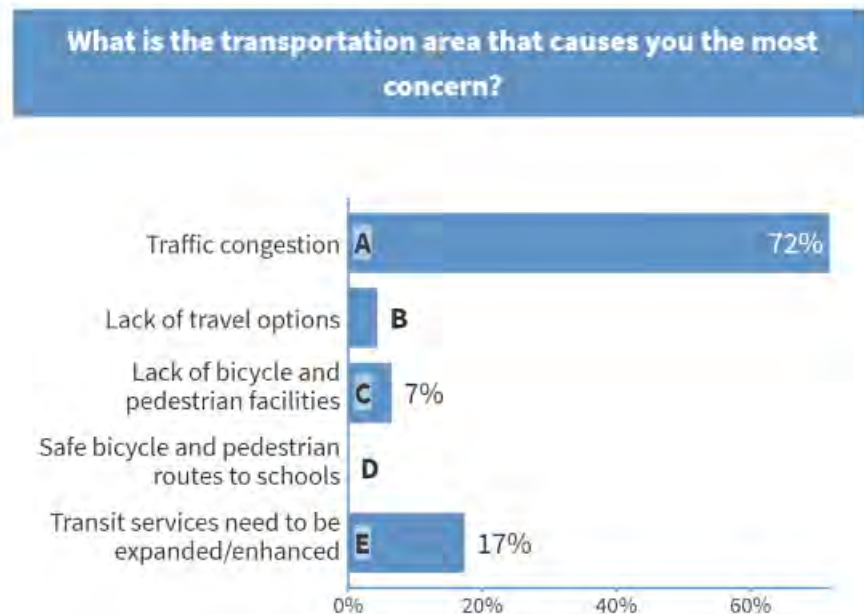
Poll Everywhere is an engagement software that is embedded into presentations and provides a platform for participants to answer poll questions in real-time via mobile telephone text messaging.



This polling platform was used to engage with the audience and provided them with the opportunity to share their opinions on goals, objectives, and priorities and see the responses of their peers. This tool not only provided valuable feedback to the planning team, it also built consensus among community leaders and officials. The following is a response summary slide showing that 72% of participants at the Countywide Planning Retreat believe that traffic congestion is the area of transportation that causes the most concern.

### LIBERTY COUNTYWIDE RETREAT POLL RESULTS

MARCH 14, 2018



Information gathered from these interactive polls was combined with the feedback received at the public workshops, pop-up meeting, and survey responses; and used in the prioritization process to constrain the MTP project list, ensuring that the business community, officials, and community support service departments had an opportunity for input.

### C. *Public Comment Period*

The final step in the public and stakeholder engagement process is the publication of the Draft 2045 HAMPO Metropolitan Transportation Plan for a 30-day public comment period. This period began on August 1, 2020 and concluded on September 1, 2020. In order to ensure the public was aware of this opportunity for comment, notices were published in the local newspaper, the Coastal Courier, and hard copies were placed at key community service headquarters including the Liberty Consolidated Planning Commission, City of Hinesville, Liberty County Annex, and the Public Library.

These draft documents were accompanied by a comment log, as well as a QR code, website address, and telephone contact information ensuring adequate opportunity and a range of methods to register comments. Comments received during this comment period were incorporated into the final report and a comment log is included in the Appendix documenting all comments and how they were addressed.

## VI. Plan Development

### A. Technical Subcommittee

A key element of the HAMPO 2045 MTP development was the participation of a Technical Subcommittee which was formed during the initial stages of the project and comprised of the following members:

- Jeff Ricketson – LCPC / TCC Voting Member / PC Secretary
- Joey Brown – Liberty County / TCC Chairman / PC Non-voting Advisory
- Kenny Howard – City of Hinesville / TCC Vice Chairman / PC Non-voting Advisory
- Trent Long – TR Long Engineering / TCC Voting Member
- Paul Simonton – Simonton Engineering / TCC Voting Member
- GDOT Planning – TCC and PC Voting Members
- GDOT Intermodal – TCC and PC Voting Members
- FHWA – TCC Non-voting Advisory
- Kyle Wemett – Fort Stewart HAAF / TCC Voting Member
- Paul Hawkins – City of Flemington Mayor / TCC and PC Voting Member
- Chuck Scragg – Long County / TCC and PC Voting Member

The subcommittee met at key milestones during the planning process to screen technical analysis results, provide input into the planning process and provide recommendations to the HAMPO CAC, TCC, and PC pertaining to technical aspects of the planning process. These milestones are as follows:

1. January 8, 2020  
Review of Existing Conditions and Operational and Safety Analysis results
2. February 25, 2020  
Concurrence with Goals, Objectives, and Performance Measures and methodology for performance-based project analysis and prioritization
3. March 26, 2020  
Review of preliminary performance-based project assessment and prioritization tool outputs and modifications where issues and errors were identified
4. April 14, 2020  
Workshop format meeting to review updated prioritized project list and finalize fiscal constraint recommendations for MPO Committee consideration
5. July 2, 2020



Review of TSPLOST referendum funding and incorporation into adopted MTP cost constrained prioritized project list.

Due to COVID19 social distancing and gathering restrictions, the March, April, and July subcommittee meetings were held virtually via Zoom Teleconference and were open for public participation.

The Technical Subcommittee played an integral role in the development of the performance based, cost constrained, multimodal HAMPO MTP, and will continue to meet following adoption of the plan to ensure short term implementation and funding strategies are carried forward. This committee will work closely with local government and oversight funding agencies to ensure that Transportation Improvement Program (TIP) eligible TSPLOST projects are properly documented and coordinated for seamless implementation.

### *B. Project Identification*

The development of the unconstrained list of projects for the MTP was a multifaceted effort and relied on a variety of sources. The previous 2040 MTP was utilized as a foundation, providing a starting point for the project identification effort. The project list was updated to remove those that were already completed, had already received funding authorization, or were no longer feasible due to land development conflicts or other community changes. The following projects were identified as completed or authorized and removed from the draft 2045 MTP list.

#### **Authorized / Completed 2040 MTP Projects:**

- Flemington Curve Safety/Access Management – Authorized
- Taylors Creek Bridge Replacement – Authorized
- Veterans Pkwy Phase II – Complete
- Russell Swamp Bridge Replacement – Complete
- SR 119 / Airport Rd Widening – Complete
- Barrington Ferry Rd Improvements – Complete
- General Stewart Extension East – Complete
- SR 38 / US 84 Safety and Access Management – 5 segments between Patriots Trail and Ralph Quarterman (MTP projects 319, 321, 320, 318, 322)

The HAMPO planning team also worked closely with GDOT Planning and District representatives to identify any known or anticipated changes to projects in the adopted HAMPO TIP to ensure the draft MTP list's accuracy. The needs and deficiencies identified within the HAMPO region based on the operational and safety performance data and public and stakeholder feedback were compared to the





existing project list to determine if a project was already identified and if the recommended improvements solved the issue. For those deficiencies and needs that did not already have a project identified, a recommended improvement was identified, and the new project incorporated into the draft unconstrained list. The following chart provides an example of this analysis as it was applied for the 2015 Base Year LOS screening. The same analysis was also utilized in for the future year conditions.

**Table 37: HAMPO 2015 Base Year LOS Project Analysis**

Road Name	From	To	LOS D	LOS E	LOS F	HAMPO Project	Primary Project Type
US 84/SR 38	US 17	Isle of Wight Rd.			X	309, 310, 311	Access Management
Islands Highway	I-95	Sunbury Rd. (Tradeport)			X	226	Widening
US 17	Luke Rd.	Bryan County Line			X	227	Widening
US 84/SR 38	Ralph Quarterman	Baker Ln			X	322	Access Management
SR 196 / EG Miles Pkwy	15th St.	Pineland Ave			X	None	Intersection Improvements / Access Management
SR 119 / EG Miles Pkwy	Mahoney Rd.	Veterans Pkwy			X	302	Access Management
Veterans Pkwy	SR 119 / EG Miles Pkwy	Fort Stewart Gate			X	None	Widening Completed 2018
US 84/SR 38	Fraser Dr	Ralph Quarterman	X	X		319, 320, 321	Safety / Access Management
US 17	US 84 / SR 38	Luke Rd.		X		227	Widening
15th St.	SR 196 / EG Miles Pkwy	Fort Stewart Gate		X		201	Widening
SR 119 / EG Miles Pkwy	Pineland Ave	Mahoney Rd.		X		302	Access Management
US 84/SR 38	Isle of Wight Rd.	I-95	X			309, 308	Access Management
US 84/SR 38	Holmestown Rd	Old Sunbury Rd.	X			313, 314, 315, 316, 317	Access Management
Old Sunbury	US 84 / SR 38	Joseph Martin Rd.	X			None	Flemington Loop Compromised by Land Development
US 84/SR 38	SR 119 / Talmadge Rd.	MPO's West Boundary	X			323	Access Management
Elim Church Rd.	SR 196 / EG Miles Pkwy	MPO's West Boundary	X			303	Multimodal Enhancements; Project Update Required
Pineland Ave	SR 196 / EG Miles Pkwy	Glenn Bryant Rd.	X			None	Extend Limits of 302 or New Access Management
SR 119 / EG Miles Pkwy	Veterans Pkwy	Deal St.	X			302	Access Management
SR 119 / W. General Screven Way	Gause St.	SR 119 / EG Miles Pkwy	X			302	Access Management
38 C / General Stewart Way	Memorial Drive	SR 119 / W. General Screven Way	X			255	Widening

All identified projects were compiled into a project list which included project descriptions, limits, length, type, location, existing vs proposed lane counts, and key comments; but did not include project cost estimates. The development of the HAMPO 2045 project list occurred concurrently with the development of the draft TSPLOST improvement program list, which allowed for seamless integration of potential TSPLOST projects into the MTP.

The draft project list was reviewed by HAMPO staff, the Technical Subcommittee, MPO committee members, and the HAMPO Technical Subcommittee. The HAMPO Policy Committee adopted the unconstrained project list on February 12, 2020 and subsequently transmitted to the GDOT modeling division for incorporation into the TDM.

The unconstrained list includes a total of 77 projects and the project types are shown in Table 38.

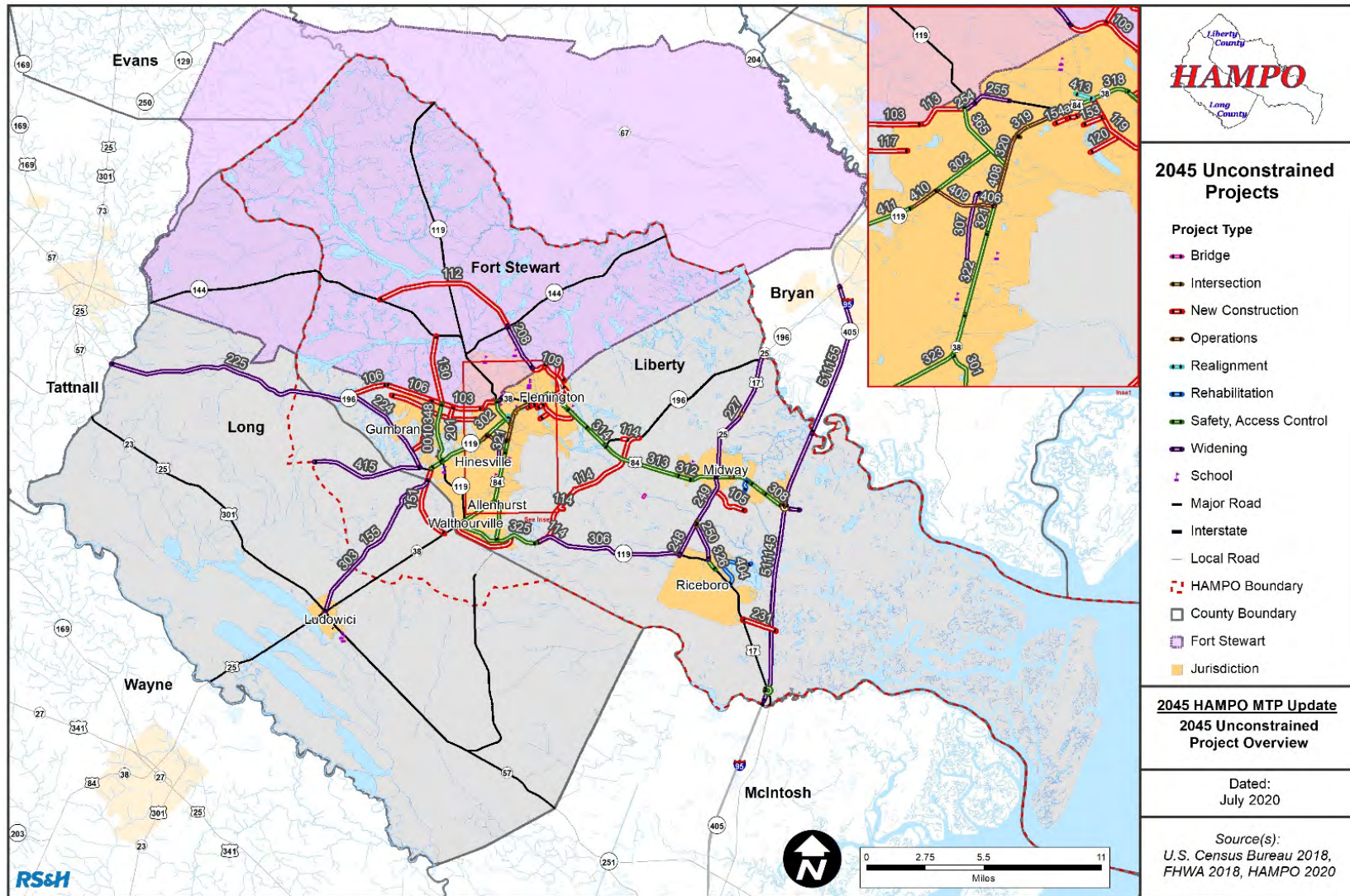
**Table 38: 2045 MTP Unconstrained Projects by Type**

<b>Project Type</b>	<b>Amount</b>
<b>Access Management / Safety</b>	17
<b>Bridge Replacement</b>	1
<b>Intersection Improvements</b>	10
<b>ITS</b>	1
<b>Mix: Widening, Access Improvements</b>	1
<b>Multimodal Safety Enhancements</b>	3
<b>New Construction</b>	19
<b>Non-Capacity Widening</b>	1
<b>Operational: Signal Upgrade</b>	3
<b>Realignment</b>	2
<b>Reconstruction</b>	3
<b>Widening</b>	16
<b>Total</b>	<b>77</b>

The projects contained in the unconstrained list are displayed in the map in Figure 70.



Figure 71: HAMPO 2045 Unconstrained Project Map



### C. Performance-Based Planning

According to FHWA, performance-based planning and programming is a strategic approach that uses performance data to inform decision-making and outcomes. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus staff on leadership priorities, and provide greater transparency and accountability.

A typical planning process consists of specific steps, including an analysis of existing conditions, a review and update of goals and establishing objectives, developing, and finalizing a project list, completing a financial analysis, prioritizing, and financially constraining the project list, and developing the plan documentation. This process includes stakeholder and public engagement at every step. Due to the performance-based planning requirement in the FAST Act, this process is augmented to ensure a performance-based approach is followed. Three primary elements are included in the new performance-based planning process for MTP development, which include:

- Identifying the measures of effectiveness
- Identifying the data to be utilized in assessing these metrics
- Performance-based prioritization process that reflects the goals and objectives of the MPO

This planning process also adds a performance management and monitoring element after project implementation to determine if the project achieved the stated goals and objectives. The following graphic developed by the FHWA shows the relationship of the performance-based planning process to project programming and post implementation monitoring.

HAMPO worked collaboratively with oversight agencies, MPO committee members, subcommittees, stakeholders, and the public to establish a project identification, assessment, and prioritization process that fulfills the FAST Act performance-based planning requirements. This multifaceted process included the development of a "Performance-Based Project Assessment and Prioritization Tool".

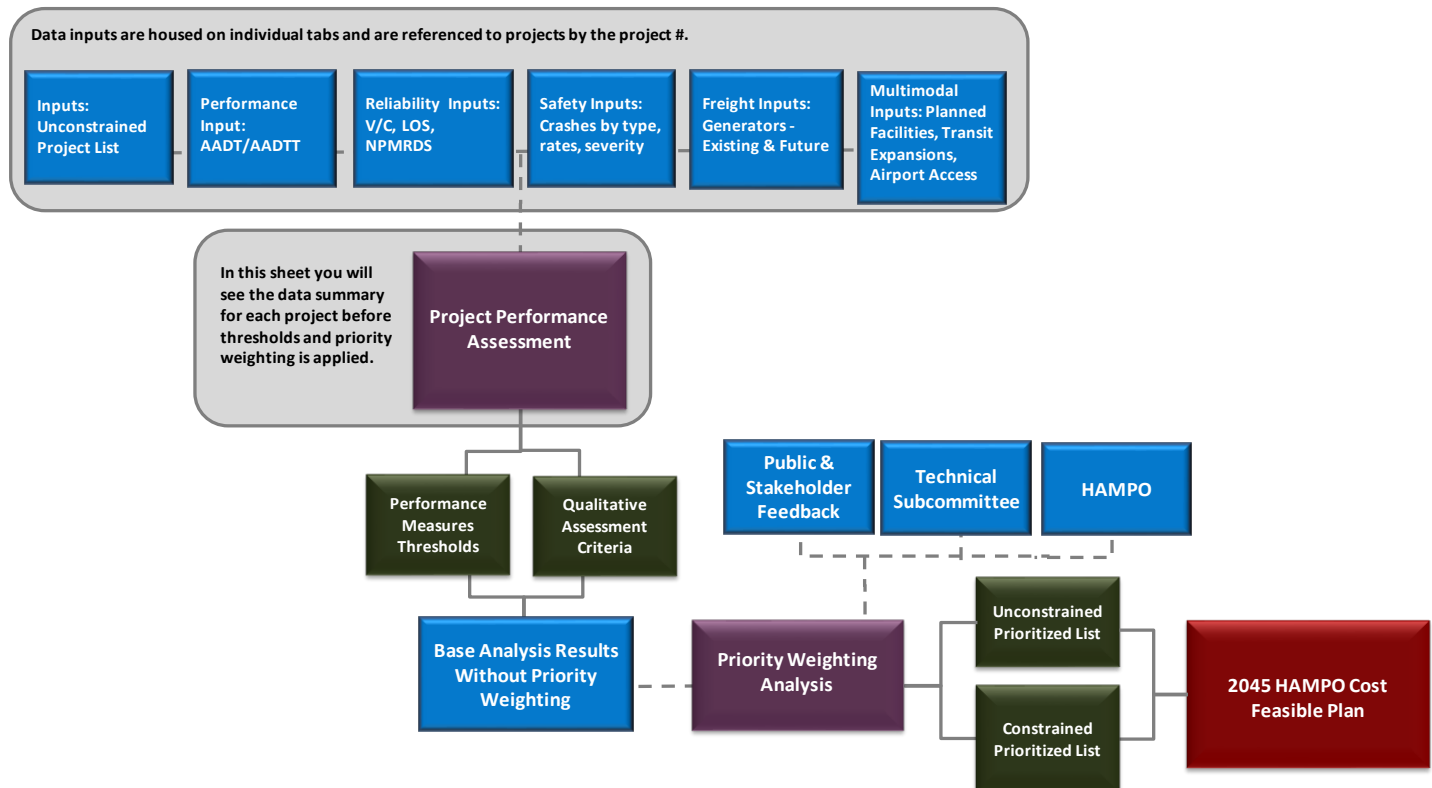




This excel based tool is built on the framework established by the adopted 2045 MTP goals, objectives, and performance measures and utilizes available data to assess and prioritize potential transportation projects for the MPO region.

Figure 71 shows a flow chart of the HAMPO Performance Based Assessment and Prioritization Process and Tool.

**Figure 72: HAMPO Performance Based Planning Process**



The project assessment tool, which incorporated each of the identified performance measures supporting the goals and objectives established by the MPO, provided the ability to assess and prioritize each HAMPO project. The assessment utilized a data-based, quantitative approach, using data such as crash rates and level of service, as well as a more qualitative approach when specific data was not readily available, such as support of, or access to tourist activities and attractions.

These projects were assessed within the context of the category using GIS. If the project met the performance measure, it received a "yes"; if it did not meet the criteria it received a "no"; and the third category was "somewhat" meeting the criteria. These categories included freight mobility and access to generators and attractors, impacts to environmental and cultural resources, and as previously mentioned, access to tourist attractions. The qualitative assessment included points assigned to each of

the criteria ratings to provide an assigned score. More detailed information on the tool and project assessment can be found in the Appendix. The performance assessment, as aligned with the goals and objectives and the type of analysis is shown in Table 39.

**Table 39: Performance Assessment Criteria**

GOALS / OBJECTIVES	PERFORMANCE ASSESSMENT	QUANTITATIVE / QUALITATIVE
<b>System Preservation and Maintenance</b> <b>System Management and Operation</b> <b>Reliability and Resiliency</b> <b>Economic Vitality: Freight</b>	Bridge Sufficiency Rating Average Annual Daily Traffic Percentage of Trucks Level of Service Volume to Capacity Ratio	Quantitative: GDOT Data
<b>Safety and Security</b>	Total Vehicle Crashes Crash Rate Total Bike/Ped Crashes Injury and Fatal Bike/Ped Crashes Injury and Fatal Vehicle Crashes Rate of Fatalities Rate of Injuries	Quantitative: GDOT Data
<b>Economic Vitality: Freight</b> <b>Economic Vitality: Defense</b> <b>Safety and Security: Defense Access</b>	Supports Freight Movement Supports Defense Access to Fort Stewart/HAAF	Qualitative: Yes = 2 No = 0 Somewhat = 1
<b>Travel and Tourism</b>	Supports Access to Tourist Attractions	Qualitative: Yes = 2 No = 0 Somewhat = 1
<b>Accessibility and Mobility</b>	Improved Access to Public Airport Existing or Planned Transit Service Planned Bicycle/Pedestrian Facilities	Qualitative: Project Assessed Yes = 2 No = 0 Somewhat = 1
<b>Environment and Quality of Life</b> <b>Resiliency and Reliability;</b> <b>Reducing Stormwater Impacts</b>	Impacted by Sea Level Rise (NOA) Potential Impact Environmental Resources Potential Impacts to Historic Resources	Qualitative: Project Assessed Yes = 2 No = 0 Somewhat = 1

Once the project performance assessment criteria were established, a priority weighting was applied. The priority weighting, tied to the goals and federal planning factors, came from the public survey ranking,

MPO Committee ranking, Technical Subcommittee ranking, Countywide Retreat ranking, and input received through the priority exercise at the public workshops. The following table shows the various ranking results by source, as well as an aggregate priority weighting factor that was endorsed by the HAMPO Policy Committee.

**HAMPO 2045 METROPOLITAN TRANSPORTATION PLAN - PERFORMANCE BASED PRIORITIZATION RANKING**

HAMPO 2045 Goals	Public Survey Ranking	Public Workshops Ranking	Technical Subcommittee Ranking	HAMPO CAC Ranking	Countywide Retreat Ranking	Average Ranking	Priority Weighting Factor
Promote Quality of Life and Protect Existing Resources	7	7	3	6	3	5.20	4
Improve Safety and Security	2	3	1	1	1	1.60	8
Invest in a Multimodal System	3	4	6	8	6	5.40	3
Promote Preservation & Management of Existing System	1	2	7	3	7	4.00	6
Invest in Mobility Options	5	1	5	7	5	4.60	5
Promote Economic Development and Support Freight	6	5	2	2	2	3.40	7
Promote Resiliency and Reliability	4	6	8	5	8	6.20	1
Enhance Travel & Tourism	8	8	4	4	4	5.60	2

**Rank HAMPO 2045 Goals**

**1 = Highest Priority 8 = Lower Priority**

Safety and security was identified as the top priority, followed by promoting economic development and supporting investments in the freight network. The lowest identified priority was promoting resiliency and reliability. This weighted factor was applied to each of the project performance scores to develop the prioritized project listing.

Once the multiplier had been applied, the 77 unconstrained projects were sorted based on their ranking scores. Projects currently reflected in the 2018 – 2021 TIP were not included in the ranking and prioritization process to ensure these projects continue to progress towards the construction (CST) phase. The Technical Subcommittee reviewed the prioritization tool outputs and supported efforts to identify issues and methodologies for resolution. The prioritized list was then finalized and cost estimates and detailed project sheets were prepared.

## VII. Financial Analysis

### A. Revenues

In order to develop the federally required financially feasible, or cost constrained plan, a detailed financial analysis must be undertaken. Revenues for funding transportation projects must be identified and balanced with the project costs over the planning horizon. Revenue estimates include funding from all potential sources at the federal, state, and local levels. HAMPO utilized state and federal revenue projections provided by GDOT that estimates the revenues anticipated to be available over the planning horizon based on historic spending data. These revenue projections were provided for both project funding and operational/maintenance funding anticipated to be available on an annual basis

between 2020 – 2045. The revenue estimates for projects is \$183,357,138; estimates over the planning horizon for maintenance total \$37,325,197 for a total revenue estimate of \$220,682,335. The revenue projections, by year from 2020 to 2045, are shown in Table 40.

**Table 40: GDOT Funding Projections**

**2020-2045 Hinesville Funding Projections \***

<i>Year</i>	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
2020	\$6,210,100	\$1,264,163	<b>\$7,474,263</b>
2021	\$6,272,201	\$1,276,804	<b>\$7,549,006</b>
2022	\$6,334,923	\$1,289,572	<b>\$7,624,496</b>
2023	\$6,398,273	\$1,302,468	<b>\$7,700,741</b>
2024	\$6,462,255	\$1,315,493	<b>\$7,777,748</b>
2025	\$6,526,878	\$1,328,648	<b>\$7,855,526</b>
2026	\$6,592,147	\$1,341,934	<b>\$7,934,081</b>
2027	\$6,658,068	\$1,355,353	<b>\$8,013,422</b>
2028	\$6,724,649	\$1,368,907	<b>\$8,093,556</b>
2029	\$6,791,895	\$1,382,596	<b>\$8,174,491</b>
2030	\$6,859,814	\$1,396,422	<b>\$8,256,236</b>
2031	\$6,928,413	\$1,410,386	<b>\$8,338,799</b>
2032	\$6,997,697	\$1,424,490	<b>\$8,422,187</b>
2033	\$7,067,674	\$1,438,735	<b>\$8,506,409</b>
2034	\$7,138,350	\$1,453,122	<b>\$8,591,473</b>
2035	\$7,209,734	\$1,467,653	<b>\$8,677,387</b>
2036	\$7,281,831	\$1,482,330	<b>\$8,764,161</b>
2037	\$7,354,649	\$1,497,153	<b>\$8,851,803</b>
2038	\$7,428,196	\$1,512,125	<b>\$8,940,321</b>
2039	\$7,502,478	\$1,527,246	<b>\$9,029,724</b>
2040	\$7,577,503	\$1,542,519	<b>\$9,120,021</b>
2041	\$7,653,278	\$1,557,944	<b>\$9,211,221</b>
2042	\$7,729,811	\$1,573,523	<b>\$9,303,334</b>
2043	\$7,807,109	\$1,589,258	<b>\$9,396,367</b>
2044	\$7,885,180	\$1,605,151	<b>\$9,490,331</b>
2045	\$7,964,032	\$1,621,202	<b>\$9,585,234</b>
	<b>\$183,357,138</b>	<b>\$37,325,197</b>	<b>\$220,682,335</b>

\* Projection amounts are YOY \$ - (1% inflation per year)

These revenues were supplemented by a historic local match of 20% for project funding, totaling \$42,595,793 for the plan horizon. This funding has historically been sourced from Special Purpose Local



Option Sales Tax (SPLOST) funding, and spent on Preliminary Engineering (PE), Right of Way (ROW) acquisition, and Utility Relocation (UTL) phases. This long-standing financial partnership has led to the successful advancement of transportation projects in the HAMPO region.

On June 9, 2020 Liberty and Long County voters approved a referendum to levy a \$0.01 Transportation Special Purpose Local Option Sales Tax (TSPLOST) for a five-year period, further enhancing the HAMPO 2045 MTP revenue projections. The estimated funding projections for Liberty County range from \$40 - \$46 million in total revenues. Per legislative requirements, 30% of the revenues must be spent on statewide strategic projects, while the remainder of the funds are distributed to local governments for transportation improvements. An estimate of \$13,086,600 was developed by Liberty County as projected revenues for the 30% Statewide Transportation Improvement Program (STIP) projects.

A preliminary listing of TSPLOST projects was developed to identify the strategic funding partnership to best leverage these funds for regional and local transportation enhancements. Local industries committed to financial contributions for projects of benefit to them, including \$1.5 million in matching funds from Walmart and Interstate Paper.

The GDOT Board also approved a statewide Intelligent Transportation Systems (ITS) project to install broadband cable along interstate corridors. The Interstate 95 segment in the HAMPO region was programmed in the TIP for Preliminary Engineering and supplemental funding was incorporated into the MTP for the \$4,260,000 CST phase.

With all funding sources incorporated, the 2020 – 2045 revenues for the HAMPO region totaled \$239,353,857.

### *B. Cost Estimation and Year of Expenditure*

HAMPO developed planning level cost estimates for each phase of the unconstrained projects, including Preliminary Engineering (PE), Right of Way Acquisition (ROW), and Utility Relocation/Construction (CST). These estimates were developed for the plan's base year, and then project costs were inflated to Year of Expenditure (YOE). HAMPO and GDOT coordinated to determine the annual inflation rate used to develop the YOE costs, which is a 2.5 percent annual inflation.

The unconstrained list of 77 transportation projects total cost estimates are \$1.07 billion for base year 2020 estimates. These projects were stratified into three cost bands which include near term, mid-term, and long-term investment staging. These cost bands provide a logical progression of project implementation by phase over time. The three cost bands utilized are:

- Band I: 2020 - 2025
- Band II: 2026 - 2035
- Band III: 2036 – 2045



The project prioritization process provided the needed information to develop the cost feasible, or cost constrained, project list when comparing the available revenues with the project costs. As previously described, the HAMPO Technical Subcommittee played an integral role in screening the results of the prioritization process and developing the final 2045 cost constrained plan. The HAMPO financially constrained plan includes 41 projects summarized by type in Table 41.

**Table 41: HAMPO Constrained Projects by Type**

Project Type	Amount
Access Management / Safety	13
Bridge Replacement	1
Intersection Improvements	9
ITS	1
Mix: Widening, Access Improvements	1
Multimodal Safety Enhancements	2
New Construction	3
Non-Capacity Widening	1
Operational: Signal Upgrade	2
Realignment	2
Reconstruction	1
Widening	5
<b>Total</b>	<b>41</b>

The financially constrained project list reflects transportation needs identified through technical analysis and public and stakeholder input. The projects are aligned to support the state's and national goals and performance targets while supporting local transportation priorities.

The financially constrained project list is provided in Table 42 and the corresponding map is shown in Figure 72.

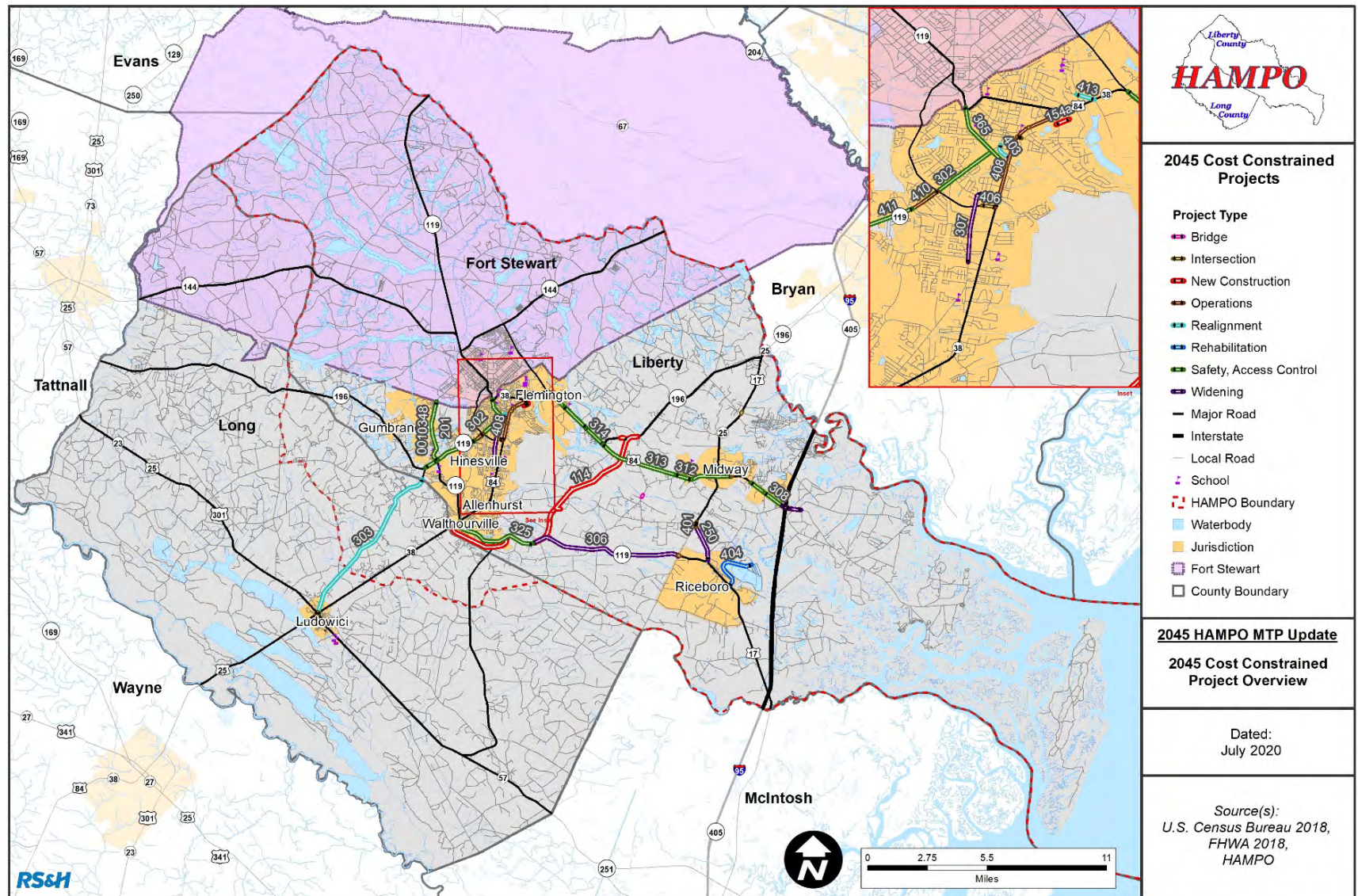
Table 42: HAMPO 2045 Constrained Project List

2045 ID	Project Name	BAND 1 (2019-2025)			BAND 2 (2026-2035)			BAND 3 (2036-2045)		
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
522570	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119		\$ -	\$ 26,857,185	-	-	-	-	-	-
0016567	CR 171/Lewis Fraiser Rd @ Peacock Creek		\$ -	\$ 10,732,931	-	-	-	-	-	-
0017411	I-95 ITS		\$ -	\$ 4,260,000						
403	Ryon Avenue Realignment and Corridor Improvements	-	\$ 89,303	\$ 2,258,737	-	-	-	-	-	-
410	E.G. Miles Adaptive Signal Upgrades	\$ 52,531	\$ -	\$ 525,313	-	-	-	-	-	-
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	\$ 51,431	\$ -	\$ 514,314	-	-	-	-	-	-
408	US 84 Adaptive Signal Upgrades	\$ 52,531	\$ -	\$ 525,313	-	-	-	-	-	-
308	SR 38 /US 84 Safety and Access Management: TSPLOST Median Project	\$ 140,963	\$ 67,744	\$ 1,409,626	-	-	-	-	-	-
302	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	\$ 304,789	\$ 609,579	\$ 3,047,895	-	-	-	-	-	-
201	15th Street Multimodal Safety Enhancements:TSPLOST	\$ 76,973	\$ 153,946	\$ 769,729	-	-	-	-	-	-
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	\$ 336,200	\$ 672,400	\$ 3,362,000	-	-	-	-	-	-
311a	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	\$ 51,583	\$ -	\$ 316,872	-	-	-	-	-	-
405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements TSPLOST	\$ 68,447	\$ 52,531	\$ 570,388	-	-	-	-	-	-
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowes :TSPLOST	\$ 77,746	\$ -	\$ 777,463	-	-	-	-	-	-
312	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks	\$ 168,081	\$ 84,041	\$ 1,680,811	-	-	-	-	-	-
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	\$ 139,333	\$ 92,888	\$ 1,161,105	-	-	-	-	-	-
404	Interstate Paper Road Rehabilitation TSPLOST	\$ 259,034	\$ 1,051	\$ 2,590,337	-	-	-	-	-	-
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	\$ 146,658	\$ 63,038	\$ 1,222,153	-	-	-	-	-	-
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 131,328	\$ 262,656	\$ 1,313,281	-	-	-	-	-	-
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 14,183	\$ 28,367	\$ 141,834	-	-	-	-	-	-
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	\$ 52,531	\$ 105,063	\$ 525,313	-	-	-	-	-	-
315a	Phase I SR 38 /US 84 Safety and Access Management: TSPLOST Multimodal Safety Enhancements	\$ 84,050	\$ 168,100	\$ 840,500	-	-	-	-	-	-
365	SR 119/General Screven Access Improvements	\$ 338,562	\$ 169,281	-	-	-	\$ 4,228,174	-	-	-
325	SR 119/Talmadge Rd Multimodal Enhancements	\$ 249,436	\$ 155,897	-	-	-	\$ 3,893,887	-	-	-
304	Hwy 57 Intersection Upgrade	\$ 61,012	\$ 101,686	-	-	-	\$ 634,962	-	-	-
413	Wallace Martin Realignment	\$ 195,925	\$ 391,850	-	-	-	\$ 2,446,832	-	-	-
154a	Sandy Run/Patriots Trail Connector Phase I	\$ 82,100	\$ 164,200	-	-	-	\$ 1,025,317	-	-	-
228	US 84 bridge at I-95 Widening	\$ 3,177,932	-	-	-	\$ 1,653,667	\$ 33,073,346	-	-	-
226	Sunbury Rd/Islands Hwy Widening	\$ 708,980	-	-	-	\$ 590,279	\$ 7,378,487	-	-	-
412	SR 196 / E.G. Miles Pkwy Access Management	-	-	-	\$ 20,671	\$ -	\$ 206,710	-	-	-
309	SR 38 /US 84 Safety and Access Management	-	-	-	\$ 141,733	\$ 70,866	\$ 1,417,333	-	-	-
0010348	15th Street Widening	-	-	-	\$ 3,026,639	\$ 6,053,277	-	-	-	\$ 38,743,533
314	SR 38 /US 84 Safety and Access Management	-	-	-	-	-	-	\$ 175,294	\$ 84,243	\$ 1,752,936
250	Coastal Hwy/US 17 Widening	-	-	-	-	-	-	\$ 2,438,753	\$ 1,219,376	\$ 24,387,528
306	SR 119/EB Cooper Hwy Widening	-	-	-	-	-	-	\$ 1,305,997	\$ -	\$ 13,059,972
311b	SR 38 /US 84 Safety and Access Management	-	-	-	-	-	-	\$ 52,422	\$ 104,844	\$ 524,222
317	SR 38 /US 84 Safety and Access Management	-	-	-	-	-	-	\$ 257,979	\$ 128,967	\$ 2,579,786
315b	Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.	-	-	-	-	-	-	\$ 418,132	\$ 209,066	\$ 4,181,319
313	SR 38 /US 84 Safety and Access Management	-	-	-	-	-	-	\$ 378,914	\$ 189,457	-
303	Elim Church Road Upgrade /Multimodal Improvements	-	-	-	\$ 652,805	-	-	-	-	-
114	Hinesville Bypass Phase II (eastern segment)	-	-	-	\$ 4,321,578	-	-	-	-	-
- Project cost estimates are inflated at 2.5% annually - Note that projects are prioritized by band, the numerical order of the projects will not dictate the order in which projects will be funded and/or constructed. - Projects highlighted in yellow are those identified for discussion by the Technical Subcommittee. those with Red text received modifications based on Subcommittee feedback.'		\$ 7,022,339	\$ 3,433,620	\$ 65,403,098	\$ 8,163,426	\$ 8,368,089	\$ 54,305,047	\$ 5,027,490	\$ 1,935,953.00	\$ 85,229,295
		Total Project Cost		\$ 75,859,057		Cost	\$ 70,836,562		Cost	\$ 92,192,738
		Revenue Est.		\$ 65,170,850		Revenue Est.	\$ 82,762,129		Revenue Est.	\$ 91,420,879
		Balance		\$ (10,688,207)		Balance	\$ 11,925,567		Balance	\$ (771,859)
		<b>Cumulative Funding Balance</b>								
		Total Revenues \$ 239,353,857								
		Total Projects \$ 238,888,357								
		\$ 465,501								





Figure 73: HAMPO 2045 Constrained Projects

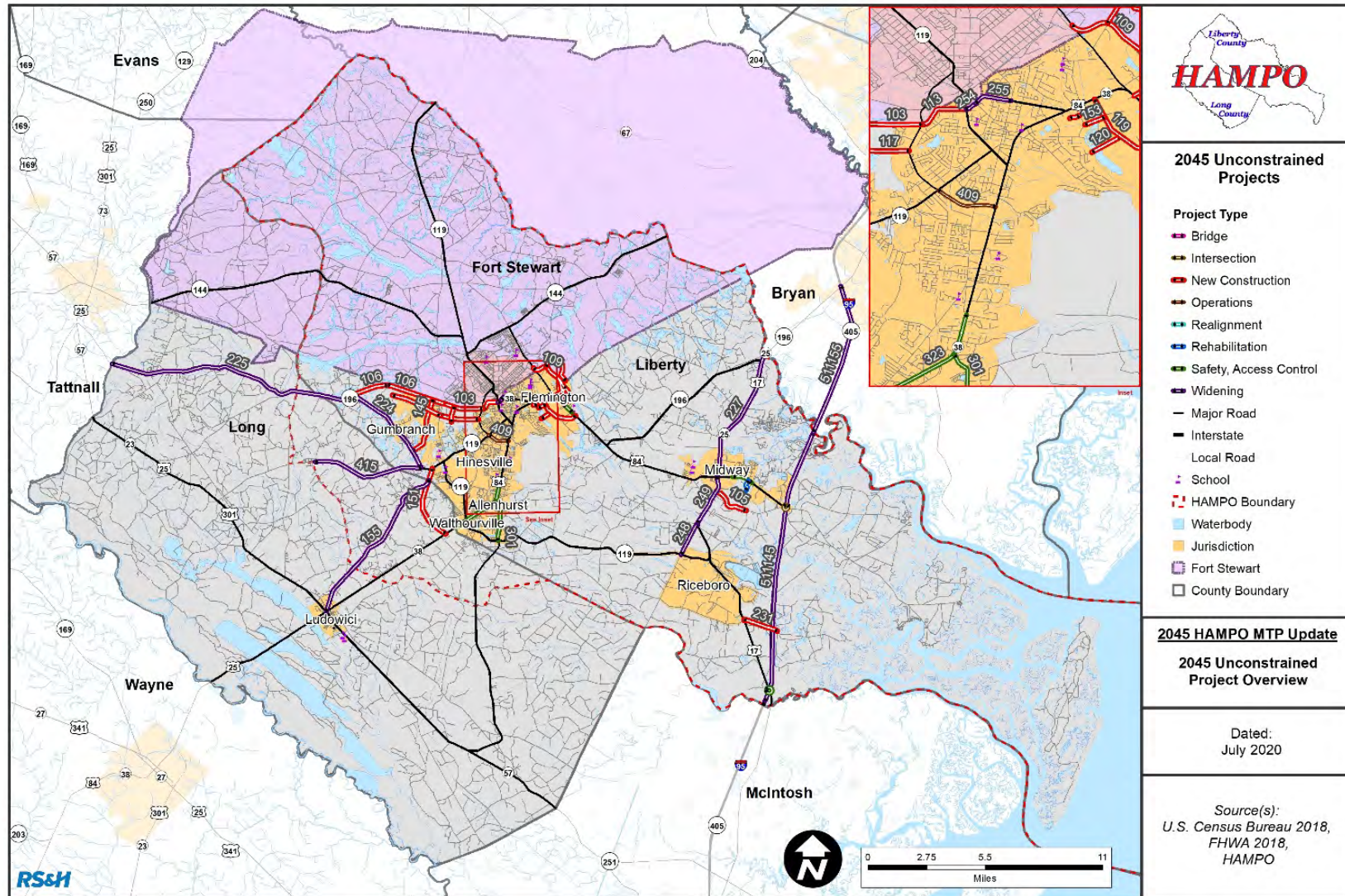




### C. *Unfunded Projects*

Typically, transportation needs are greater than the available financial resources, and this trend is applicable in the HAMPO region. It is critical that projects identified during the MTP process not included in the cost constrained list be maintained in an illustrative element of the plan. This unfunded project list is maintained in priority ranking order as determined through the prioritization and project assessment process. Maintaining this list provides the ability to move projects into the financially feasible list should funding become available. The maintenance of this unfunded list is also an important element in the identification of projects for future plan updates. The unfunded projects are shown in Figure 73 and Table 43.

Figure 74: Unfunded Projects



**Table 43: Unfunded Project List**

		UNFUNDED (Long Range)		
2045 ID	Project Name	PE	ROW	CST
227	Coastal Hwy/US 17 Widening	\$ 7,992,631	\$ 7,992,631	\$ 79,926,311
224	SR 196 W (from Rye Patch Rd) Widening	\$ 205,272	\$ 5,541,254	\$ 36,941,690
225	SR 196 W (to US 301) Widening	\$ 8,938,977	\$ 13,408,465	\$ 89,389,769
255	SR 38C/General Stewart Way	\$ 681,860	\$ 1,363,720	\$ 6,818,602
409	Veterans Pkwy Adaptive Signal Upgrades	\$ 95,015	\$ -	\$ 950,146
231	Hampton Island Road	\$ 1,229,031	\$ 1,092,668	\$ 12,290,305
415	Rye Patch Road Widening	\$ 4,560,702	\$ 9,121,405	\$ 45,607,025
511145	I-95 Widening (8 lanes)	\$ 35,536,426	\$ 190,029	\$ 444,205,322
323	SR 38 /US 84 Safety and Access Management	\$ 428,438	\$ 205,901	\$ 4,284,377
301	Dunlevie Road Multimodal Safety Enhancements	\$ 145,154	\$ 1,459,477	\$ 1,814,419
316	SR 38 /US 84 Safety and Access Management	\$ 336,238	\$ 336,238	\$ 3,362,378
155	Elim Church Road Widening	\$ 6,187,353	\$ 12,374,706	\$ 61,873,530
151	Hinesville Bypass III	\$ 1,543,513	\$ 3,087,025	\$ 15,435,127
310	SR 38 /US 84 Safety and Access Management	\$ 300,246	\$ 3,002,462	\$ 3,002,462
249	Coastal Hwy/US 17 Widening	\$ 1,854,686	\$ 1,854,686	\$ 18,546,857
355	I-95 Intersection/ Road Improvements	\$ 142,947	\$ 47,507	\$ 1,429,474
109	Flemington Loop Bypass	\$ 2,486,024	\$ 1,270,367	\$ 24,860,236
248	Barrington Ferry Rd Widening	\$ 2,413,372	\$ 1,206,686	\$ 24,133,717
254	SR 38C/General Stewart Way	\$ 382,061	\$ 764,121	\$ 3,820,607
407	Industrial Road Upgrade	\$ 135,956	\$ -	\$ 1,359,562
354	I-95 Intersection/ Road Improvements	\$ 95,015	\$ 47,507	\$ 950,146
511155	I-95 Widening (8 lanes) .8 miles included in HAMPO MPA	\$ 31,324,435	\$ 190,029	\$ 391,555,442
113	Central Connector/ General Stewart ext.	\$ 1,940,282	\$ 3,880,563	\$ 19,402,817
145	Independence Rd (N-S)	\$ 3,945,520	\$ 1,895,361	\$ 49,319,001
103	Central Connector/ General Stewart ext. 2	\$ 2,448,336	\$ 4,896,671	\$ 24,483,356
117	15th St/Frank Cochran Connector	\$ 1,324,653	\$ 2,649,305	\$ 13,246,527
106	Central Connector (W)	\$ 2,971,602	\$ 5,943,203	\$ 29,716,017
105	Cay Creek Extension	\$ 1,605,295	\$ 617,595	\$ 16,052,960
119	Flemington Connector / Peacock Creek Rd	\$ 1,052,681	\$ 2,105,362	\$ 10,526,809
153	Developer Road	\$ 237,537	\$ 1,021,703	\$ 5,108,517
120	Sandy Run Drive Extension	\$ 479,965	\$ 959,929	\$ 4,799,647
147	Live Oak Church Rd	\$ 277,477	\$ 475,539	\$ 4,721,870
414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	\$ 651,608	\$ 1,303,215	\$ 6,516,077
146	Independence Spine Rd (E-W)	\$ 1,044,884	\$ 2,089,768	\$ 10,448,840
129	WAAF Access Road	\$ 48,533	\$ -	\$ 485,331
154b	Sandy Run/Patriots Trail Connector Phase II	\$ 48,533	\$ -	\$ 485,331
- Project cost estimates are inflated at 2.5% annually - Note that projects are prioritized by band, the numerical order of the projects will not dictate the order in which projects will be funded and/or constructed.		\$ 125,092,254	\$ 103,583,021	\$ 1,533,770,000
		Cost		\$ 1,762,445,275

### *D. Future Transit Initiatives*

The most recent Transportation Development Plan (TDP) adopted in May 2018 provided recommendations grouped into three service scenarios. Those scenarios are summarized as:

- Scenario 1: Cost Neutral Improvements
- Scenario 2: Moderate Service Improvements
  - A: Fixed Route Solutions
  - B: Alternative Service Model Solutions
- Scenario 3: Premium Service Improvements

The Transit Steering Committee for the TDP adoption process reached a consensus that included a hybrid of Scenarios 1 & 2, with two implementation strategies: implementing cost neutral adjustments from Scenario 1 as soon as possible and applying for supplemental grant funding and preparing municipal budgets for incremental implementation of Scenario 2 improvements. The Hinesville City Council supported this recommendation and chose the hybrid 2B as the preferred alternative.

The preferred alternative includes all of Scenario 1 improvements which were used as the framework for the service recommendations of the TDP, and those recommendations are separated by short-term, mid-term, and long-improvements. The short-term recommendations include improvements that can be made in one-to two years, and those are listed below:

- **Route 6 Realignment**
  - Discontinue service on Fort Stewart, supporting concerns of access and security protocol. Service can be reinvestment into the core service areas.
- **Route 7 Realignment**
  - Reroute service to stop at the Liberty Regional Medical Center (LRMC). The Liberty Transit system was designed to use the LRMC as a major transfer hub for all routes.
- **Route 8 Scheduling Changes**
  - Relax schedule to achieve better on-time performance. The current schedules do not provide sufficient time to maintain scheduled time-points.
- **Route 8 Extension**
  - Extend service to Walmart Market on US 84 and Melanie Drive.
- **Route 8 Realignment**
  - Reroute service to access Department of Family and Child Services (DFCS) and Diversity Health's future location on Frasier Drive.
  - Reroute limited YMCA loop service to serve new Walmart Community Market located on US 84 at General Stewart.

The mid-term recommendations include improvements that are identified to occur within the next two to five years, and those are listed below:

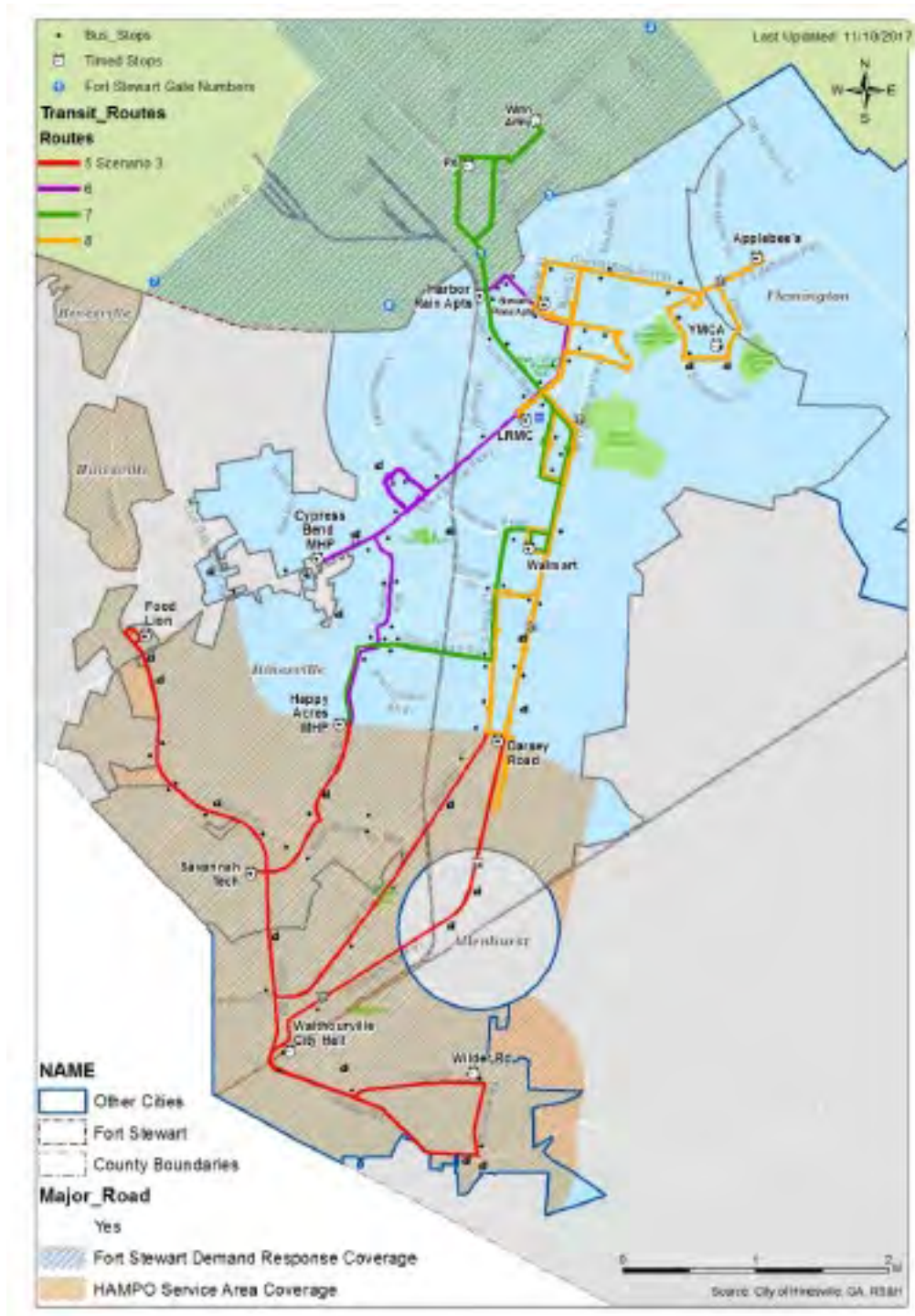




- **Route 6 Improved Service**
  - Close mid-day service gap, eliminating confusing and limited service.
- **Route 8 Improved Service**
  - Convert YMCA loop service from limited service to standard service. This loop provides trips to low-income and minority communities, and connects directly to jobs, services, medical, and grocery destinations.
  - Add a bus to improve frequencies from two hours, to hourly service.
  - Serve limited services areas in Walthourville and West-Hinesville with demand response service in lieu of fixed-route. This is done by using the paratransit service structure to provide trips to destinations anywhere in the designated serviced demand response service area. Additional service delivery options could include brokered services to private providers, such as Uber/Lyft, and Coastal Regional Coaches.
  - Maintain Route 7 fixed route service on Fort Stewart until access agreement modifications are needed.

The map in Figure 74 shows the preferred alternative (Scenario 2B) service map, with the updated changes to Routes 6, 7, and 8.

Figure 75: Liberty Transit Proposed Service Map



The preferred alternative also recommended policy and system support investments to enhance the transit agencies efficiency and effectiveness. These recommendations include:

- Enhances Marketing and Outreach Activities and Investments

- Enhance On-line Accessibility
- Community and Peer Agency Coordination
- Enhance Monitoring and Reporting Activities to Include Performance Targets
- Improved Municipal Management Protocol
- Rolling Stock and Capital Equipment
- Technology Investments
- Technical Support and Studies

The following tables show the operating projections and the capital projections for Liberty Transit.

**Table 44: Transit Operating Funding Projections**

Approved TIP Cost Schedule				TDP Projections		
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
<b>Total Cost</b>	\$ 473,626	\$ 485,467	\$ 497,603	\$ 510,043	\$ 525,345	\$ 541,105
<b>Federal Cost</b>	\$ 236,813	\$ 242,733	\$ 248,802	\$ 255,022	\$ 262,672	\$ 270,553
<b>State Cost</b>						
<b>Local Cost</b>	\$ 236,813	\$ 242,733	\$ 248,802	\$ 255,022	\$ 262,672	\$ 270,553

Federal funding source for each fiscal year is Title 49 USC 5307

**Table 45: Transit Capital Funding Projections**

Approved TIP Cost Schedule				TDP Projections		
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
<b>Total Cost</b>	\$ 607,439	\$ 622,625	\$ 638,190	\$ 654,145	\$ 673,769	\$ 693,983
<b>Federal Cost</b>	\$ 85,951	\$ 498,100	\$ 510,552	\$ 523,316	\$ 539,016	\$ 555,186
<b>State Cost</b>	\$ 60,744	\$ 62,262	\$ 63,819	\$ 65,415	\$ 67,377	\$ 69,398
<b>Local Cost</b>	\$ 48,595	\$ 49,810	\$ 51,055	\$ 52,332	\$ 53,902	\$ 55,519

The funding projections were extrapolated to the year 2045 to demonstrate the anticipated transit operating and capital funding through the plan horizon.

**Table 46: Transit 2045 Funding Projections**

<b>HAMPO 2020 - 2045 Transit Funding Projections *</b>			
<b>Fiscal Year</b>	<b>Operating Funding Estimates</b>	<b>Capital Funding Estimates</b>	
<b>2020</b>	\$ 497,603	\$ 638,190	TIP Authorized
<b>2021</b>	\$ 510,043	\$ 654,145	
<b>2022</b>	\$ 528,048	\$ 673,769	
<b>2023</b>	\$ 538,608	\$ 687,244	
<b>2024</b>	\$ 549,381	\$ 700,989	
<b>2025</b>	\$ 560,368	\$ 715,009	
<b>2026</b>	\$ 571,576	\$ 729,309	
<b>2027</b>	\$ 583,007	\$ 743,895	
<b>2028</b>	\$ 594,667	\$ 758,773	
<b>2029</b>	\$ 606,561	\$ 773,949	
<b>2030</b>	\$ 618,692	\$ 789,428	
<b>2031</b>	\$ 631,066	\$ 805,216	
<b>2032</b>	\$ 643,687	\$ 821,321	
<b>2033</b>	\$ 656,561	\$ 837,747	
<b>2034</b>	\$ 669,692	\$ 854,502	
<b>2035</b>	\$ 683,086	\$ 871,592	
<b>2036</b>	\$ 696,747	\$ 889,024	
<b>2037</b>	\$ 710,682	\$ 906,804	
<b>2038</b>	\$ 724,896	\$ 924,940	
<b>2039</b>	\$ 739,394	\$ 943,439	
<b>2040</b>	\$ 754,182	\$ 962,308	
<b>2041</b>	\$ 769,266	\$ 981,554	
<b>2042</b>	\$ 784,651	\$ 1,001,185	
<b>2043</b>	\$ 800,344	\$ 1,021,209	
<b>2044</b>	\$ 816,351	\$ 1,041,633	
<b>2045</b>	\$ 832,678	\$ 1,062,466	
<b>Total</b>	<b>\$ 17,071,835</b>	<b>\$ 1,789,643</b>	
<b>*Projections based on average historic funding and 2% inflation per year</b>			

## VIII. ENVIRONMENTAL IMPACTS

In order to understand the potential impacts of the identified MTP projects to the community and the environment, the 2045 cost constrained project map was overlaid with natural, cultural,





and historic resources. The projects were assessed by their proximity to Title IV and Environmental Justice populations, wetlands, sea level rise, existing greenspace and parks, historical landmarks, and sites in the HAMPO planning area. The HAMPO region's location in coastal Georgia and the prevalence of creeks, rivers, salt marsh and coastlines make the region vulnerable to negative environmental impacts associated with transportation improvements. With this nature of these sensitive resources, many of the areas are under the regulatory jurisdiction of environmental agencies, including the Georgia Department of Natural Resources (DNR). Lands under the jurisdiction of DNR were identified and evaluated to ensure proposed projects are environmentally feasible.

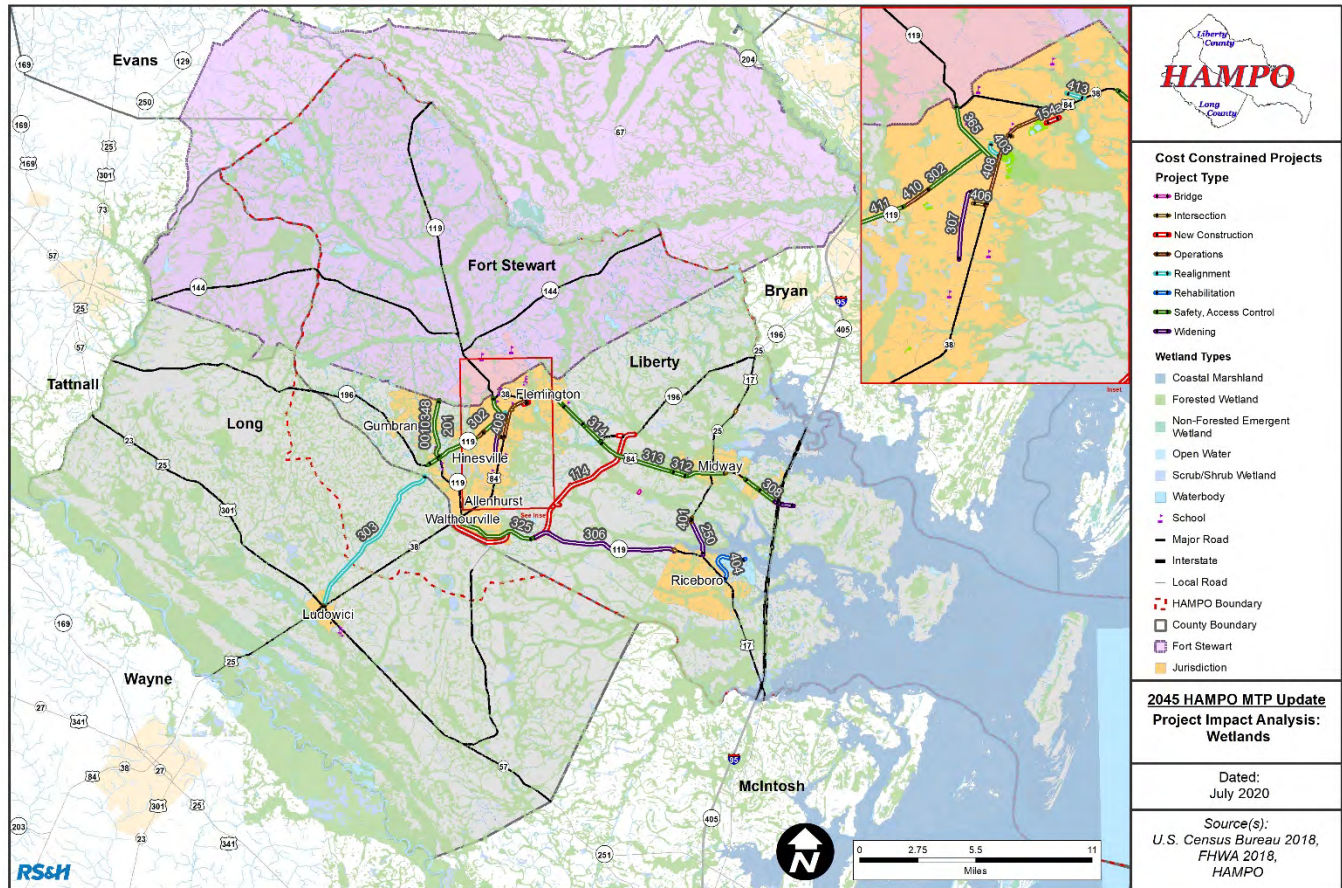
### *A. Natural Resources*

#### **1. Wetlands**

The wetlands found in the Coastal Georgia area, including Liberty County, provide many environmental benefits, as well as contribution to the natural beauty of the area. However, these wetlands are also prone to flooding. The largest concentration of wetlands is east of I-95, while some portions of Midway and Riceboro also contain flood prone areas. These low-lying regions often flood and for corridors within these areas, access can be limited or even impossible to navigate during flooding events. Figure 75 shows wetlands and DNR managed lands in the HAMPO planning region.



Figure 76: Impacts Analysis - Wetlands

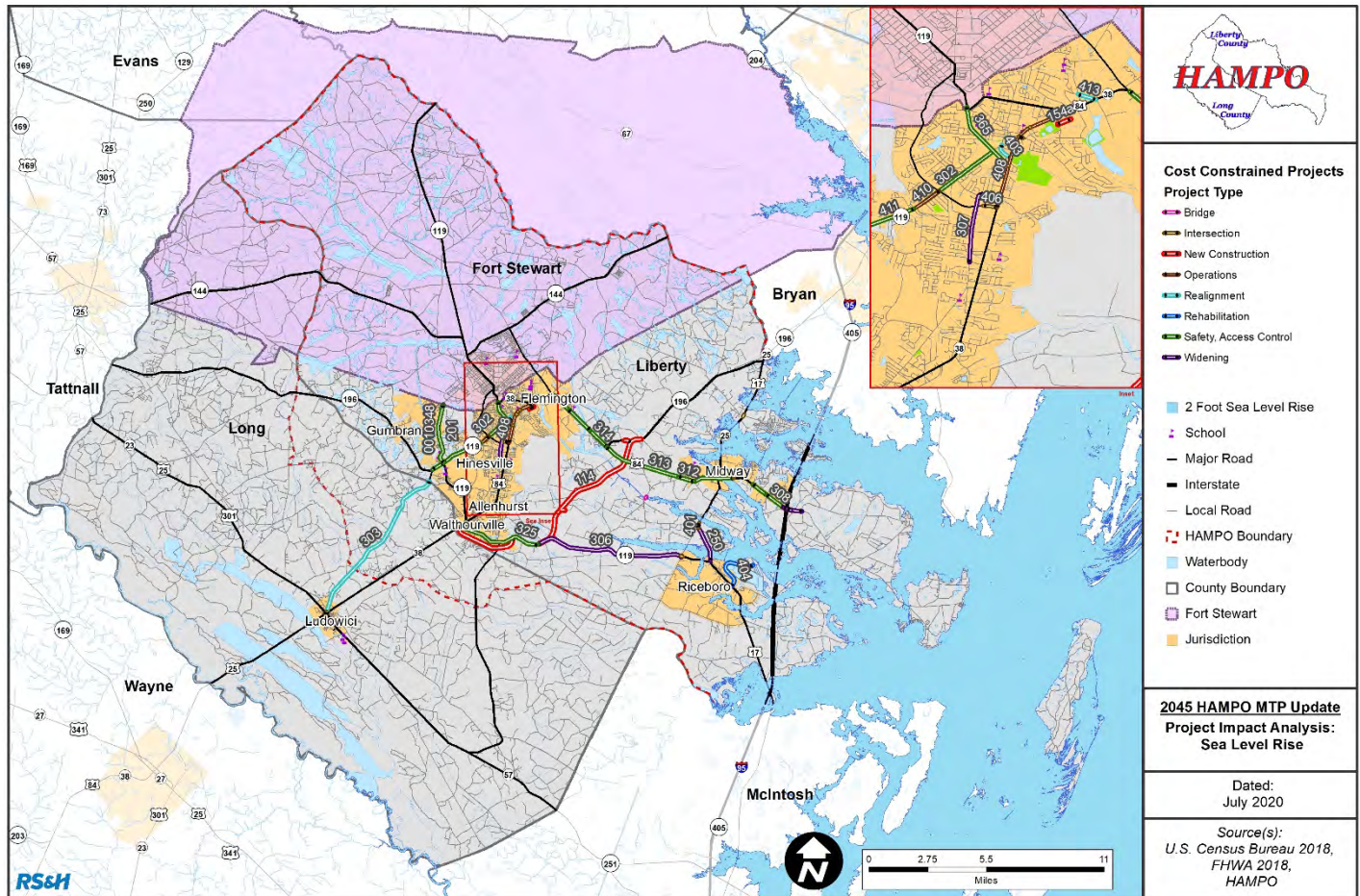


## 2. Sea Level Rise

The National Oceanic and Atmospheric Administration developed sea level rise scenarios that predict in 2045, Coastal Georgia will have an average of two feet of sea level rise. Projects that are located in areas expected to be impacted by sea level rise were scored based on their ability to mitigate the effects of sea level rise. For instance, roadway projects identified for a flood prone area subject to sea level rise will be considered for raising the roadway elevation to ensure ongoing access to the region. Figure 76 shows a two-foot level increase of sea level in the HAMPO region. Although sea level rise is focused on both sides of I-95, the majority of the impacts are located on the eastern side.



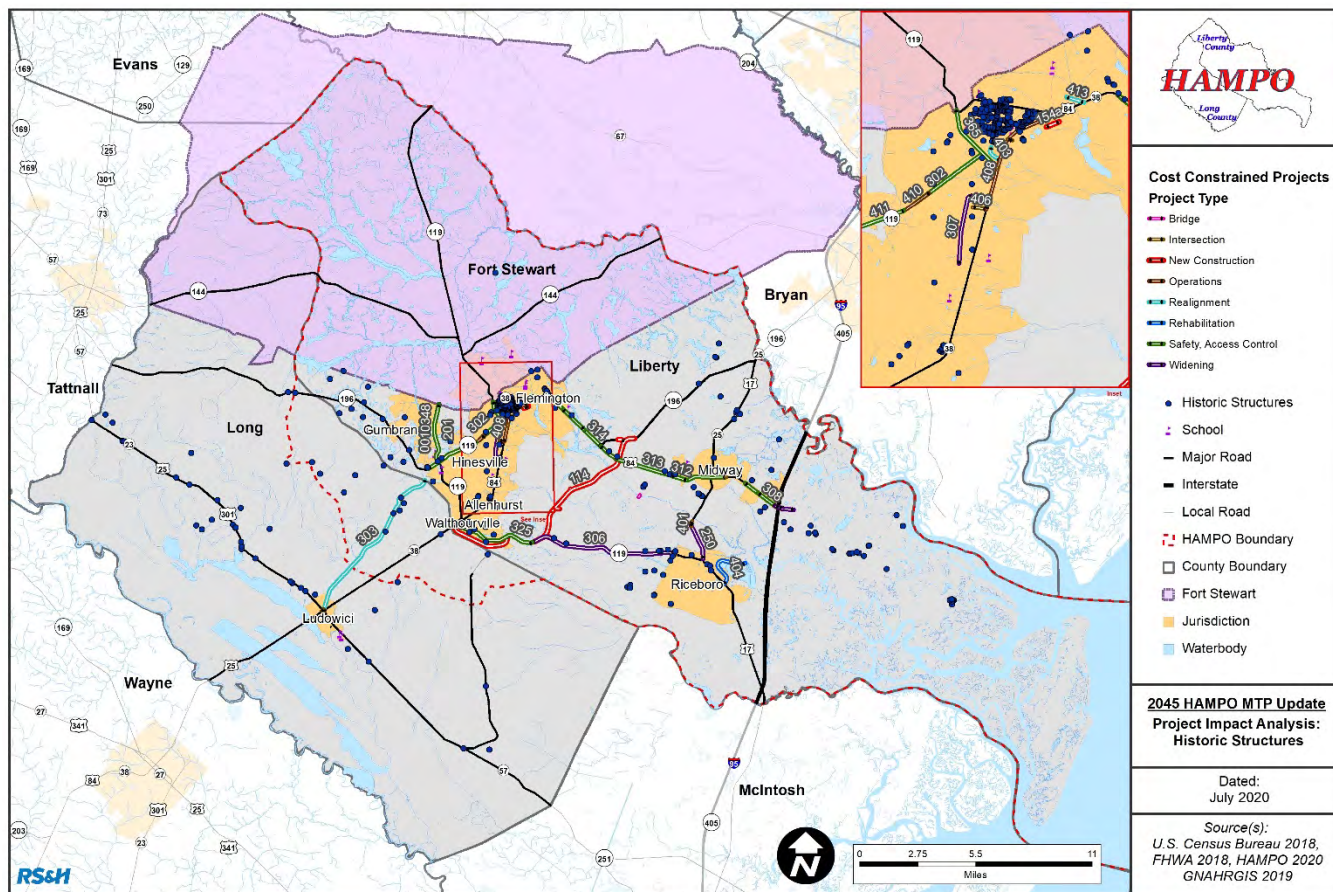
Figure 77: Impacts Analysis - Sea Level Rise



### 3. Historic Sites

Historical landmarks and sites were reviewed during this MTP update process. Potential impacts from the projects were evaluated to ensure no adverse impacts to those landmarks and sites in the HAMPO region. Historic landmarks in the HAMPO region are displayed in Figure 77.

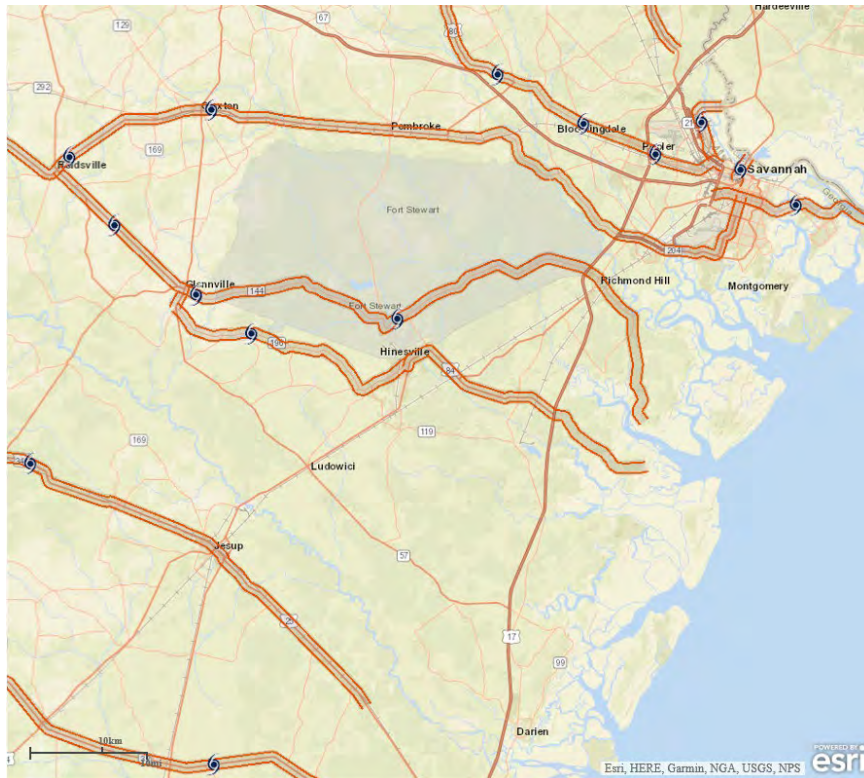
Figure 78: Impacts Assessment - Historic Resources



#### 4. Hurricane Evacuation Routes

Safe and dedicated access to hurricane evacuation routes is vital to the HAMPO region. For thousands of citizens who choose to evacuate during hurricane events, evacuation routes need to be secure, dependable, and able to handle large volumes travelers. Proposed projects along the evacuation routes improve the efficiency of evacuation scenarios, however, it is critical that construction staging be strategically planned to avoid closures due to weather events. The main hurricane evacuation routes in Liberty and Long Counties are on US 84, GA 144, and GA 196. A map of those evacuation routes is found in the figure below.





## 5. Air Quality

The Environmental Protection Agency (EPA) has not included Liberty or Long County as nonattainment areas, which are geographic areas that do not meet the primary standard for criteria air pollutants.

### *B. Title VI and Environmental Justice*

It is critical to understand how the projects incorporated into the cost constrained project list impact Environmental Justice (EJ) communities, as well as the community and environmental resources within the planning area. The first step in the impact analysis was to overlay the projects with the identified EJ communities and determine if the projects ensured better accessibility and mobility. These communities include minority populations, elderly population concentrations, those living in poverty and those without access to a vehicle. Each of the projects was reviewed to ensure enhanced connectivity, accessibility, and mobility for these populations.

Figure 78 through Figure 82 show concentrations of EJ communities and environmental and community resources overlaid with the projects in the cost constrained list. Projects adjacent to, or within, these communities include new and/or enhanced multimodal projects, as well as a focus on improved safety. Projects include access management, operational improvements, safety enhancements, as well as the incorporation of new or improved bicycle and pedestrian

facilities. Each of the projects highlights the commitment of the HAMPO in the provision of a safe, accessible, connected transportation system and the protection and preservation of the sensitive environmental and community resources.

Figure 79: Impacts Analysis - Hispanic Populations

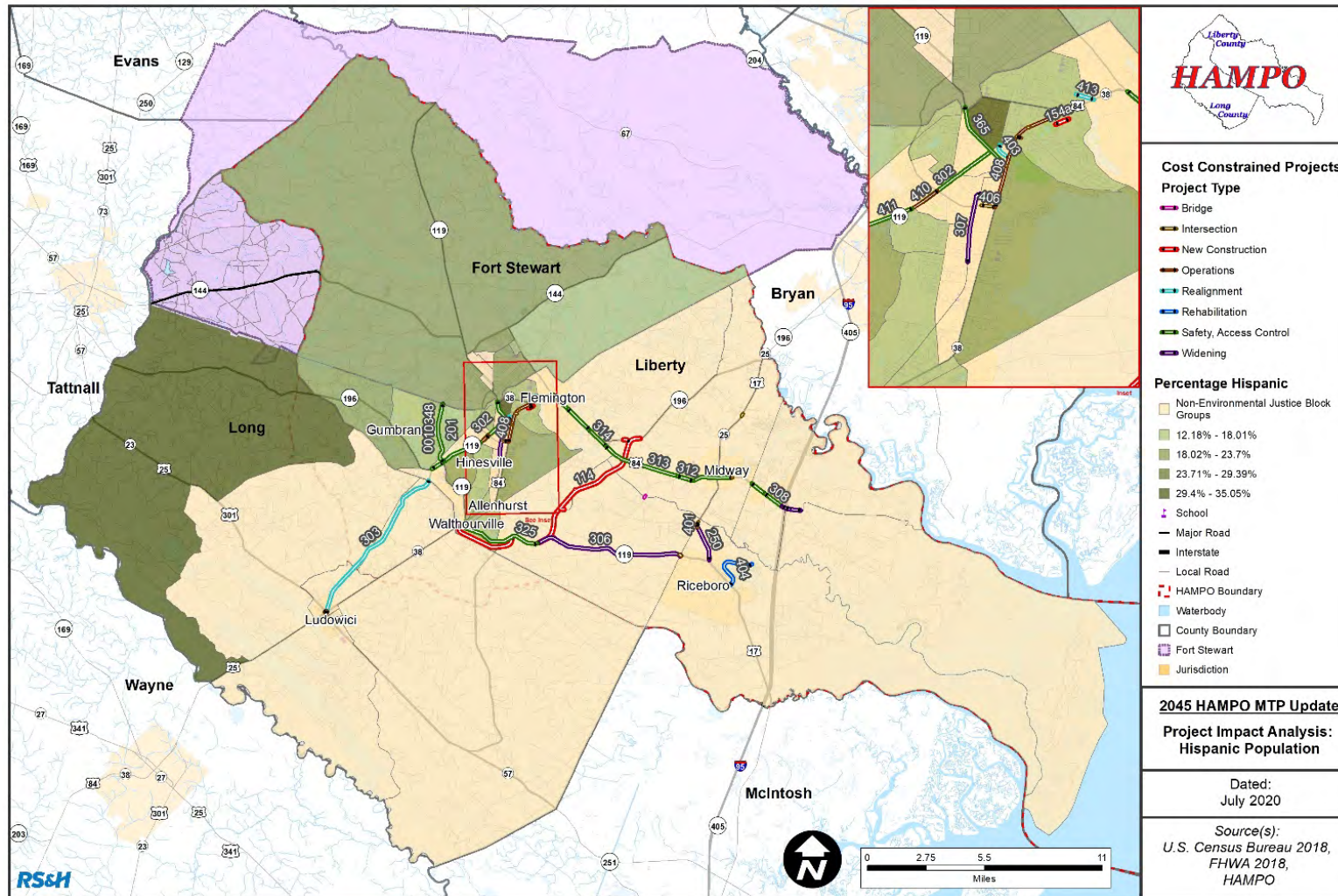




Figure 80: Impacts Analysis - Asian Populations

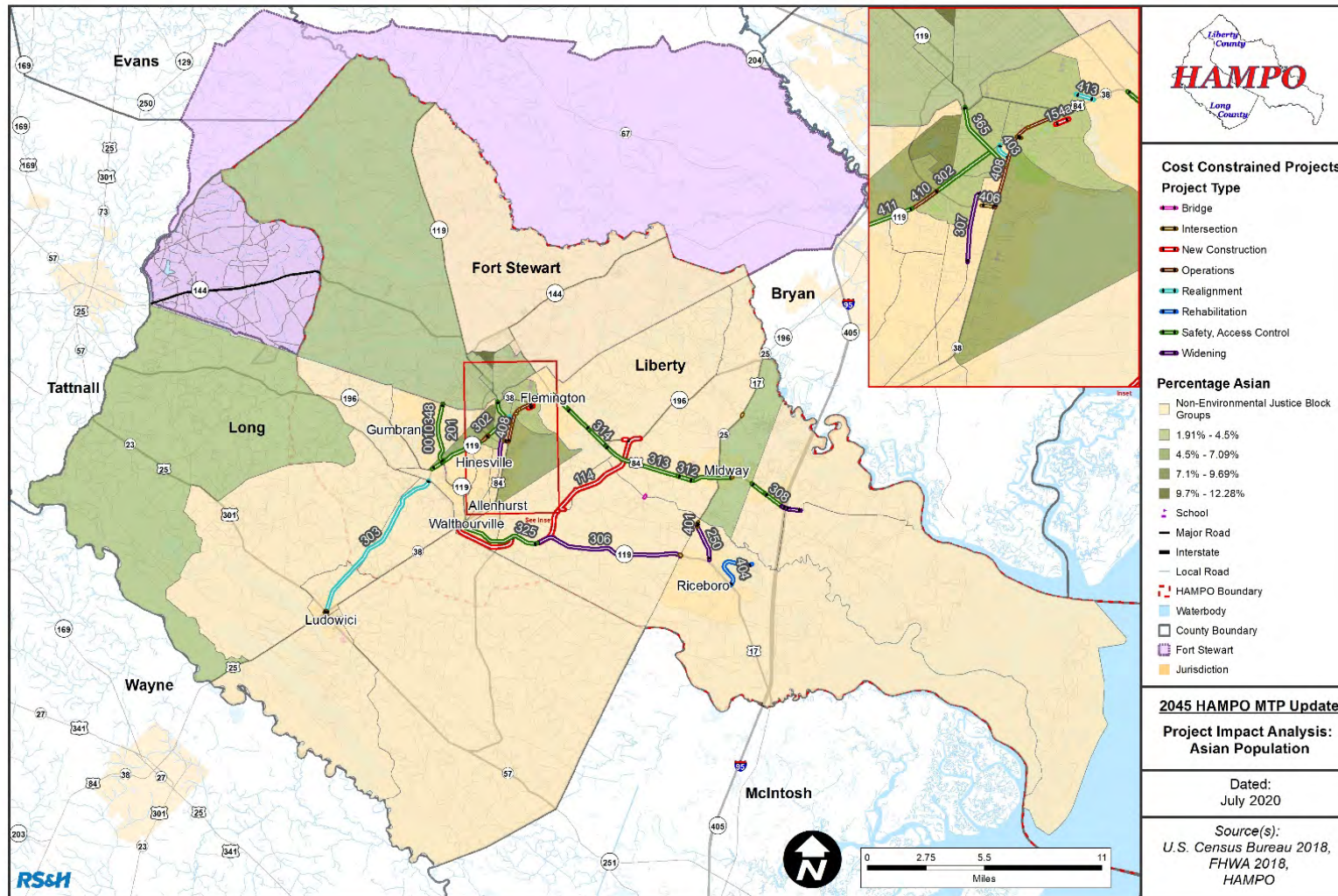




Figure 81: Impacts Analysis - Elderly Population (65+)

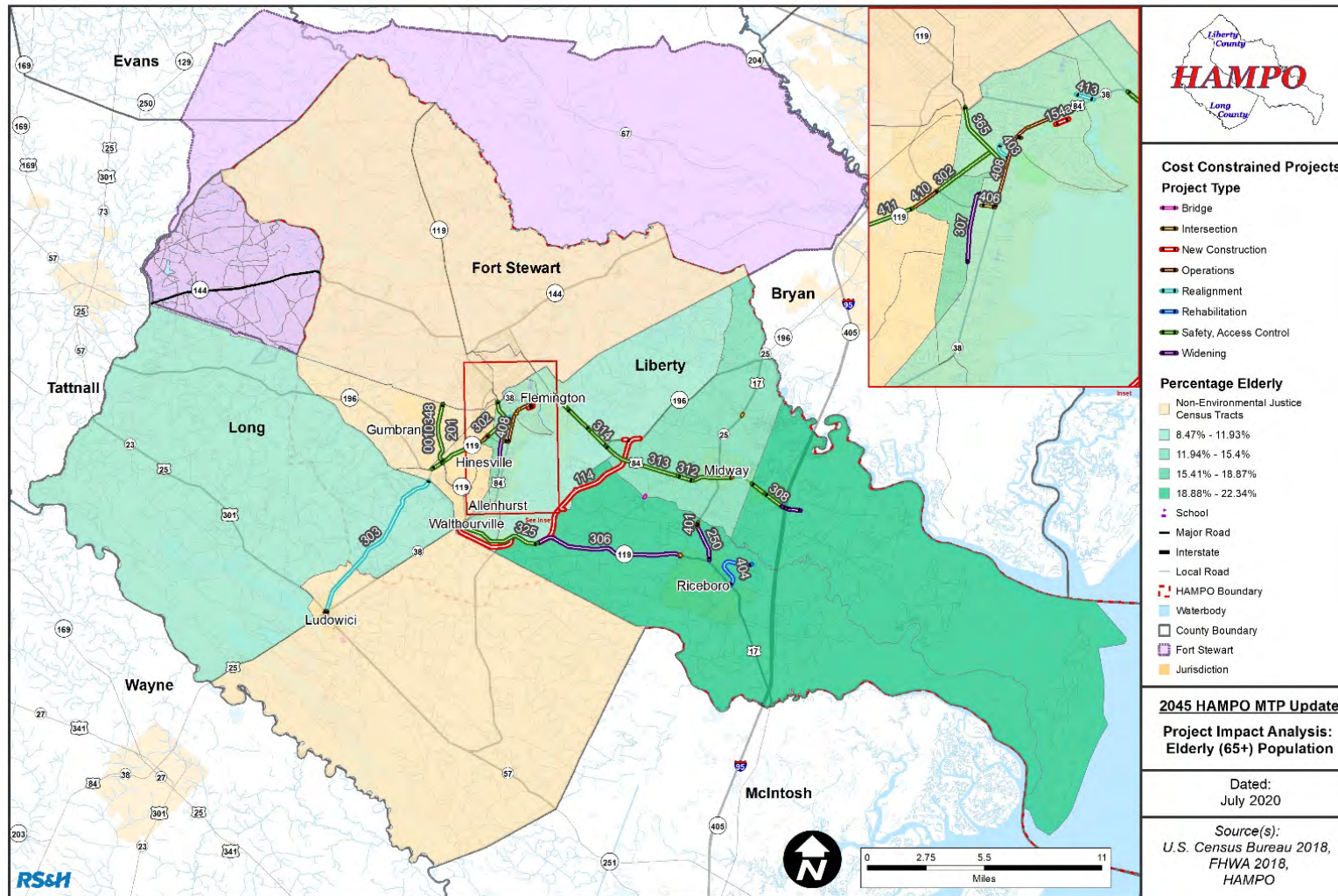


Figure 82: Impacts Assessment - African American Populations

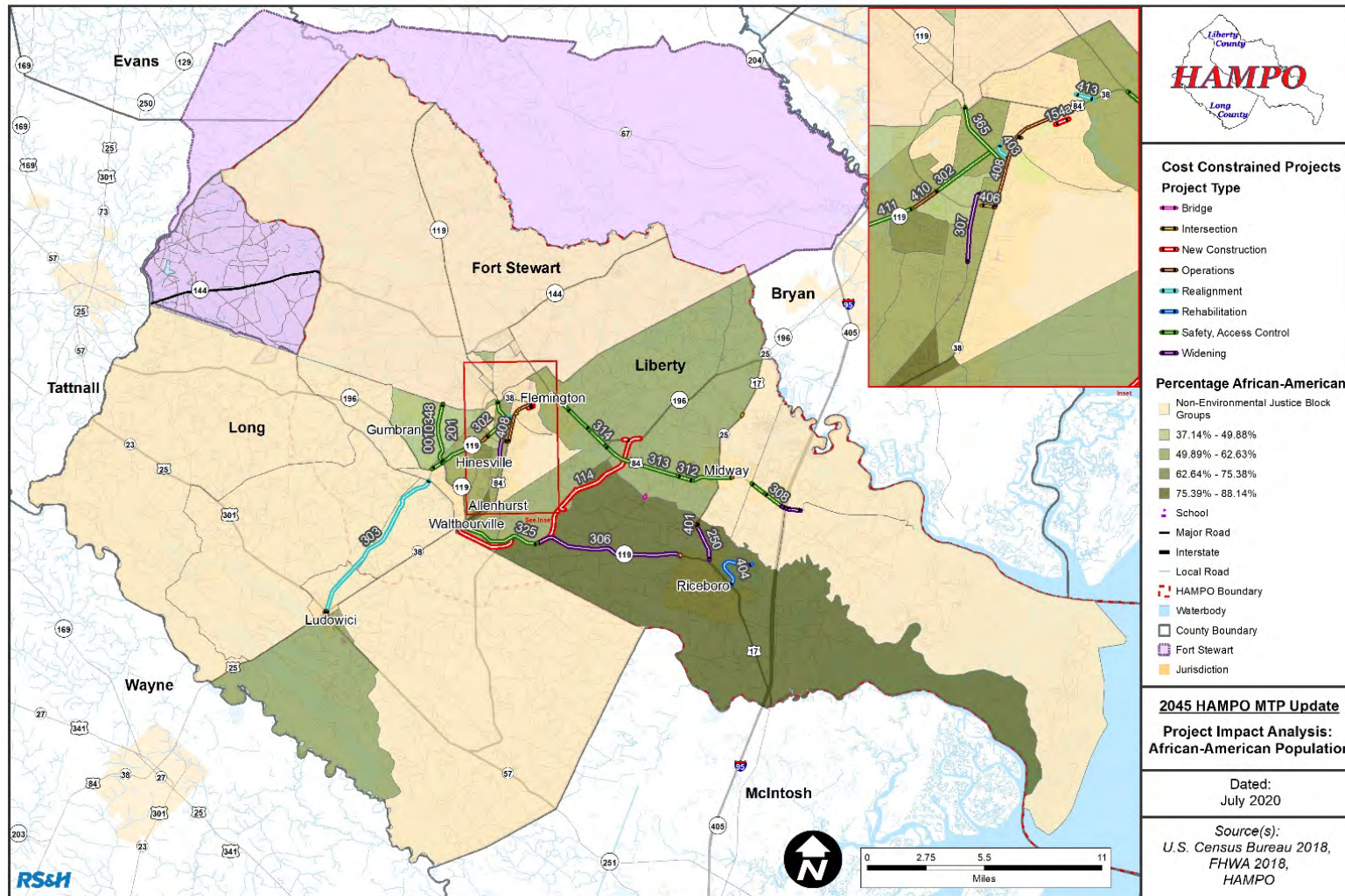
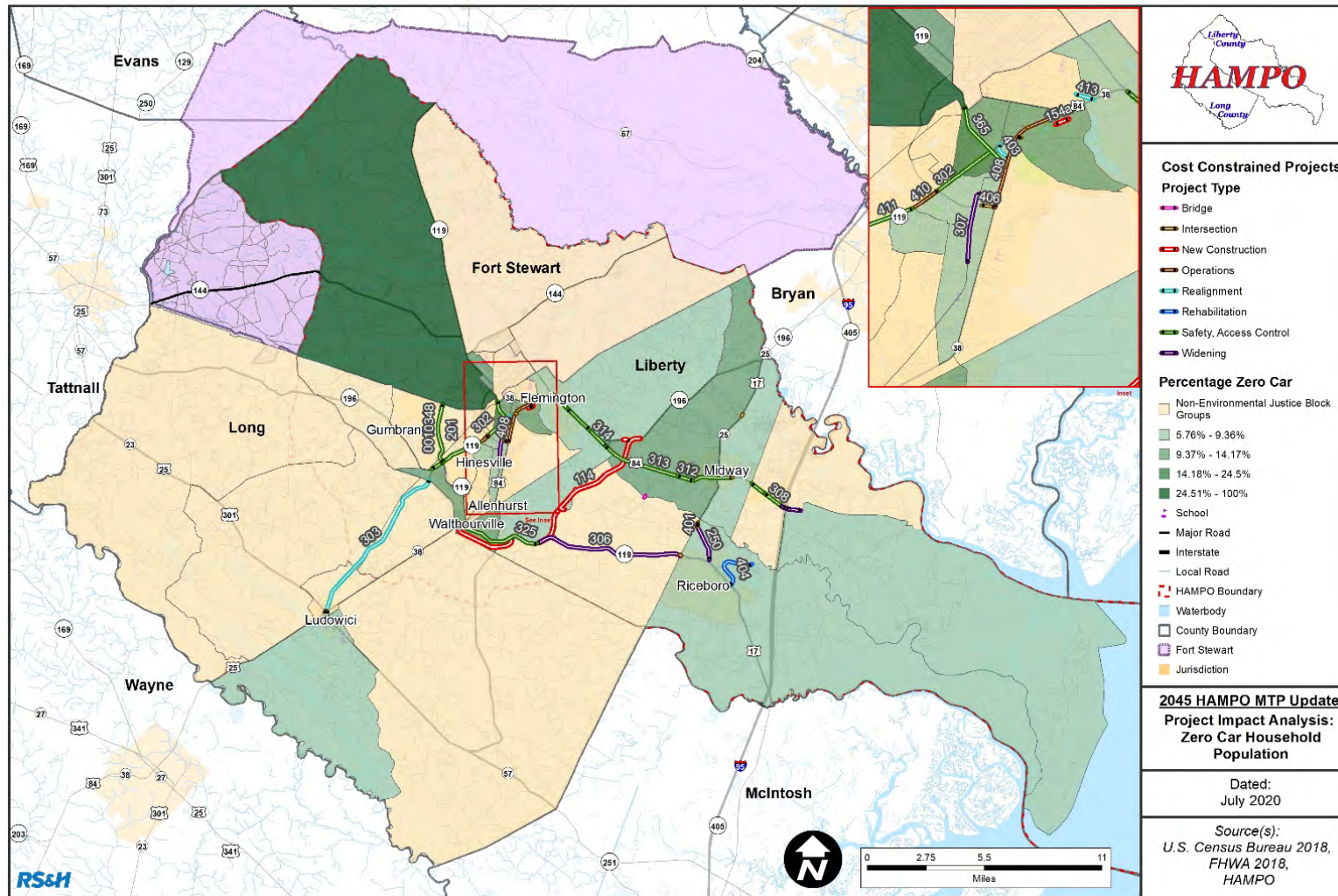




Figure 83: Impacts Analysis - Zero Car Households



## IX. Implementation and Monitoring

One of the key steps of the performance-based planning process is assessing and evaluating projects after their implementation. This assessment allows for projects to be reviewed for their effectiveness and determining if they have met their stated goals. Projects that are intended for safety improvements will be assessed to determine if crash rates, injuries, and fatalities have decreased.

Each project was also assessed to show how each project is anticipated to have a positive effect on the identified performance targets. Each of the projects were assessed to ensure that all contributed to the performance targets. The assessment is found in Table 47.

**Table 47: Performance Target Project Assessment**

2045 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
522570	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119		✓	✓
0016567	CR 171/Lewis Fraiser Rd @ Peacock Creek	✓	✓	
0017411	I-95 ITS	✓		✓
403	Ryon Avenue Realignment and Corridor Improvements	✓	✓	✓
410	E.G. Miles Adaptive Signal Upgrades	✓		✓
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	✓		✓
408	US 84 Adaptive Signal Upgrades	✓		✓
308	SR 38 /US 84 Safety and Access Management: TSPLOST Median Project	✓		✓
302	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	✓		✓



2045 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
201	15th Street Multimodal Safety Enhancements: TSPLOST	✓		
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	✓	✓	✓
311a	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	✓		✓
405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements TSPLOST	✓		✓
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowe: TSPLOST	✓		✓
312	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks	✓		✓
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	✓	✓	✓
404	Interstate Paper Road Rehabilitation TSPLOST	✓	✓	✓
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	✓	✓	✓
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ MLK Jr. Dr. Supporting Lump Sum Safety Funded Median Project	✓	✓	✓
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ East Memorial Dr. Supporting Lump Sum Safety Funded Median Project	✓	✓	✓

2045 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ General Screven Way Supporting Lump Sum Safety Funded Median Project	✓	✓	✓
315a	Phase I SR 38 /US 84 Safety and Access Management from Old Sunbury to Liberty High: TSPLOST Multimodal Safety Enhancements	✓		
365	SR 119/General Screven Access Improvements	✓		✓
325	SR 119/Talmadge Rd Multimodal Enhancements	✓		
304	Hwy 57 Intersection Upgrade	✓	✓	✓
413	Wallace Martin Realignment	✓		✓
154a	Sandy Run/Patriots Trail Connector Phase I	✓		✓
228	US 84 bridge at I-95 Widening	✓	✓	✓
226	Sunbury Rd/Islands Hwy Widening	✓	✓	✓
412	SR 196 / E.G. Miles Pkwy Access Management	✓		✓
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach	✓		✓
0010348	15th Street Widening	✓	✓	✓
314	SR 38 /US 84 Safety and Access Management from SR 196 to Brights Lake	✓		✓

2045 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
250	Coastal Hwy/US 17 Widening	✓	✓	✓
306	SR 119/EB Cooper Hwy Widening	✓	✓	✓
311b	SR 38 /US 84 Safety and Access Management from Butler Ave. to Lewis Frasier Rd.	✓		✓
317	SR 38 /US 84 Safety and Access Management from Spires Dr. to Old Hines	✓		✓
315b	Phase II SR 38 /US 84 Safety and Access Management from Brights Lake to John Martin: Multimodal enhancements completed in Phase I.	✓		✓
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	✓		✓
303	Elim Church Road Upgrade /Multimodal Improvements	✓	✓	
114	Hinesville Bypass Phase II (eastern segment)		✓	✓

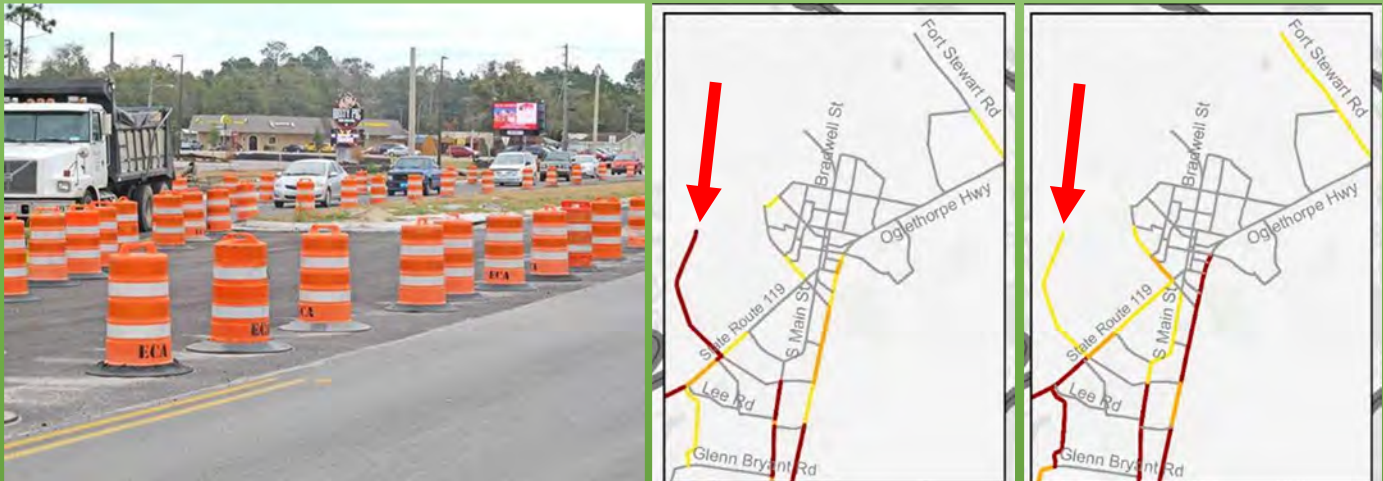
### A. HAMPO TIP Systems Performance Report

Publication of the System Performance Report for PM1, PM2, and PM3 and incorporation into the MTP and TIP. The System Performance Report for the performance measures, along with the Policy Committee resolutions, is found in the Appendix. An example highlighting a project from the performance base planning process is found in Figure 83. Performance Based Planning Project Spotlight



**Figure 84. Performance Based Planning Project Spotlight**

## PERFORMANCE BASED PLANNING SPOTLIGHT VETERANS PARKWAY WIDENING



The City of Hinesville partnered with Fort Stewart, Georgia Department of Transportation, and the Federal Highway Administration to fund the Veterans Parkway Widening Project. This project was completed in 2018 which provided an opportunity to assess the effectiveness of this project during this MTP update. The Base Year Travel Demand Model Network utilized roadway and travel data from 2015, prior to the widening project. This resulted in a TDM output recording this roadway as LOS F.

TDM Network #3 "Existing Plus Committed" scenario incorporates projects that have been completed between the base year scenario and current year. This network incorporated the widened roadway conditions on Veterans Parkway, resulting in a model output rating of LOS D for this roadway. The widening project was able to reduce the Volume to Capacity ratio from 1.6 to .7

This example of performance-based planning in the post construction phase of a project will serve as a template for future projects currently under construction in the HAMPO region.



## X. Appendices

1. HAMPO Committee 2020 Membership
2. Project Sheets
3. Performance Assessment and Prioritization Tool
4. System Performance Report and Resolutions
5. Public Involvement Documentation



## 1. HAMPO Committee 2020 Membership

## HAMPO Policy Committee (PC) 2020 Roster

<b>Name</b>	<b>Representing</b>
<b>VOTING MEMBERS</b>	
Allen Brown	Mayor, City of Hinesville
Larry Baker	Mayor, City of Walthourville
Richard Strickland	Mayor, Town of Gum Branch
Robert Parker	Chairman, Long County BOC
<b>Donald Lovette, Chair</b>	Chairman, Liberty County BOC
Gary Gilliard	Commissioner, Liberty County BOC
Phil Odom	Vice-Chairman, Planning Commission
Levern Clancy, Jr	Mayor, City of Midway
Lily Baker	Chair, Liberty County BOE
Melissa Ray	Proxy for Chairman, LCDA
<b>Paul Hawkins, Vice-Chair</b>	Mayor, Flemington
Thomas Hines	Mayor, Town of Allenhurst
Tom McQueen	GDOT Representative
Vicky Nelson	Councilmember, City of Hinesville
Joe Harris	Mayor, City of Riceboro
<b>EX-OFFICIO NON-VOTING MEMBERS:</b>	
Jeff Ricketson	Executive Director, LCPC
Joey Brown	Liberty County Administrator
Kenneth Howard	Hinesville City Manager
Cassidy Collins	Hinesville
Mark Wilkes	CORE MPO
Kyle Wemett	Fort Stewart
<b>PARTICIPATING</b>	
Byron Cowart	GDOT District 5
Ann-Marie Day	FHWA
Troy Pittman	FHWA
Rodney Barry	FHWA Division Administrator
Robert Buckley	Federal Transit Administration (FTA)

## HAMPO Technical Coordinating Committee (TCC) 2020 Roster

Name	Representing
<b>TCC Voting Members</b>	
Joey Brown, TCC Chair	County Administrator, Liberty County
Kenneth Howard, TCC Vice-Chair	City Manager, City of Hinesville
Kyle Wemett/David DeLoach	Fort Stewart
Byron Cowart	GDOT District 5
Dr. Clemontine Washington	City of Midway
Dr. Franklin D. Perry /Zheadric B.	Superintendent, Liberty County BOE
Chuck Scragg	Long County Administartor
Jeff Ricketson	Executive Director, LCPC
Mayor Austin	City of Riceboro
Mayor Hines	Town of Allenhurst
Mayor O'Neal	City of Gum Branch
Mayor Pray	City of Walthourville
Nedric D Green	GDOT Planning
Paul Hawkins / David Edwards	City of Flemington
Paul Simonton	City Engineer, City of Hinesville
Ben Morrow	ESG (Hinesville PW)
Ron Tolley	Executive Director, LCDA
Ryan Walker	GDOT Central Office – Transit
Trent Long	County Engineer, Liberty County
	<i>quorum = 50% (10)</i>
<b>TCC Non-Voting Members</b>	
Allen Burns	Director of Planning, CRC
Ann-Marie Day	Federal Highway Administration (FHWA)
Robert Buckley	Federal Transit Administration (FTA)
Theodis Jackson	General Manager, Liberty Transit
Don Masisak	Transportaion Director, Coastal Regional Commission
John Lyles	Operartion Manager, Liberty County Board of Education

## HAMPO Citizens Advisory Committee (CAC) 2020 Roster

<b>Name</b>	<b>Representing</b>
Ron Collins, CAC Chair	AASU
Joe Kelly, CAC Vice Chair	Liberty County
Cassidy Collins	Hinesville
Bob Dodd	Walthourville
Sylvester Moore	Hinesville
Dr. Modibo Kadalie	Riceboro
Tim Byler	Flemington
Phil Odom	Gum Branch
Troy Cook	Liberty County
Pearlie Axson	Riceboro
Ernest Brown	Liberty County
Malcolm X. Williams	Hinesville
Jimmy Shanken	Long County
Vacant	Hinesville
Vacant	Fort Stewart
Vacant	Allenhurst
Vacant	Savannah Technical College
Vacant	Walthourville





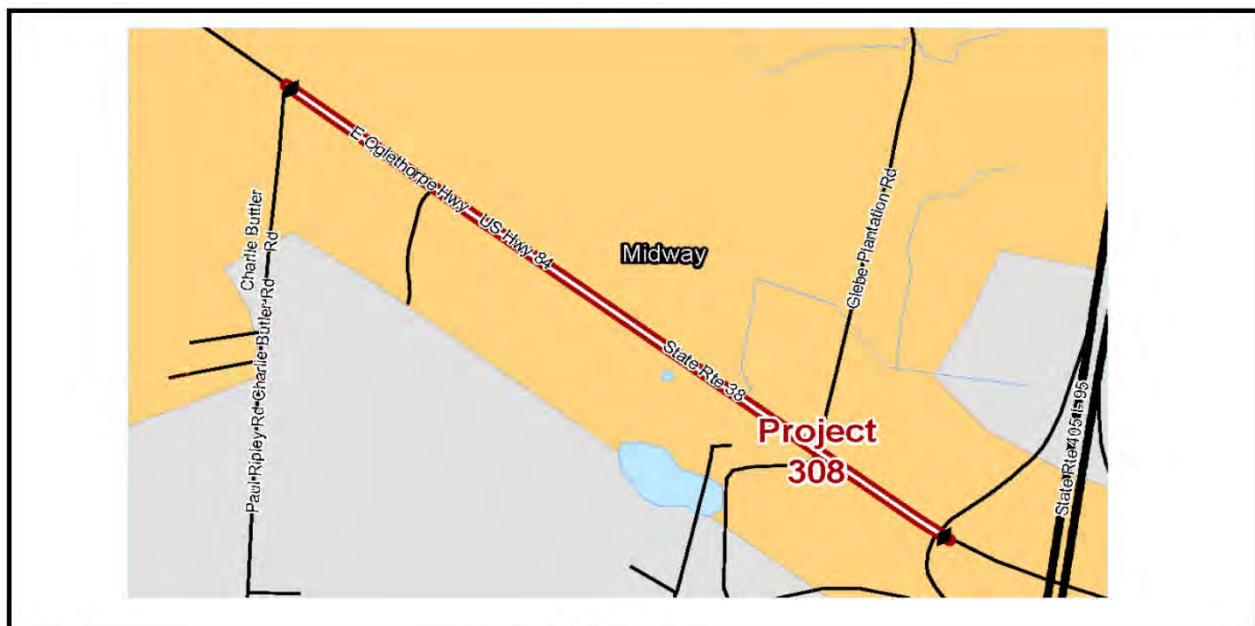
## 2. Project Sheets



## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		SR 38 /US 84 Safety and Access Management			HAMPO No: 308		GDOT No: 0		
PROJECT DESCRIPTION:		SR 38 /US 84 Safety and Access Management							
STRAHNET/GRIP:	YES			City:	Midway		County:	Liberty County	
Local Road Name:	-			GDOT District:	5		Cong. District:	1	
US/ST Road Name:	SR 38/US 84			Existing Volume (2015):	7320.0000		Design Volume (2045):	7320.0000	
Project Type:	Safety, Access Control			Regionally Significant:	YES		Capacity Adding:	YES	
Project Termini	From:	I-95			Project Length (Mi)	1.01		R. Commision:	Coastal
	To:	Charlie Butler Road			Exist Lanes: 2	4		Future Lanes:	4
Open to Traffic Date:	N/A			Multimodal:	NO				
Network Year:	N/A	MTP Band: 1	2019-2025						
Status	Phase	Local	State/Federal		Other		Total		
MTP Band:1	PE	\$0	\$140,962.57		\$0.00		\$140,962.57		
MTP Band:1	ROW	\$0	\$67,744.30		\$0.00		\$67,744.30		
MTP Band:1	UTL/CST	\$0	\$1,409,625.64		\$0.00		\$1,409,625.64		
	TOTAL	\$0	\$1,618,332.51		\$0.00		\$1,618,332.51		
Project Comments and Remarks:	TSPLOST Project covers intersection of 84 included in this project - Referendum Spring 2020								

## PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet

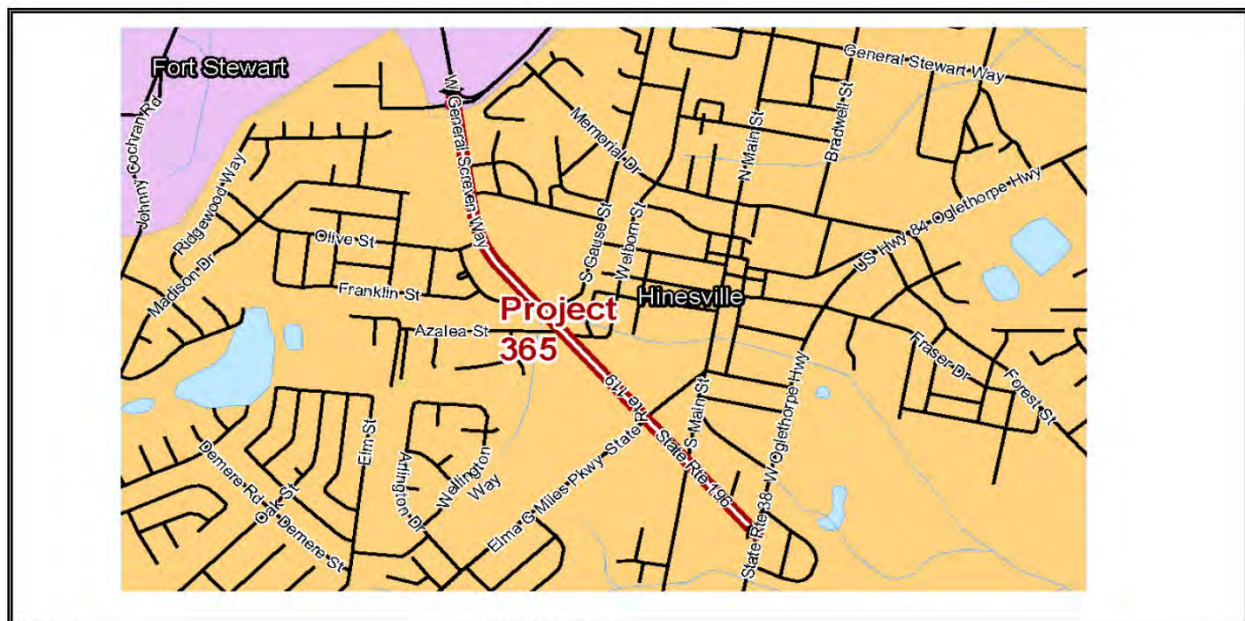




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 119/General Screven Access Improvements		<b>HAMPO No:</b>	365	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 119/General Screven Access Improvements					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	General Screven Way			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 119	<b>Existing Volume (2015):</b>	18175.0000		<b>Design Volume (2045):</b>	18175.0000	
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 84	<b>Project Length (Mi)</b>	1.35	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Fort Stewart Gate 1	<b>Exist Lanes: 2</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	(2019-2025) & (2026-2035)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :1	PE	\$0	\$338,561.91	\$0.00	\$338,561.91		
MTP Band :1	ROW	\$0	\$169,280.96	\$0.00	\$169,280.96		
MTP Band :2	UTL/CST	\$0	\$385,619.09	\$0.00	\$385,619.09		
	<b>TOTAL</b>	\$0	\$893,461.96	\$0.00	\$893,461.96		
<b>Project Comments and Remarks:</b>	TSPLOST Project covers a portion of this project - Referendum Spring 2020						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



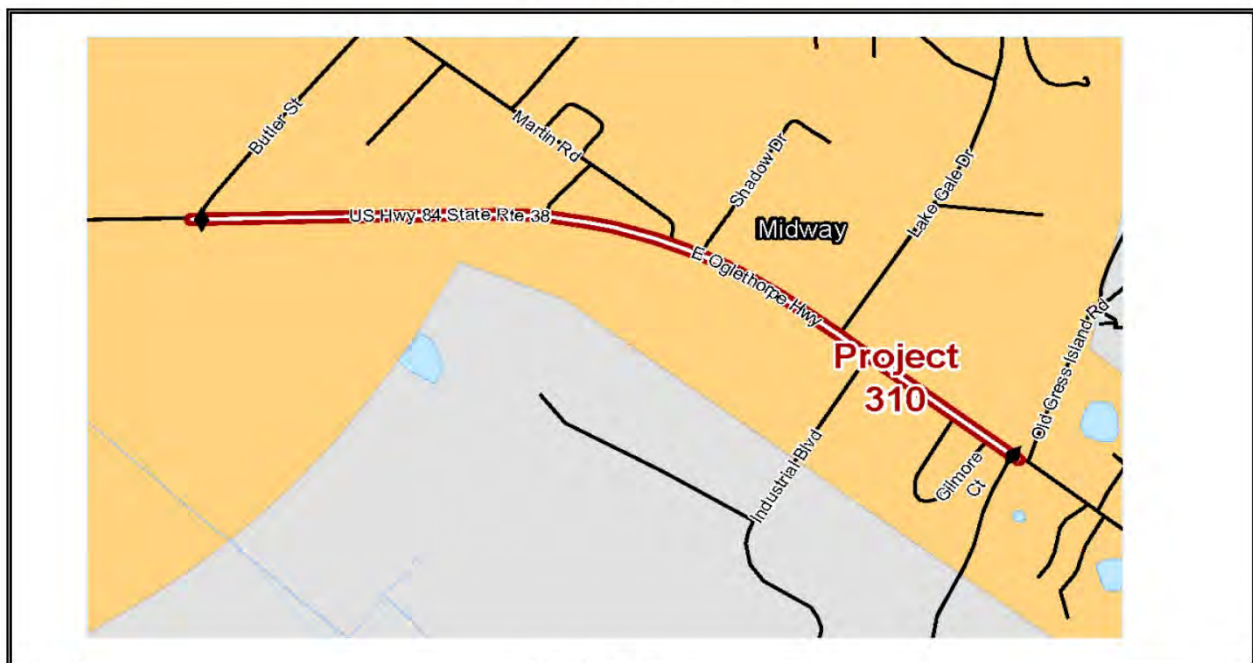




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b> 310		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		SR 38 /US 84 Safety and Access Management					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	SR 38/US 84	<b>Existing Volume (2015):</b>	10000	<b>Design Volume (2045):</b>	13478.4892		
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b> Peach Street	<b>Project Length (Mi)</b>	1.58	<b>R. Commision:</b>	Coastal		
	<b>To:</b> Butler Avenue	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4		
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>	NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :4	PE	\$0	\$165,998.75	\$0.00	\$165,998.75		
MTP Band :4	ROW	\$0	\$1,659,987.50	\$0.00	\$1,659,987.50		
MTP Band :4	UTL/CST	\$0	\$1,659,987.50	\$0.00	\$1,659,987.50		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$3,485,973.75</b>	<b>\$0.00</b>	<b>\$3,485,973.75</b>		
<b>Project Comments and Remarks:</b>	Midway Segment - TSPLOST project includes intersection upgrade at Butler Ave.						

### PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet

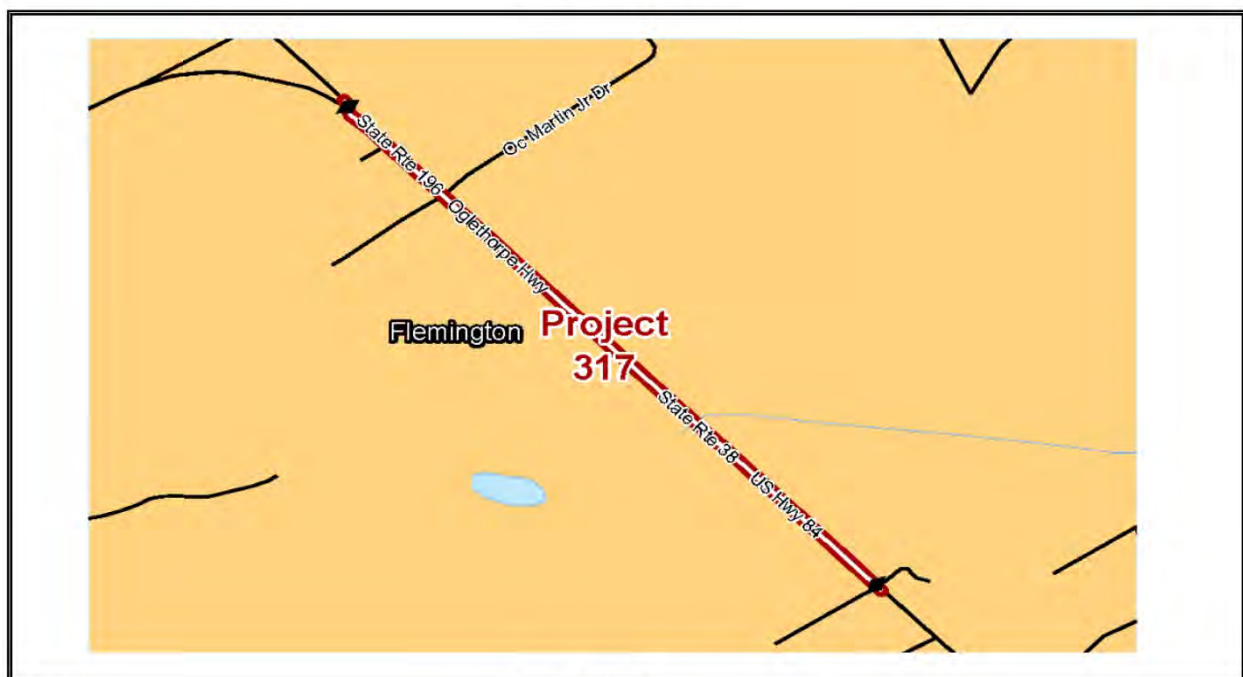




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b>	317	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 38 /US 84 Safety and Access Management					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Flemington	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	SR 38/US 84	<b>Existing Volume (2015):</b>	23400	<b>Design Volume (2045):</b>	31539.6646		
<b>Project Type:</b>	Safety, Access Control	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: Spires Drive To: Old Hines Road	<b>Project Length (Mi)</b>	0.75	<b>R. Commision:</b>	Coastal		
<b>Open to Traffic Date:</b>	N/A	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4		
<b>Network Year:</b>	N/A	<b>MTP Band: 3</b>	2036-2045	<b>Multimodal:</b>	NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 3	PE	\$0	\$161,372.74	\$0.00	\$161,372.74		
MTP Band: 3	ROW	\$0	\$80,672.24	\$0.00	\$80,672.24		
MTP Band: 3	UTL/CST	\$0	\$1,613,727.43	\$0.00	\$1,613,727.43		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,855,772.42</b>	<b>\$0.00</b>	<b>\$1,855,772.42</b>		
<b>Project Comments and Remarks:</b>		Safety/enhancement					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



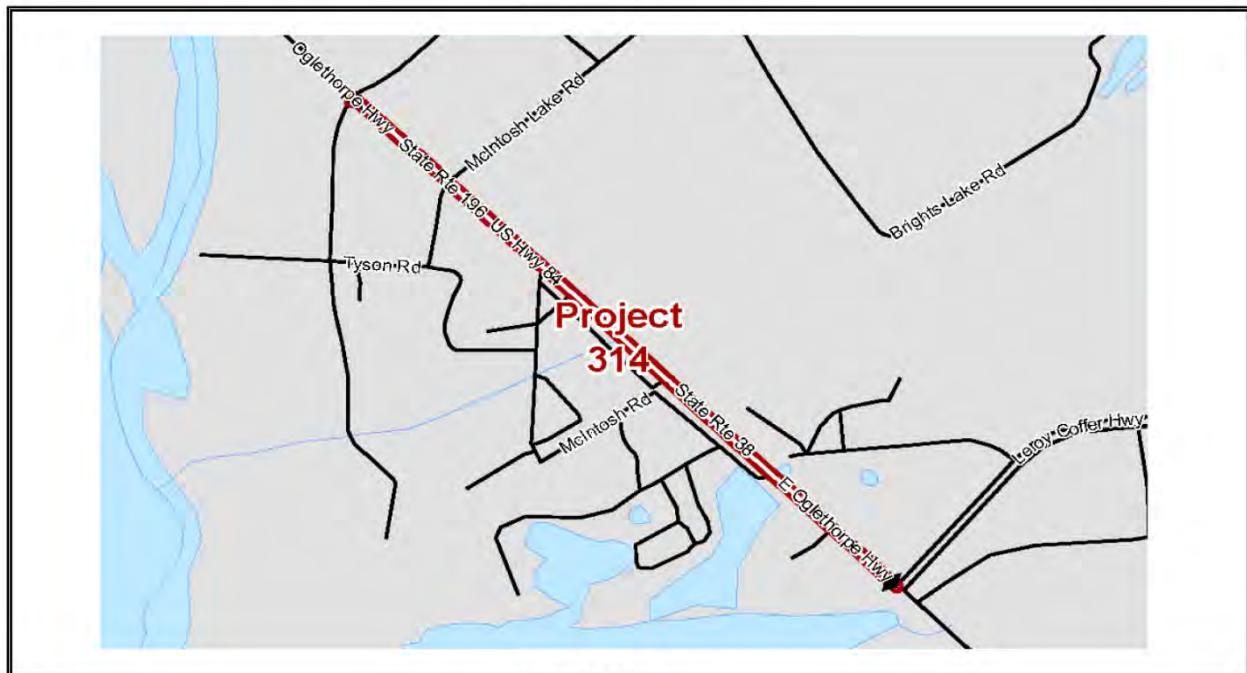




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b>	314	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 38 /US 84 Safety and Access Management					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	-		<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	-			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 38/US 84	<b>Existing Volume (2015):</b>	23400		<b>Design Volume (2045):</b>	31539.6646	
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	SR 196		<b>Project Length (Mi)</b>	1.14	<b>R. Commision:</b>	Coastal
	<b>To:</b>	Brights Lake Rd		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	3	<b>2036-2045</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 3	PE	\$0	\$175,293.59		\$0.00	\$175,293.59	
MTP Band: 3	ROW	\$0	\$84,242.79		\$0.00	\$84,242.79	
MTP Band: 3	UTL/CST	\$0	\$1,752,935.91		\$0.00	\$1,752,935.91	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$2,012,472</b>		<b>\$0</b>	<b>\$2,012,472</b>	
<b>Project Comments and Remarks:</b>	Safety/enhancement						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

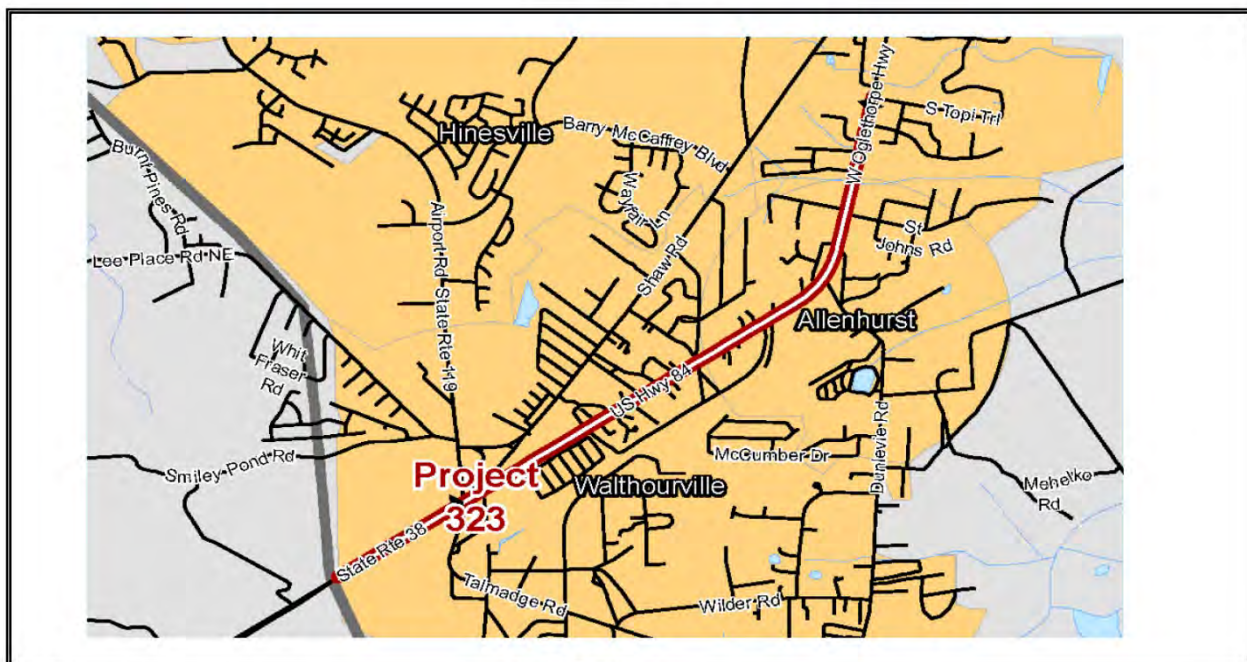




### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b>	323	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	SR 38 /US 84 Safety and Access Management						
<b>STRAHNET/GRIP:</b>	YES		<b>City:</b>	Hinesville/Allenhurst/Walthourville		<b>County:</b>	Liberty County
<b>Local Road Name:</b>			<b>GDOT District:</b>	5		<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 38/US 84		<b>Existing Volume (2015):</b>	15666.6667		<b>Design Volume (2045):</b>	16500
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES		<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	Topi Trail	<b>Project Length (Mi)</b>	4.60		<b>R. Commision:</b>	Coastal
	<b>To:</b>	Airport Road	<b>Exist Lanes:</b>	4		<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$428,437.71		\$0.000	\$428,437.712	
MTP Band: 4	ROW	\$0	\$205,900.51		\$0.000	\$205,900.515	
MTP Band: 4	UTL/CST	\$0	\$4,284,377.12		\$0.000	\$4,284,377.120	
	<b>TOTAL</b>	\$0	\$4,918,715		\$0	\$4,918,715	
<b>Project Comments and Remarks:</b>	Safety/enhancement						

#### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



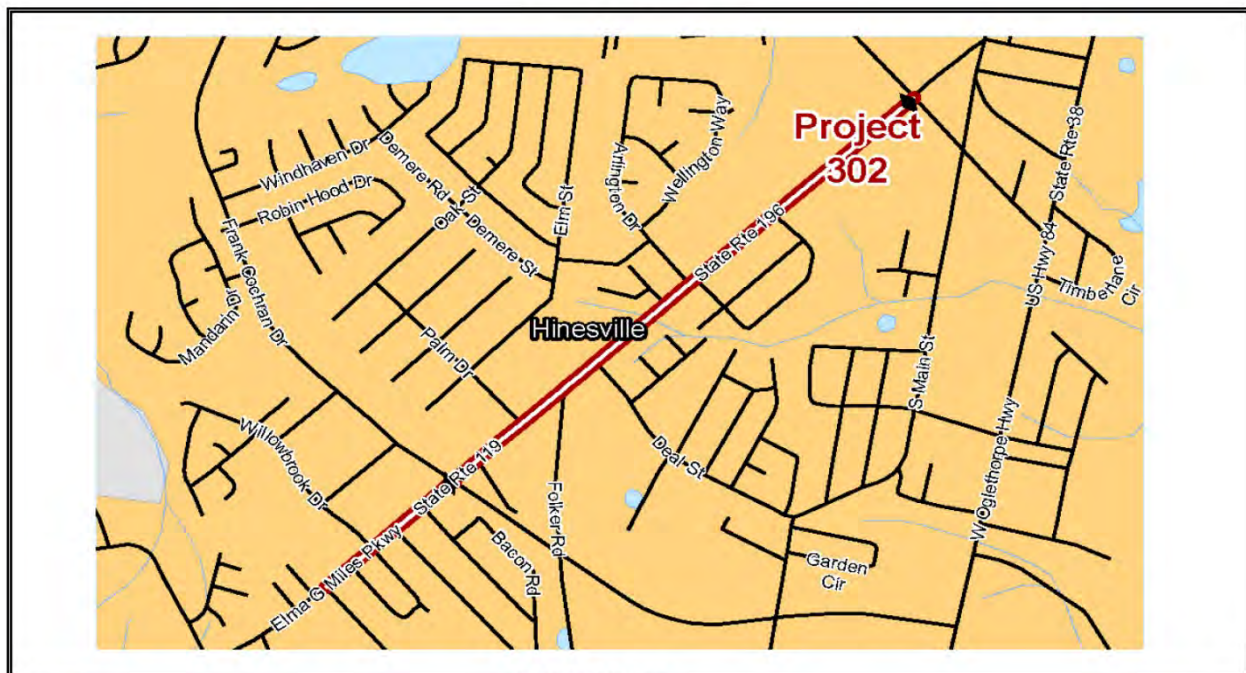




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 196/E.G. Miles Pkwy Access Management		<b>HAMPO No:</b>	302	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 196/E.G. Miles Pkwy Access Management					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	E.G. Miles Pkwy		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 196	<b>Existing Volume (2015):</b>	19100	<b>Design Volume (2045):</b>	19100		
<b>Project Type:</b>	Mix: Raised Median, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Pineland Avenue	<b>Project Length (Mi)</b>	1.79	<b>R. Commission:</b>	Coastal	
	<b>To:</b>	General Screven Way	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$304,789.46	\$0.00	\$304,789.46		
MTP Band: 1	ROW	\$0	\$609,578.93	\$0.00	\$609,578.93		
MTP Band: 1	UTL/CST	\$0	\$3,047,894.64	\$0.00	\$3,047,894.64		
<b>TOTAL</b>		<b>\$0</b>	<b>\$3,962,263.04</b>	<b>\$0.00</b>	<b>\$3,962,263.04</b>		
<b>Project Comments and Remarks:</b>		TSPLOST Project covers a portion of this project - Referendum Spring 2020					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





# HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		SR 38C/General Stewart Way		HAMPO No:	255	GDOT No:	0
PROJECT DESCRIPTION:		SR 38C/General Stewart Way Widening					
STRAHNET/GRIP:	YES		City:	Hinesville		County:	Liberty County
Local Road Name:	General Stewart Way			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38C		Existing Volume (2015):	5705	Design Volume (2045):	5705	
Project Type:	Widening			Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	Main St		Project Length (Mi)	0.65	R. Commision:	Coastal
	To:	Memorial Drive		Exist Lanes:	2		Future Lanes:
Open to Traffic Date:	N/A			Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)				
Status	Phase	Local	State/Federal		Other	Total	
MTP Band: 4	PE	\$0	\$681,860.18		\$0.00	\$681,860.18	
MTP Band: 4	ROW	\$0	\$1,363,720.35		\$0.00	\$1,363,720.35	
MTP Band: 4	UTL/CST	\$0	\$6,818,601.76		\$0.00	\$6,818,601.76	
	TOTAL	\$0	\$8,864,182		\$0	\$8,864,182	
Project Comments and Remarks:	Phase I						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



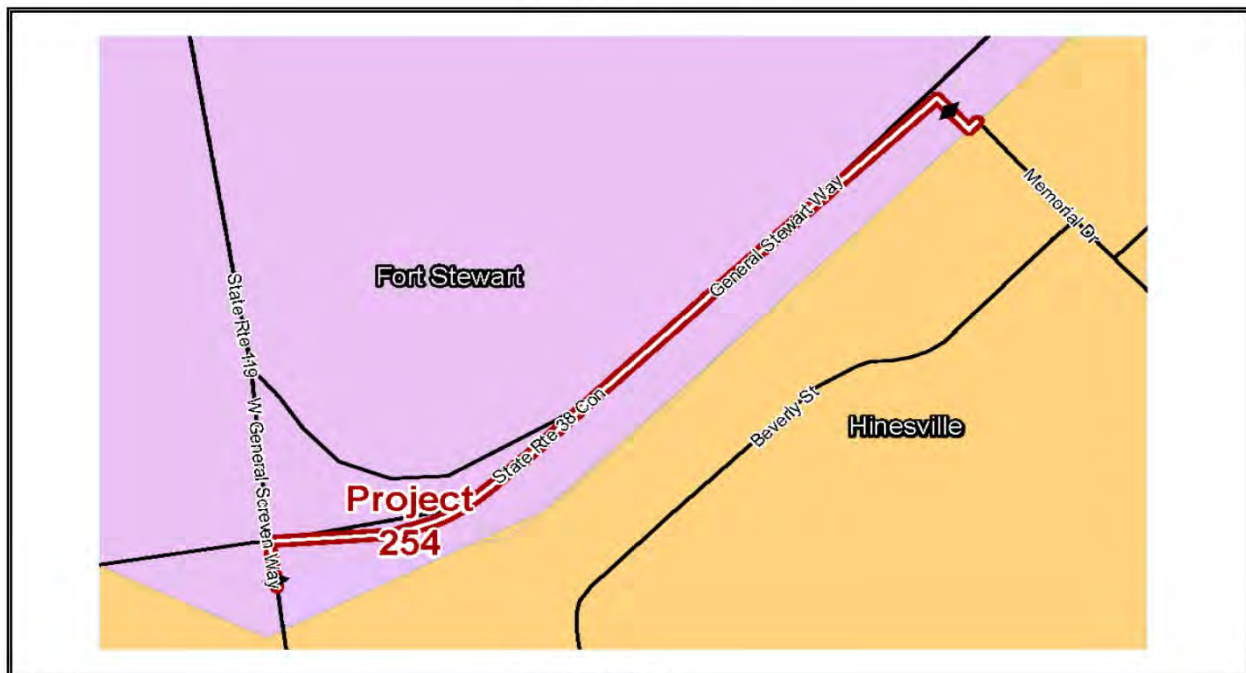




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38C/General Stewart Way		<b>HAMPO No:</b>	254	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 38C/General Stewart Way Widening					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	General Stewart Way		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 38C	<b>Existing Volume (2015):</b>	6400	<b>Design Volume (2045):</b>	8626.2331		
<b>Project Type:</b>	Widening		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Memorial Drive	<b>Project Length (Mi)</b>	0.22	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	General Screven Way	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$382,060.69	\$0.00	\$382,060.69		
MTP Band: 4	ROW	\$0	\$764,121.38	\$0.00	\$764,121.38		
MTP Band: 4	UTL/CST	\$0	\$3,820,606.89	\$0.00	\$3,820,606.89		
	<b>TOTAL</b>	\$0	\$4,966,788.95	\$0.00	\$4,966,788.95		
<b>Project Comments and Remarks:</b>		Phase II					

### PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet

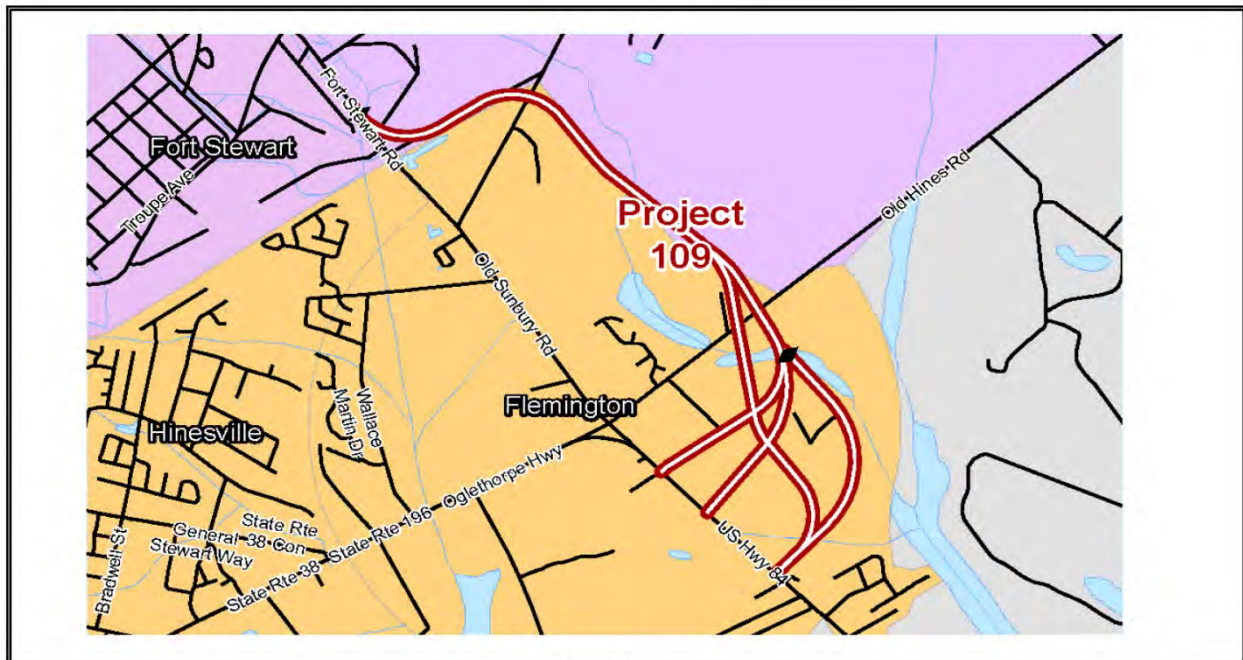




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Flemington Loop Bypass		<b>HAMPO No:</b>	109	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway: Flemington Loop Bypass					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Flemington	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Flemington Loop	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 38C	<b>Existing Volume (2015):</b>	6000	<b>Design Volume (2045):</b>	8087.0930	
<b>Project Type:</b>	New Construction	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b> US 84	<b>Project Length (Mi)</b>	5.49	<b>R. Commision:</b>	Coastal	
	<b>To:</b> Fort Stewart Rd 47	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$2,486,023.57	\$0.00	\$2,486,023.57	
MTP Band: 4	ROW	\$0	\$1,270,367.24	\$0.00	\$1,270,367.24	
MTP Band: 4	UTL/CST	\$0	\$24,860,235.69	\$0.00	\$24,860,235.69	
	<b>TOTAL</b>	\$0	\$28,616,626.50	\$0.00	\$28,616,626.50	
<b>Project Comments and Remarks:</b>						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



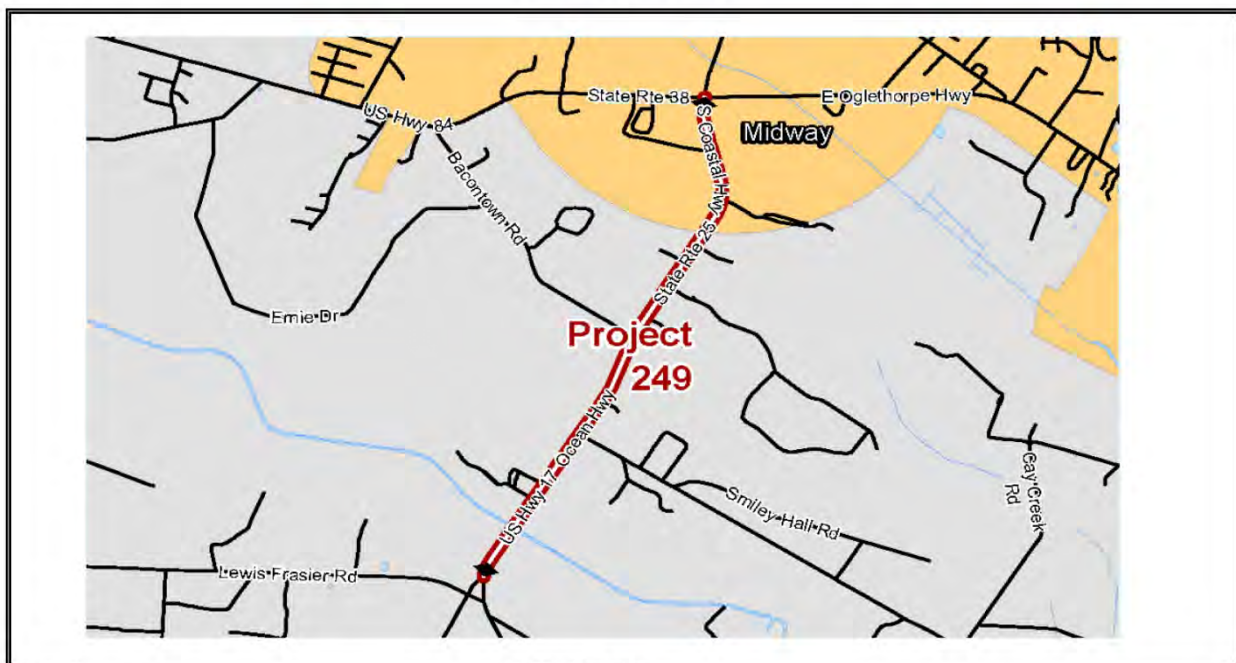




# HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Coastal Hwy/US 17 Widening		<b>HAMPO No:</b>	249	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	Coastal Hwy/US 17 Widening					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Midway	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Coastal Hwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	US 17	<b>Existing Volume (2015):</b>	5110	<b>Design Volume (2045):</b>	5110	
<b>Project Type:</b>	Widening	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	From: US 84	<b>Project Length (Mi)</b>	2.44	<b>R. Commision:</b>	Coastal	
	To: Barrington Ferry Rd	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$1,854,685.68	\$0.00	\$1,854,685.68	
MTP Band: 4	ROW	\$0	\$1,854,685.68	\$0.00	\$1,854,685.68	
MTP Band: 4	UTL/CST	\$0	\$18,546,856.76	\$0.00	\$18,546,856.76	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$22,256,228.11</b>	<b>\$0.00</b>	<b>\$22,256,228.11</b>	
<b>Project Comments and Remarks:</b>						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

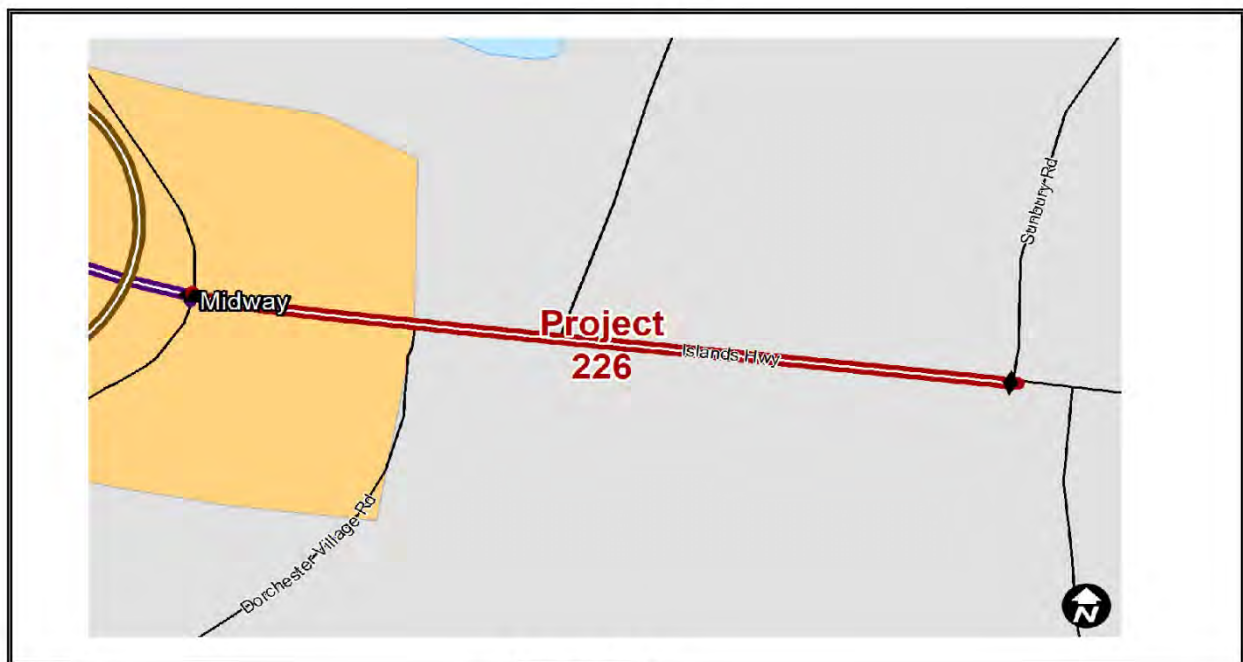




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Sunbury Rd/Islands Hwy Widening		<b>HAMPO No:</b>	226	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	Sunbury Rd/Islands Hwy Widening						
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Sunbury Rd/Islands Hwy			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	Sunbury Rd		<b>Existing Volume (2015):</b>	3800	<b>Design Volume (2045):</b>	5121.8259	
<b>Project Type:</b>	Widening		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b> I-95 ramp		<b>Project Length (Mi)</b>		0.57		
	<b>To:</b> Tradeport Access Road		<b>Exist Lanes:</b>		2		
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	2019-2015) & (2026-2035)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$708,979.68	\$0.00	\$708,979.68		
MTP Band: 2	ROW	\$0	\$590,278.97	\$0.00	\$590,278.97		
MTP Band: 2	UTL/CST	\$0	\$7,378,486.58	\$0.00	\$7,378,486.58		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$8,677,745.24</b>	<b>\$0.00</b>	<b>\$8,677,745.24</b>		
<b>Project Comments and Remarks:</b>	Includes recommendations from US 84 Corridor Study						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



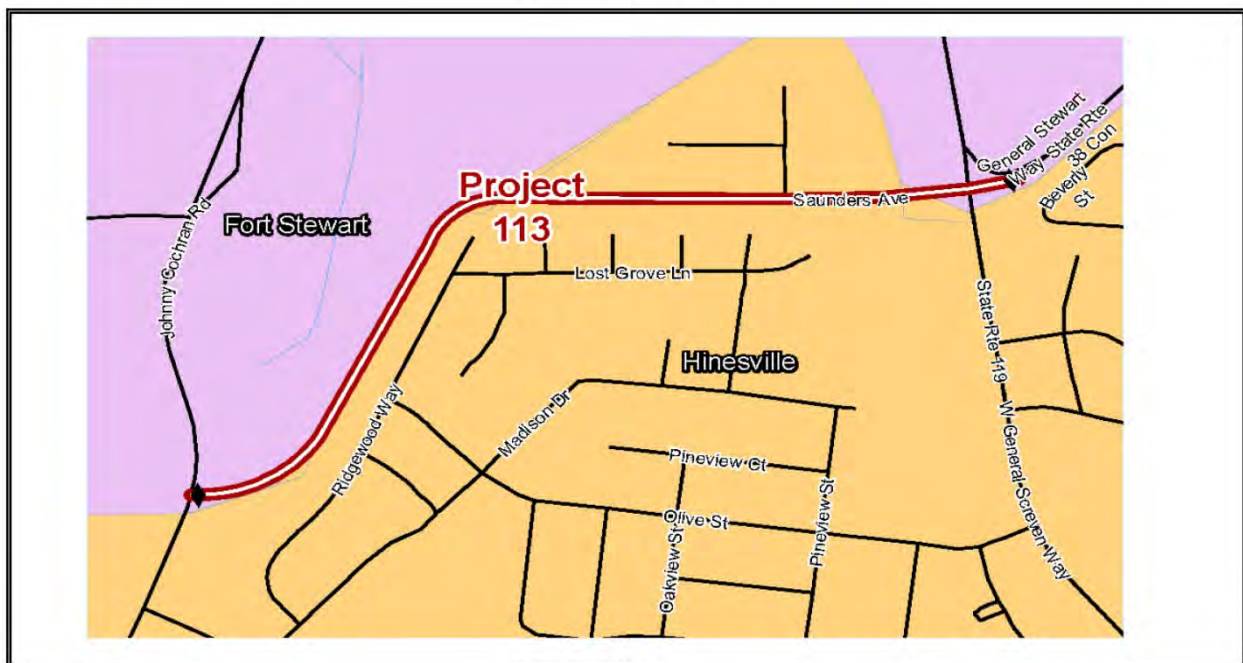




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Central Connector/ General Stewart ext.		<b>HAMPO No:</b>	113	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Central Connector/ General Stewart ext.					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Central Connector		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	4000	<b>Design Volume (2045):</b>	5391.3957
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	General Screven Way	<b>Project Length (Mi)</b>	0.91	<b>R. Commision:</b>	Coastal
	<b>To:</b>	Veterans Parkway	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$1,940,281.70	\$0.00	\$1,940,281.70	
MTP Band: 4	ROW	\$0	\$3,880,563.40	\$0.00	\$3,880,563.40	
MTP Band: 4	UTL/CST	\$0	\$19,402,817.00	\$0.00	\$19,402,817.00	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$25,223,662.10</b>	<b>\$0.00</b>	<b>\$25,223,662.10</b>	
<b>Project Comments and Remarks:</b>	Assumes ROW through agreement with City of Hinesville and Fort Stewart					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

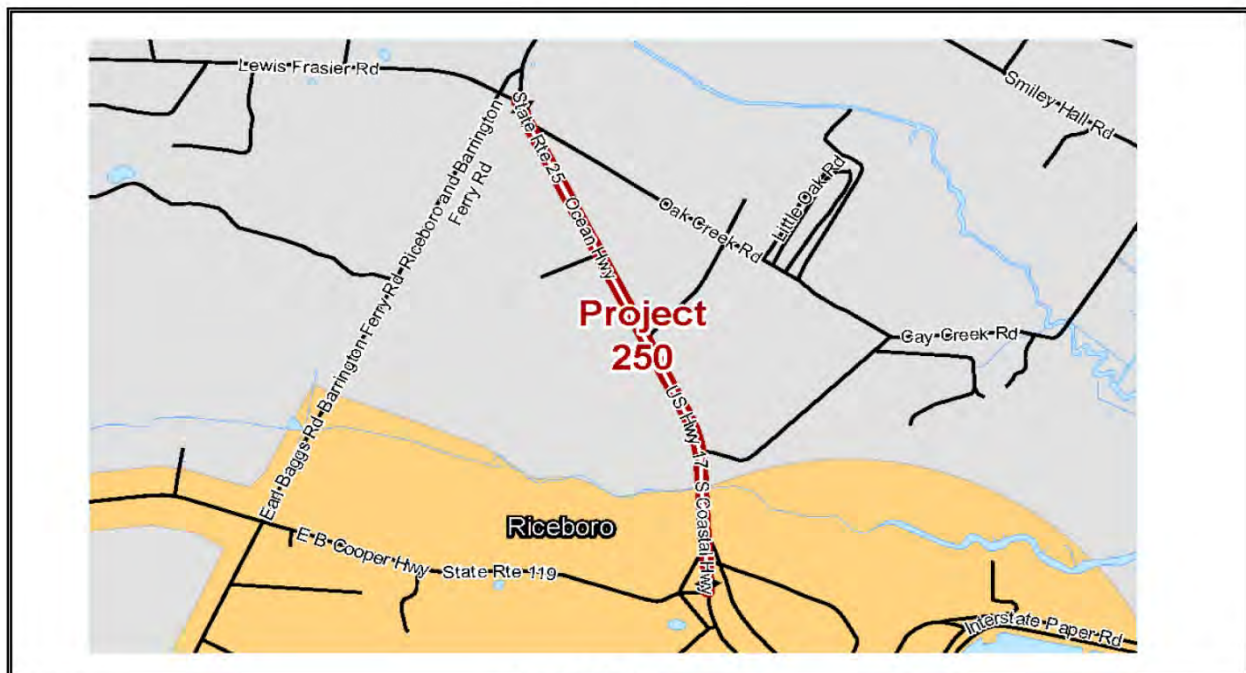




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Coastal Hwy/US 17 Widening		<b>HAMPO No:</b>	250	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Coastal Hwy/US 17 Widening					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Coastal Hwy			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	US 17	<b>Existing Volume (2015):</b>	2905	<b>Design Volume (2045):</b>	3470		
<b>Project Type:</b>	Widening		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Barrington Ferry Rd	<b>Project Length (Mi)</b>	1.73	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	SR 119/EB Cooper	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 3</b>	2036-2045				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 3	PE	\$0	\$2,438,752.85	\$0.00	\$2,438,752.85		
MTP Band: 3	ROW	\$0	\$1,219,376.42	\$0.00	\$1,219,376.42		
MTP Band: 3	UTL/CST	\$0	\$24,387,528.48	\$0.00	\$24,387,528.48		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
<b>Project Comments and Remarks:</b>		Canopy tree segment is a protected corridor. Roundabout is being considered for intersection at Barrington Ferry					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



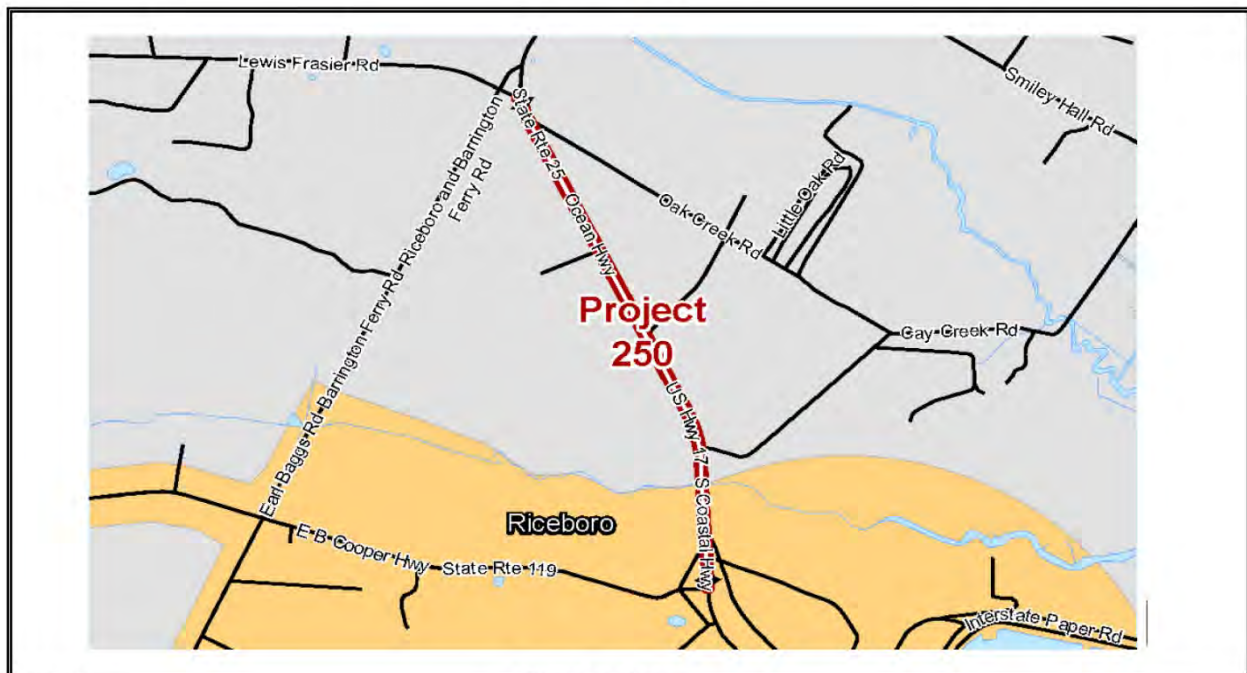




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		US 84 bridge at I-95 Widening		<b>HAMPO No:</b> 228		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		US 84 bridge at I-95 Widening					
<b>STRAHNET/GRIP:</b> YES		<b>City:</b> Midway		<b>County:</b> Liberty County			
<b>Local Road Name:</b> -				<b>GDOT District:</b> 5		<b>Cong. District:</b> 1	
<b>US/ST Road Name:</b> US 84		<b>Existing Volume (2015):</b> 4800		<b>Design Volume (2045):</b> 6469.6748			
<b>Project Type:</b> Widening		<b>Regionally Significant:</b> YES		<b>Capacity Adding:</b> YES			
<b>Project Termini</b>		<b>From:</b> I-95 access		<b>Project Length (Mi)</b> 0.31		<b>R. Commision:</b> Coastal	
		<b>To:</b> I-95 access		<b>Exist Lanes:</b> 2		<b>Future Lanes:</b> 4	
<b>Open to Traffic Date:</b> N/A				<b>Multimodal:</b> NO			
<b>Network Year:</b> N/A		<b>MTP Band: 1 &amp; 2</b> XXXX-XXXX					
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$3,177,931.93	\$0.00	\$3,177,931.93		
MTP Band: 2	ROW	\$0	\$1,653,667.29	\$0.00	\$1,653,667.29		
MTP Band: 2	UTL/CST	\$0	\$33,073,345.89	\$0.00	\$33,073,345.89		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$37,904,945.11</b>	<b>\$0.00</b>	<b>\$37,904,945.11</b>		
<b>Project Comments and Remarks:</b>		Overpass widening					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

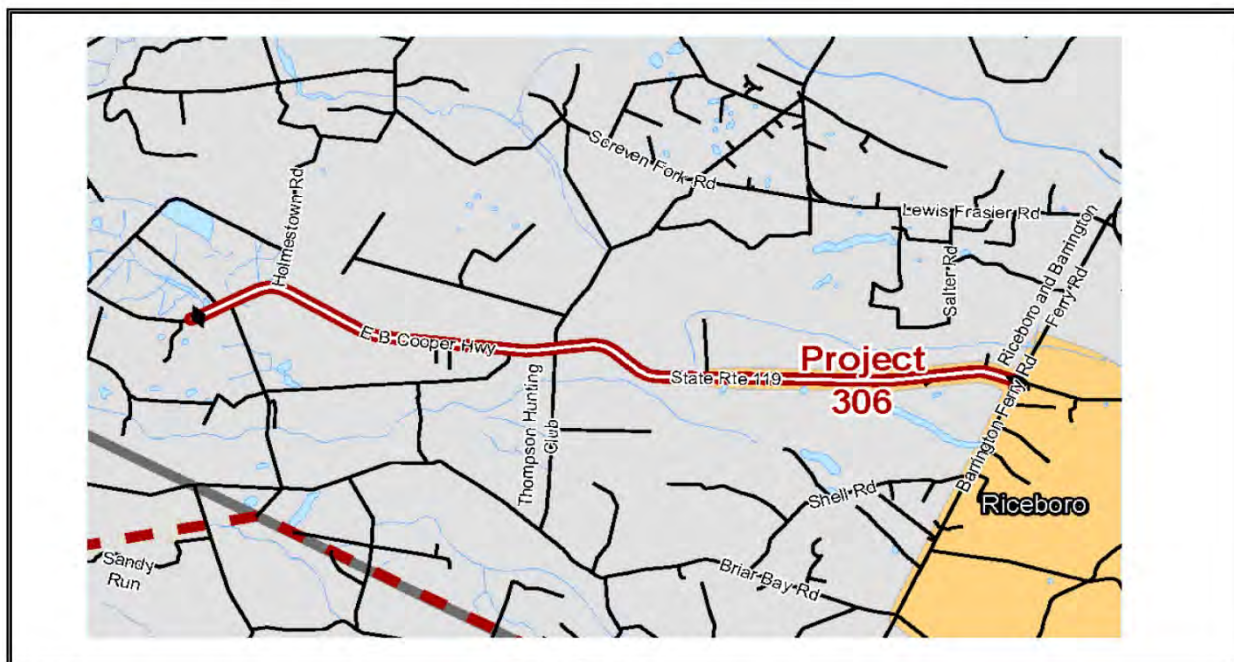




### HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		SR 119/EB Cooper Hwy Widening			HAMPO No:		306	GDOT No:		0
PROJECT DESCRIPTION:		SR 119/EB Cooper Hwy Widening								
STRAHNET/GRIP:	NO			City:	Riceboro			County:	Liberty County	
Local Road Name:	Cooper Hwy				GDOT District:	5		Cong. District:	1	
US/ST Road Name:	SR 119			Existing Volume (2015):	2340		Design Volume (2045):	2340		
Project Type:	Widening				Regionally Significant:	YES		Capacity Adding:	YES	
Project Termini	From: US 84/Hinesville Bypass				Project Length (Mi)		7.08		R. Commision:	Coastal
	To: Barrington Ferry Rd				Exist Lanes:	2		Future Lanes:	2	
Open to Traffic Date:	N/A				Multimodal:	NO				
Network Year:	N/A	MTP Band: 3	2026-2035							
Status	Phase	Local	State/Federal			Other		Total		
MTP Band: 3	PE	\$0	\$1,305,997.16			\$0.00		\$1,305,997.16		
	ROW	\$0	\$0.00			\$0.00		\$0.00		
MTP Band: 3	UTL/CST	\$0	\$13,059,971.63			\$0.00		\$13,059,971.63		
	TOTAL	\$0	\$0.00			\$0.00		\$0.00		
Project Comments and Remarks:	Improved roadway with expanded lane width and shoulders to support freight connector demand									

#### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



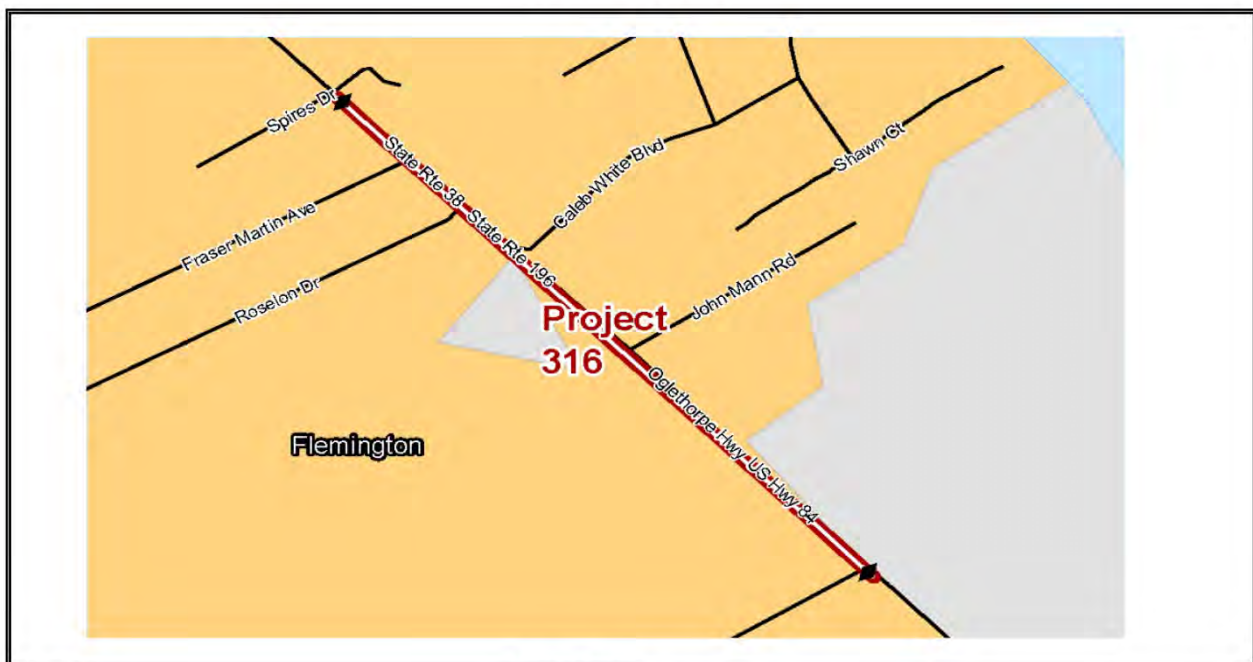




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b>	316	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 38 /US 84 Safety and Access Management					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Flemington	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	SR 38/US 84	<b>Existing Volume (2015):</b>	23400	<b>Design Volume (2045):</b>	31539.6646		
<b>Project Type:</b>	Safety, Access Control	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: John Martin Road To: Spires Drive	<b>Project Length (Mi)</b>	0.54	<b>R. Commission:</b>	Coastal		
<b>Open to Traffic Date:</b>	N/A	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>	NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$1,305,997.16	\$0.00	\$1,305,997.16		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 4	UTL/CST	\$0	\$13,059,971.63	\$0.00	\$13,059,971.63		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$14,365,969</b>	<b>\$0</b>	<b>\$14,365,969</b>		
<b>Project Comments and Remarks:</b>		Safety/enhancement					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	"Cross-Roads" Intersection Improvements 119/EB Cooper Hig				<b>HAMPO No:</b> 222	<b>GDOT No:</b> 0
<b>PROJECT DESCRIPTION:</b>	Cross-Roads Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd.					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Cooper Highway/Barrington Ferry Rd			<b>GDOT District:</b>	5	<b>Cong. District:</b> 1
<b>US/ST Road Name:</b>	US 119			<b>Existing Volume (2015):</b>	3600	<b>Design Volume (2045):</b> 4852.2561
<b>Project Type:</b>	Intersection Improvements (Roundabout)			<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b> YES
<b>Project Termini</b>	<b>From:</b>	EB Cooper @ Barrington Ferry Rd		<b>Project Length (Mi)</b>	0.40	<b>R. Commision:</b> Coastal
	<b>To:</b>	0		<b>Exist Lanes:</b>	2	<b>Future Lanes:</b> 2
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO	
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 1	PE	\$0	\$139,332.61	\$0.00	\$139,332.61	
MTP Band: 1	ROW	\$0	\$92,888.40	\$0.00	\$92,888.40	
MTP Band: 1	UTL/CST	\$0	\$1,161,105.08	\$0.00	\$1,161,105.08	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,393,326.09</b>	<b>\$0.00</b>	<b>\$1,393,326.09</b>	
<b>Project Comments and Remarks:</b>	County has developed alternatives for this project including T intersection & roundabout (favored alternative)					

#### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



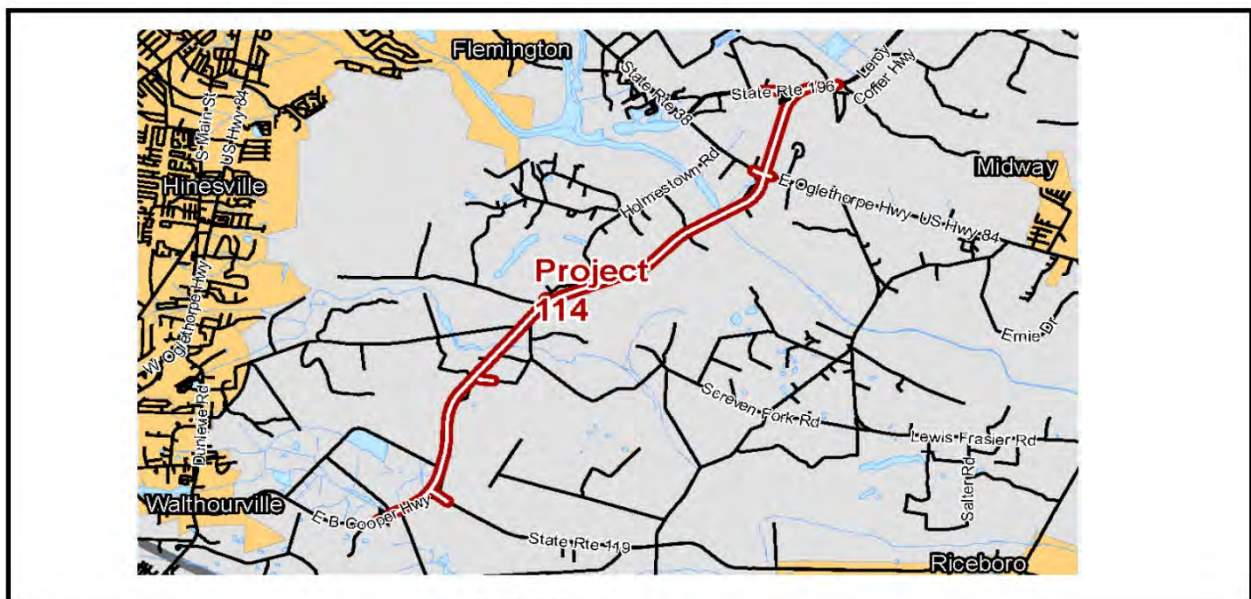




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		Hinesville Bypass Phase II (eastern segment)			HAMPO No: 114		GDOT No: 0	
PROJECT DESCRIPTION:		New Roadway Hinesville Bypass Phase II (eastern segment)						
STRAHNET/GRIP:	NO			City:	-		County:	Liberty County
Local Road Name:	Hinesville Bypass				GDOT District:	5	Cong. District:	1
US/ST Road Name:				Existing Volume (2015):	2340	Design Volume (2045):	2340	
Project Type:	New Construction				Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	US 84			Project Length (Mi)	8.26	R. Commision:	Coastal
	To:	SR 119			Exist Lanes:	0	Future Lanes:	4
Open to Traffic Date:	N/A				Multimodal:	NO		
Network Year:	N/A	MTP Band: 2 & 4	(2026-2035) & Unfunded (Long Range)					
Status	Phase	Local	State/Federal			Other	Total	
	MTP Band: 2	PE	\$0 \$4,321,577.84			\$0.00	\$4,321,577.84	
	MTP Band: 4	ROW	\$0 \$10,431,554.17			\$0.00	\$10,431,554.17	
	MTP Band: 4	UTL/CST	\$0 \$52,157,772.73			\$0.00	\$52,157,772.73	
	TOTAL	\$0	\$66,910,904.73			\$0.00	\$66,910,904.73	
Project Comments and Remarks:	0							

## PROJECT LOCATION



Adopted:  
Amended:

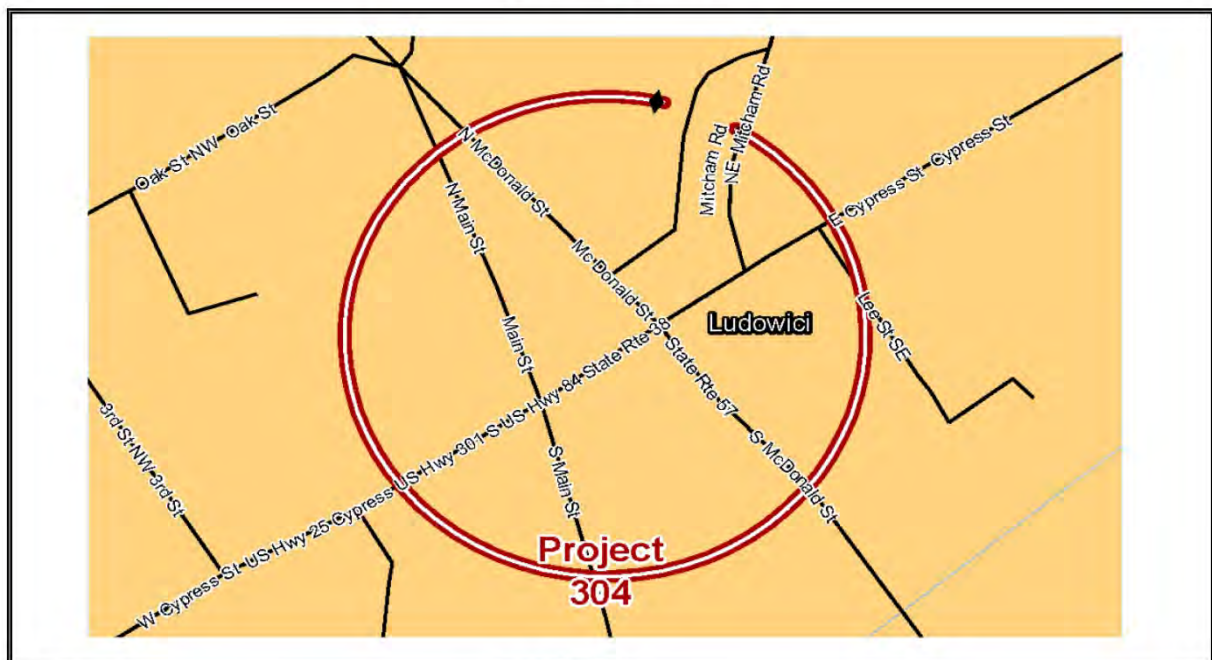
Project Fact Sheet



## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Hwy 57 Intersection Upgrade		<b>HAMPO No:</b>	304	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Hwy 57 Intersection Upgrade adding turning lanes					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	-	<b>County:</b>	Long County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	Hwy 57	<b>Existing Volume (2015):</b>	10000	<b>Design Volume (2045):</b>	13478.4892		
<b>Project Type:</b>	Intersection Upgrade		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	From: US 84 @ Hwy 57		<b>Project Length (Mi)</b>	0.35	<b>R. Commision:</b>	Coastal	
	To: 0		<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	(2019-205) & (2026-2036)				
<b>Multimodal:</b>	NO						
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$61,011.90	\$0.00	\$61,011.90		
MTP Band: 1	ROW	\$0	\$101,685.79	\$0.00	\$101,685.79		
MTP Band: 2	JTL/CST	\$0	\$634,962.03	\$0.00	\$634,962.03		
	CST	\$0	\$0	\$0	\$0		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
<b>Project Comments and Remarks:</b>	Intersection Improvement						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



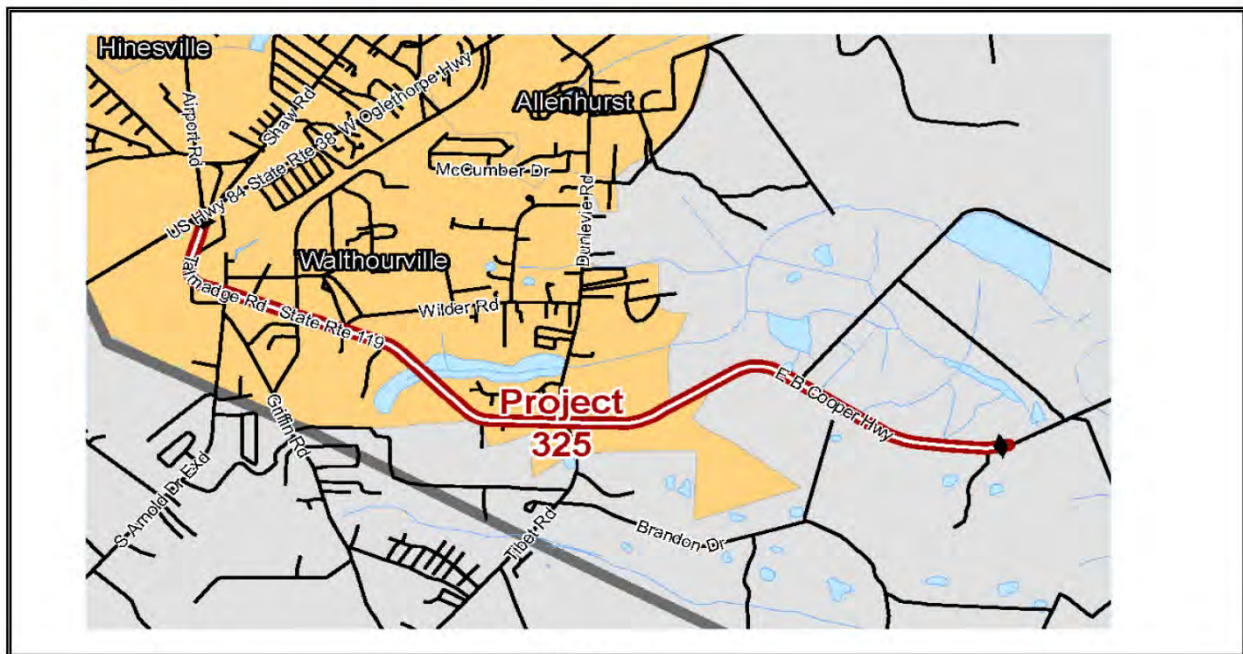




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 119/Talmadge Rd Multimodal Enhancements		<b>HAMPO No:</b>	325	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 119/Talmadge Rd Multimodal Enhancements					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Walthourville		<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Talmadge Rd	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	SR 119	<b>Existing Volume (2015):</b>	3220	<b>Design Volume (2045):</b>	3220		
<b>Project Type:</b>	Multimodal Safety Enhancements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 84	<b>Project Length (Mi)</b>	4.03	<b>R. Commission:</b>	Coastal	
	<b>To:</b>	US 84 Freight Connector	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	YES			
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	(2019-2025) & (2026-2035)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$249,435.67	\$0.00	\$249,435.67		
MTP Band: 1	ROW	\$0	\$155,897.29	\$0.00	\$155,897.29		
MTP Band: 2	UTL/CST	\$0	\$3,893,887.07	\$0.00	\$3,893,887.07		
	<b>TOTAL</b>	\$0	\$4,299,220.03	\$0.00	\$4,299,220.03		
<b>Project Comments and Remarks:</b>		Safety/enhancement; this segment included sidewalks, curb and gutter for urban Walthourville					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

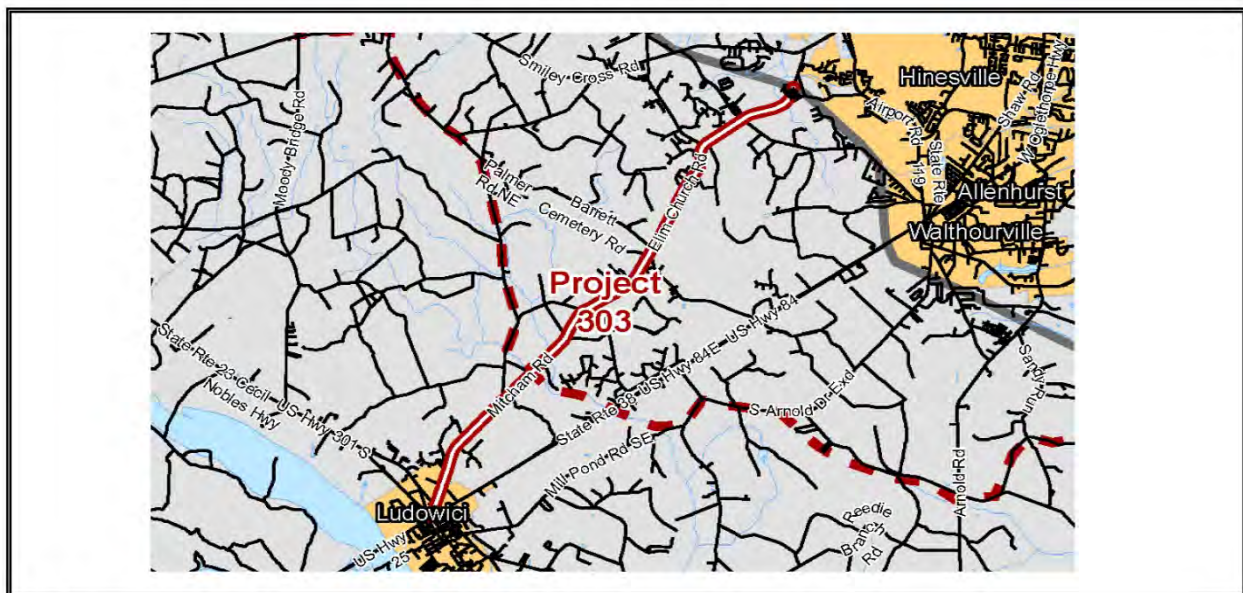




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		Elim Church Road Upgrade /Multimodal Improvements			HAMPO No: 303		GDOT No: 0	
PROJECT DESCRIPTION:		Elim Church Road Upgrade /Multimodal Improvements						
STRAHNET/GRIP:	NO		City:	Ludowici		County:	Liberty County/Long County	
Local Road Name:	Elim Church Rd				GDOT District:	5	Cong. District:	1
US/ST Road Name:				Existing Volume (2015):	2430	Design Volume (2045):	2503.3333	
Project Type:	Non-Capacity Widening				Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	SR 196			Project Length (Mi)	8.14	R. Commision:	Coastal
	To:	US 84 @ SR 301 in Ludowici			Exist Lanes:	2	Future Lanes:	2
Open to Traffic Date:	N/A				Multimodal:	YES		
Network Year:	N/A	MTP Band: 2 & 4	(2026-2035) & Unfunded (Long Range)					
Status	Phase	Local	State/Federal		Other		Total	
MTP Band: 2	PE	\$0	\$652,804.84		\$0.00		\$652,804.84	
MTP Band: 4	ROW	\$0	\$756,364.84		\$0.00		\$756,364.84	
MTP Band: 4	UTL/CST	\$0	\$9,454,560.42		\$0.00		\$9,454,560.42	
	TOTAL	\$0	\$10,863,730.10		\$0.00		\$10,863,730.10	
Project Comments and Remarks:	Rescoped project to include non-capacity upgrade with multimodal facilities (paved shoulders)							

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

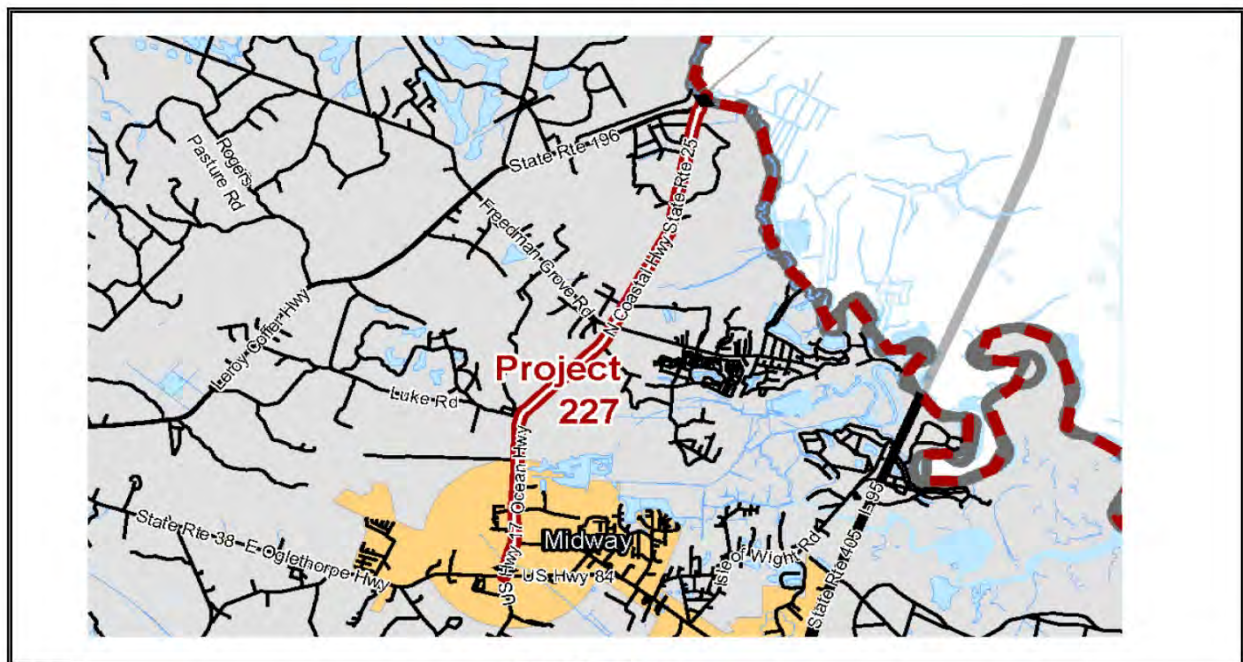




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Coastal Hwy/US 17 Widening		<b>HAMPO No:</b>	227	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Coastal Hwy/US 17 Widening					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Coastal Hwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	US 17	<b>Existing Volume (2015):</b>	5880	<b>Design Volume (2045):</b>	5880		
<b>Project Type:</b>	Widening	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: SR 196	<b>Project Length (Mi)</b>	6.34	<b>R. Commision:</b>	Coastal		
	To: US 84	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4		
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$7,992,631.10	\$0.00	\$7,992,631.10		
MTP Band: 4	ROW	\$0	\$7,992,631.10	\$0.00	\$7,992,631.10		
MTP Band: 4	UTL/CST	\$0	\$79,926,310.99	\$0.00	\$79,926,310.99		
	<b>TOTAL</b>	\$0	\$95,911,573.19	\$0.00	\$95,911,573.19		
<b>Project Comments and Remarks:</b>		Historic and cultural resources will limit ability to add ROW in Midway					

### PROJECT LOCATION



Adopted:  
Amended:

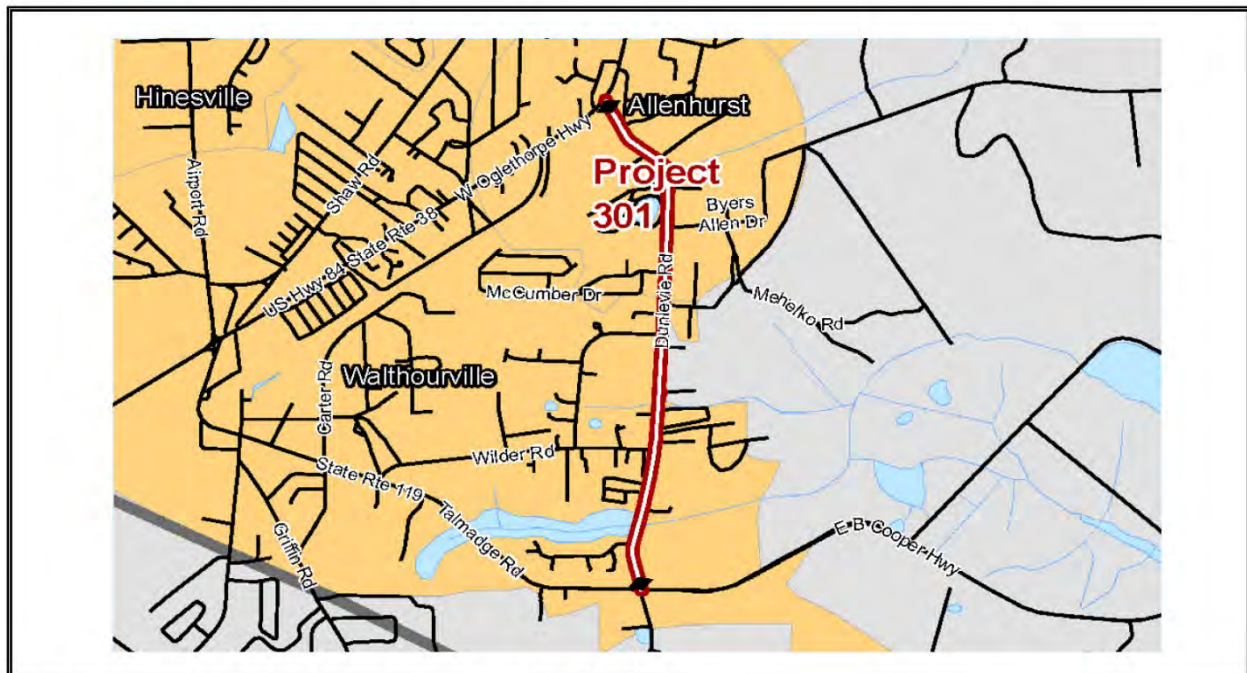
Project Fact Sheet



## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Dunlevie Road Multimodal Safety Enhancements		<b>HAMPO No:</b>	301	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Dunlevie Road Multimodal Safety Enhancements					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Alenhurst	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Dunlevie Rd	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	3770	<b>Design Volume (2045):</b>	3270		
<b>Project Type:</b>	Multimodal Safety Enhancements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	From: US 84	<b>Project Length (Mi)</b>		1.99	<b>R. Commision:</b>	Coastal	
	To: SR 119	<b>Exist Lanes:</b>		2	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	YES		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$145,153.53		\$0.00	\$145,153.53	
MTP Band: 4	ROW	\$0	\$1,459,476.97		\$0.00	\$1,459,476.97	
MTP Band: 4	UTL/CST	\$0	\$1,814,419.16		\$0.00	\$1,814,419.16	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$3,419,049.66</b>		<b>\$0.00</b>	<b>\$3,419,049.66</b>	
<b>Project Comments and Remarks:</b>		Safety/enhancement					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



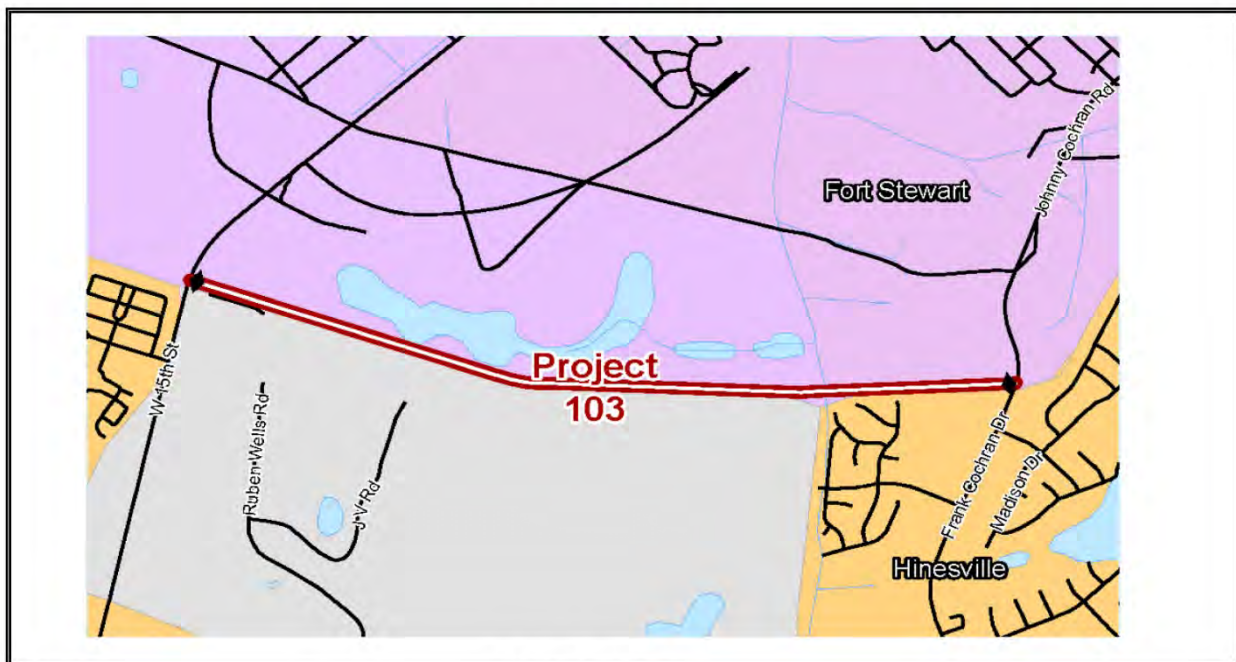




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Central Connector/ General Stewart ext. 2		<b>HAMPO No:</b>	103	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Central Connector/ General Stewart ext. 2					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Central Connector		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	7125	<b>Design Volume (2045):</b>	9603.4240	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	Veterans Parkway	<b>Project Length (Mi)</b>	1.91	<b>R. Commision:</b>	Coastal
	<b>To:</b>	15th Street	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$0	\$0	\$0	
MTP Band: 4	ROW	\$0	\$0	\$0	\$0	
MTP Band: 4	UTL/CST	\$0	\$0	\$0	\$0	
	<b>TOTAL</b>	\$0	\$0	\$0	\$0	
<b>Project Comments and Remarks:</b>	Assumed R/W through agreement on installation					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

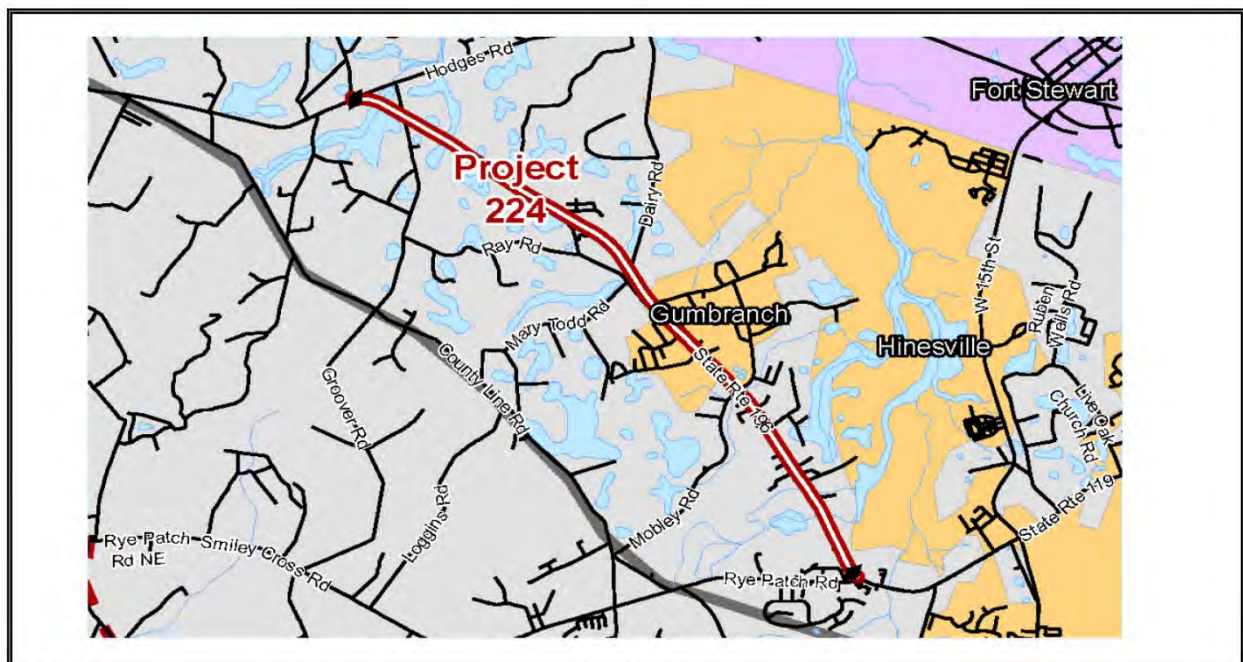




### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	SR 196 W (from Rye Patch Rd) Widening		<b>HAMPO No:</b>	224	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	SR 196 W (from Rye Patch Rd) Widening						
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Gumbranch	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 196 W	<b>Existing Volume (2015):</b>	4917.50	<b>Design Volume (2045):</b>	4917.50		
<b>Project Type:</b>	Widening	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	<b>From:</b>	Rye Patch Rd/SR 196	<b>Project Length (Mi)</b>	4.86	<b>R. Commission:</b>	Coastal	
	<b>To:</b>	Hodges Rd/Central Conn	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$205,272.09	\$0.00	\$205,272.09		
MTP Band: 4	ROW	\$0	\$5,541,253.52	\$0.00	\$5,541,253.52		
MTP Band: 4	UTL/CST	\$0	\$36,941,690.10	\$0.00	\$36,941,690.10		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$42,688,215.71</b>	<b>\$0.00</b>	<b>\$42,688,215.71</b>		
<b>Project Comments and Remarks:</b>	0						

#### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet







## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	SR 38 /US 84 Safety and Access Management		<b>HAMPO No:</b>	309	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	SR 38 /US 84 Safety and Access Management						
<b>STRAHNET/GRIP:</b>	YES		<b>City:</b>	Midway		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	-		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 38/US 84		<b>Existing Volume (2015):</b>	5900	<b>Design Volume (2045):</b>	7952.3086	
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Charlie Butler	<b>Project Length (Mi)</b>	0.82	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Peach Street	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 2</b>	(2026-2035)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 2	PE	\$0	\$141,733.31		\$0.00	\$141,733.31	
MTP Band: 2	ROW	\$0	\$70,865.80		\$0.00	\$70,865.80	
MTP Band: 2	UTL/CST	\$0	\$1,417,333.06		\$0.00	\$1,417,333.06	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,629,932.17</b>		<b>\$0.00</b>	<b>\$1,629,932.17</b>	
<b>Project Comments and Remarks:</b>	Safety/enhancement						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

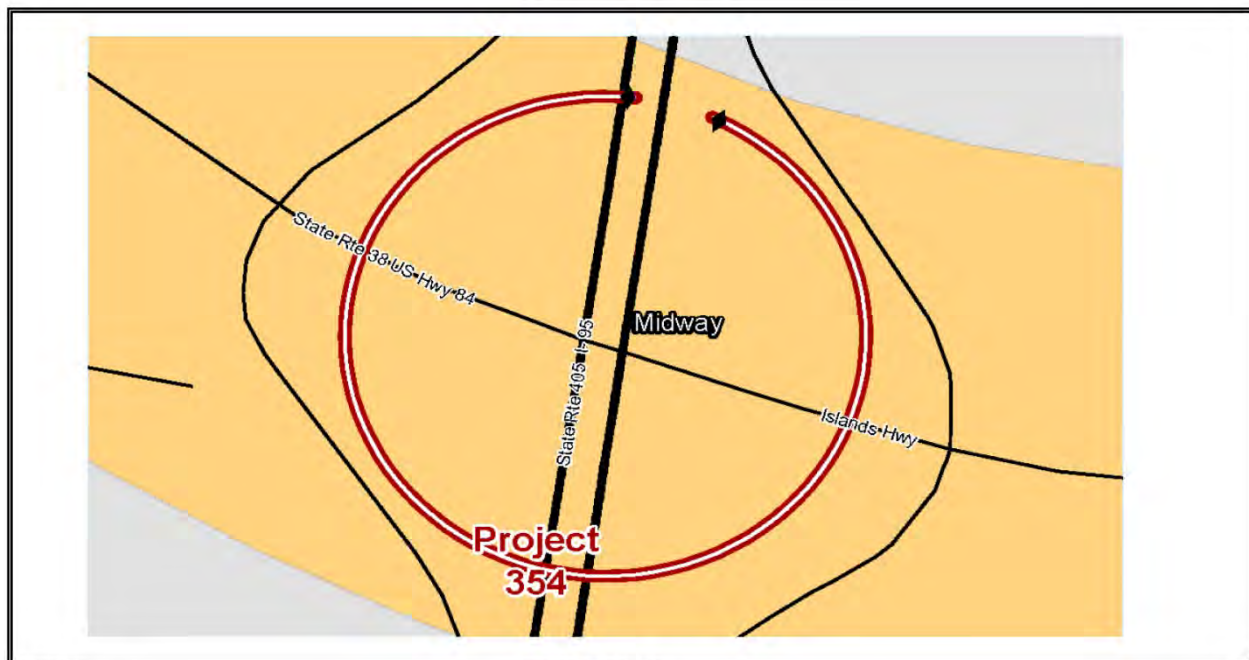




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	I-95 Intersection/ Road Improvements		<b>HAMPO No:</b>	354	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	I-95 Intersection/ Road Improvements					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Midway	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	I-95	<b>Existing Volume (2015):</b>	N/A	<b>Design Volume (2045):</b>	N/A	
<b>Project Type:</b>	0	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 84 @ I-95 Exit 76	<b>Project Length (Mi)</b>	0.69	<b>R. Commision:</b>	Coastal
	<b>To:</b>	0	<b>Exist Lanes:</b>	-	<b>Future Lanes:</b>	-
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$95,014.64	\$0.00	\$95,014.64	
MTP Band: 4	ROW	\$0	\$47,507.32	\$0.00	\$47,507.32	
MTP Band: 4	UTL/CST	\$0	\$950,146.35	\$0.00	\$950,146.35	
	<b>TOTAL</b>	\$0	\$1,092,668.30	\$0.00	\$1,092,668.30	
<b>Project Comments and Remarks:</b>	Drainage, pedestrian & enhancements					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



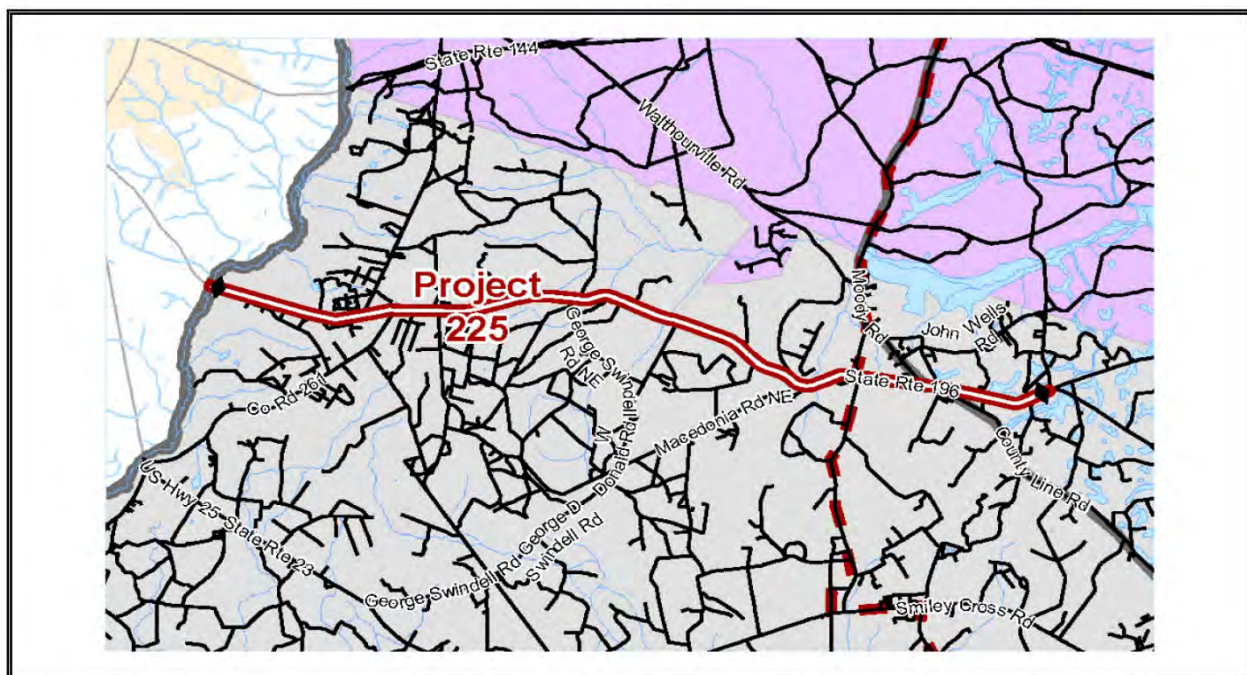




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 196 W (to US 301) Widening		<b>HAMPO No:</b>	225	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 119/Talmadge Rd Multimodal Enhancements					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Gumbranch	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Talmadge Rd			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 119	<b>Existing Volume (2015):</b>	3070	<b>Design Volume (2045):</b>	3655		
<b>Project Type:</b>	Widening	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: Hodges Rd/Central Connector	<b>Project Length (Mi)</b>	11.8	<b>R. Commision:</b>	Coastal		
	To: US 301	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4		
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	YES		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$8,938,976.86	\$0.00	\$8,938,976.86		
MTP Band: 4	ROW	\$0	\$13,408,465.30	\$0.00	\$13,408,465.30		
MTP Band: 4	UTL/CST	\$0	\$89,389,768.64	\$0.00	\$89,389,768.64		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$111,737,210.81</b>	<b>\$0.00</b>	<b>\$111,737,210.81</b>		
<b>Project Comments and Remarks:</b>		0					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

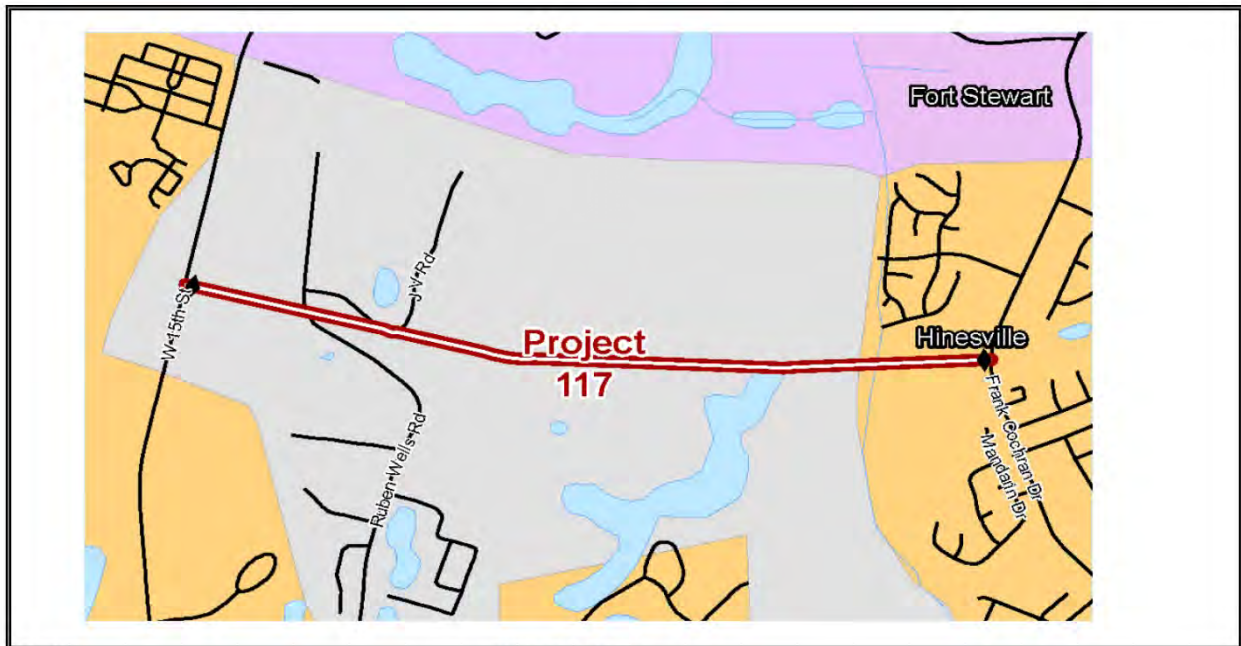




# HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		15th St/Frank Cochran Connector		HAMPO No:	117	GDOT No:	0
PROJECT DESCRIPTION:		New Roadway 15th St/Frank Cochran Connector					
STRAHNET/GRIP:	NO		City:	Hinesville		County:	Liberty County
Local Road Name:	15th St			GDOT District:	5	Cong. District:	1
US/ST Road Name:			Existing Volume (2015):	4000	Design Volume (2045):	5391.3957	
Project Type:	New Construction			Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	Frank Cochran Dr		Project Length (Mi)	2	R. Commision:	Coastal
	To:	15th Street		Exist Lanes:	0	Future Lanes:	2
Open to Traffic Date:	N/A			Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)				
Status	Phase	Local	State/Federal		Other	Total	
MTP Band: 4	PE	\$0	\$1,324,652.71		\$0.00	\$1,324,652.71	
MTP Band: 4	ROW	\$0	\$2,649,305.42		\$0.00	\$2,649,305.42	
MTP Band: 4	UTL/CST	\$0	\$13,246,527.10		\$0.00	\$13,246,527.10	
	TOTAL	\$0	\$17,220,485.23		\$0.00	\$17,220,485.23	
Project Comments and Remarks:	If const without Central Connector consider 4 lanes						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



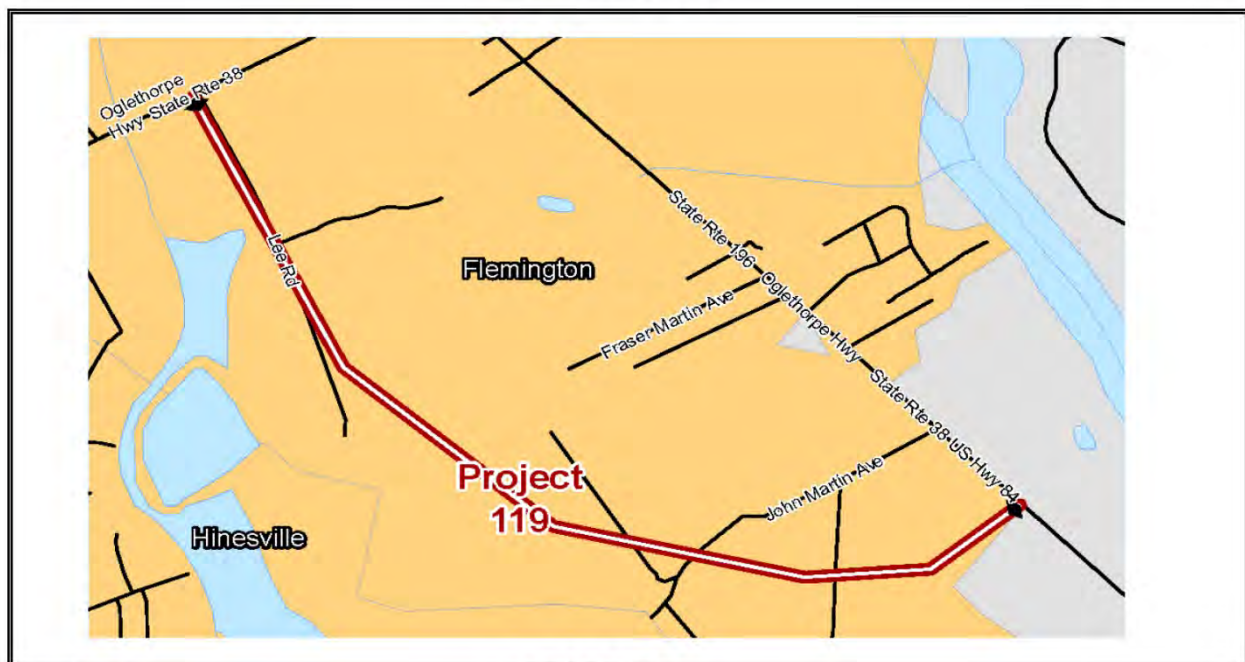




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Flemington Connector / Peacock Creek Rd		<b>HAMPO No:</b>	119	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Flemington Connector / Peacock Creek Rd					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Flemington	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Peacock Creek Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	4000	<b>Design Volume (2045):</b>	5391.3957	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	From: Flemington Village Drive		<b>Project Length (Mi)</b>	2	<b>R. Commission:</b>	Coastal
	To: US 84 / SR 38		<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$1,052,680.92	\$0.00	\$1,052,680.92	
MTP Band: 4	ROW	\$0	\$2,105,361.84	\$0.00	\$2,105,361.84	
MTP Band: 4	UTL/CST	\$0	\$10,526,809.19	\$0.00	\$10,526,809.19	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$13,684,851.94</b>	<b>\$0.00</b>	<b>\$13,684,851.94</b>	
<b>Project Comments and Remarks:</b>	Connects to new commercial and residential development and terminates in the vicinity of Liberty High School					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

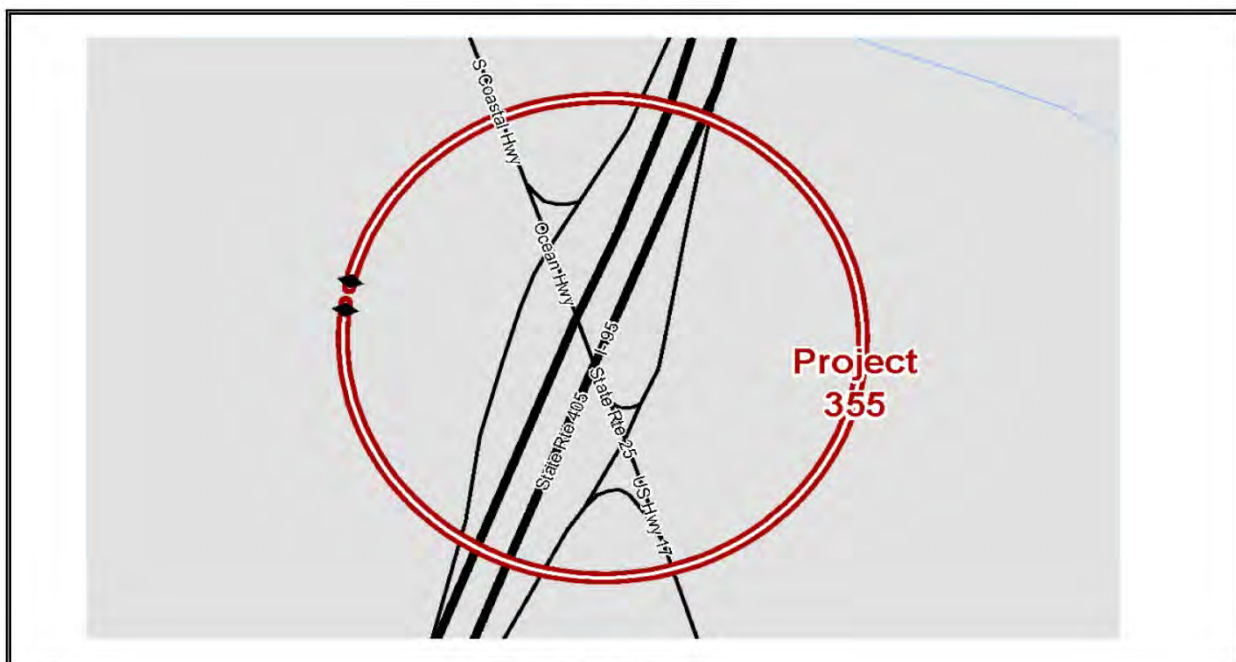




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		I-95 Intersection/ Road Improvements		<b>HAMPO No:</b>	355	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		I-95 Intersection/road Improvements					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	I-95	<b>Existing Volume (2015):</b>	2800	<b>Design Volume (2045):</b>	3773.9770		
<b>Project Type:</b>	Safety Enhancements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	I-95 Exit 67	<b>Project Length (Mi)</b>	1	<b>R. Commision:</b>	Coastal	
	<b>To:</b>		<b>Exist Lanes:</b>	-	<b>Future Lanes:</b>	-	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$142,947.38	\$0.00	\$142,947.38		
MTP Band: 4	ROW	\$0	\$47,507.32	\$0.00	\$47,507.32		
MTP Band: 4	UTL/CST	\$0	\$1,429,473.79	\$0.00	\$1,429,473.79		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,619,928.48</b>	<b>\$0.00</b>	<b>\$1,619,928.48</b>		
<b>Project Comments and Remarks:</b>	2014 SPLOST project: lighting, drainage, pedestrian & enhancements						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



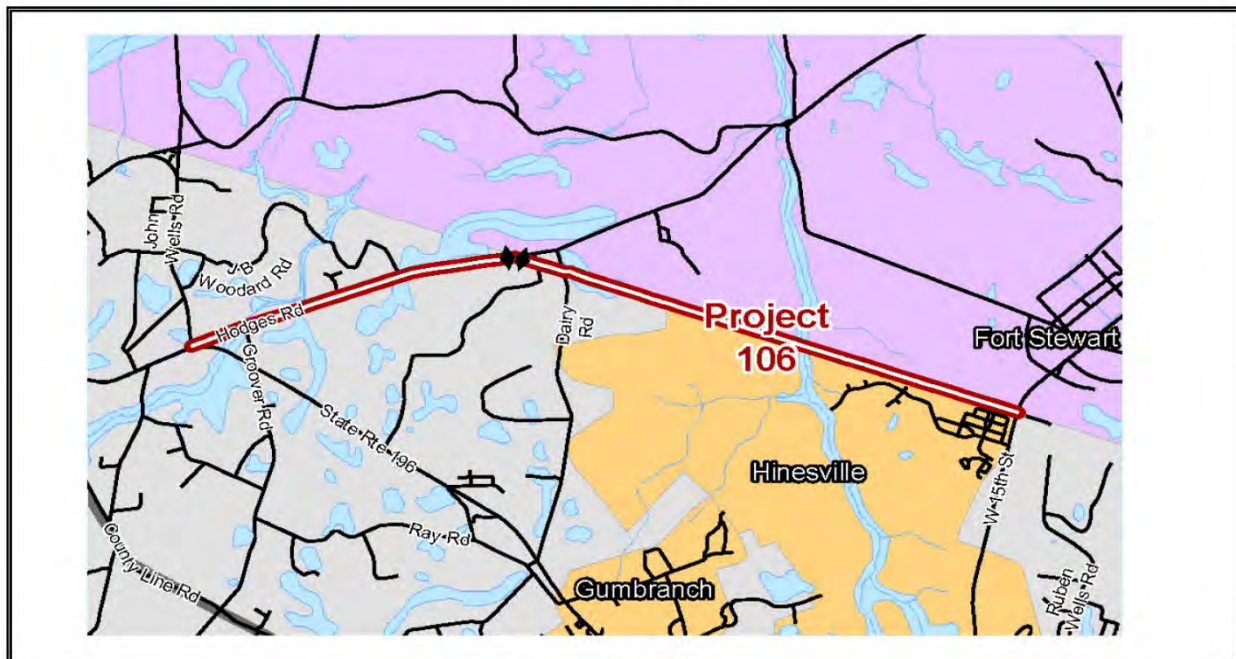




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		Central Connector (W)			HAMPO No:		106		GDOT No:		0		
PROJECT DESCRIPTION:		New Roadway Central Connector (W)											
STRAHNET/GRIP:	NO				City:	Hinesville				County:	Liberty County		
Local Road Name:	Central Connector					GDOT District:		5		Cong. District:		1	
US/ST Road Name:					Existing Volume (2015):		4000		Design Volume (2045):		5391.3960		
Project Type:	New Construction					Regionally Significant:		YES		Capacity Adding:		YES	
Project Termini	From:	15th Street				Project Length (Mi)		4.53		R. Commision:		Coastal	
	To:	Dairy Rd/Hodges Rd				Exist Lanes:		0		Future Lanes:		2	
Open to Traffic Date:	N/A					Multimodal:		NO					
Network Year:	N/A	MTP Band: 4		Unfunded (Long Range)									
Status	Phase	Local		State/Federal			Other			Total			
MTP Band: 4	PE	\$0		\$2,971,601.71			\$0.00			\$2,971,601.71			
MTP Band: 4	ROW	\$0		\$5,943,203.43			\$0.00			\$5,943,203.43			
MTP Band: 4	UTL/CST	\$0		\$29,716,017.14			\$0.00			\$29,716,017.14			
	TOTAL	\$0		\$38,630,822.28			\$0.00			\$38,630,822.28			
Project Comments and Remarks:		Assumed ROW split in Hinesville and Fort Stewart											

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

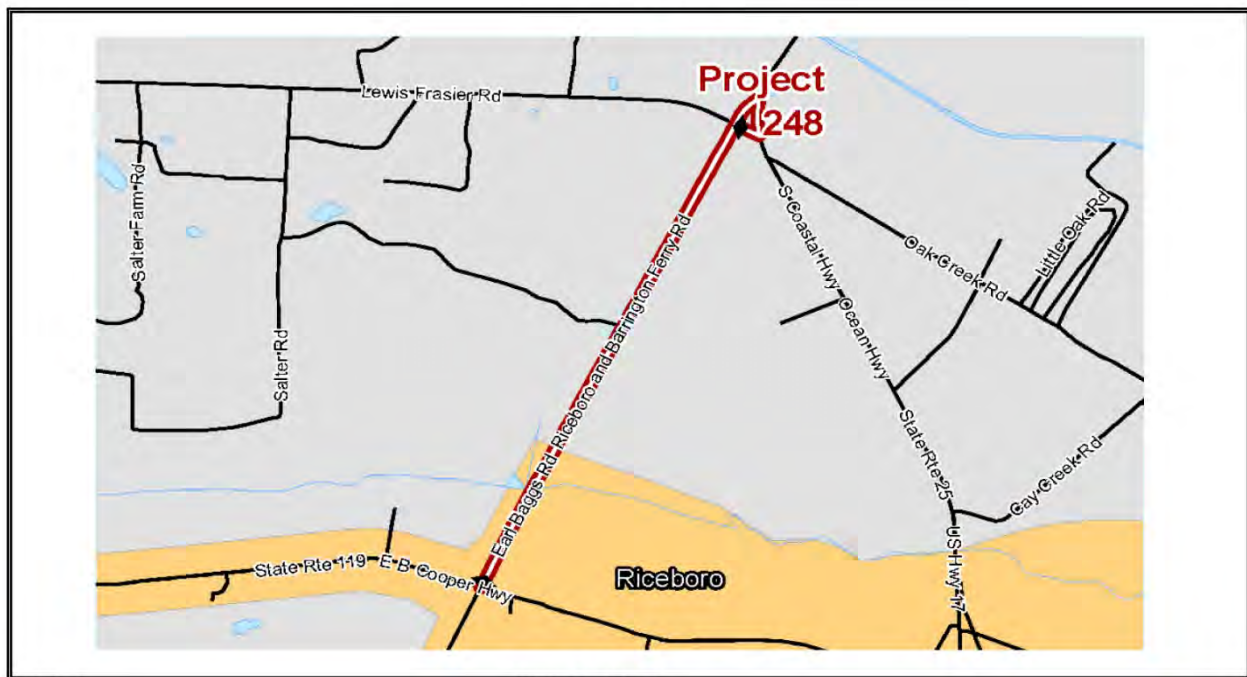




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Barrington Ferry Rd Widening		<b>HAMPO No:</b> 248		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		Barrington Ferry Rd Widening					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Barrington Ferry Rd	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	2070	<b>Design Volume (2045):</b>	2070		
<b>Project Type:</b>	Widening	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: US 17 To: SR 119	<b>Project Length (Mi)</b>	1.88	<b>R. Commision:</b>	Coastal		
<b>Open to Traffic Date:</b>	N/A	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4		
<b>Network Year:</b>	N/A	<b>MTP Band:</b> 4	Unfunded (Long Range)	<b>Multimodal:</b>	NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$2,413,371.73	\$0.00	\$2,413,371.73		
MTP Band: 4	ROW	\$0	\$1,206,685.86	\$0.00	\$1,206,685.86		
MTP Band: 4	UTL/CST	\$0	\$24,133,717.30	\$0.00	\$24,133,717.30		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$27,753,774.89</b>	<b>\$0.00</b>	<b>\$27,753,774.89</b>		
<b>Project Comments and Remarks:</b>		0					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



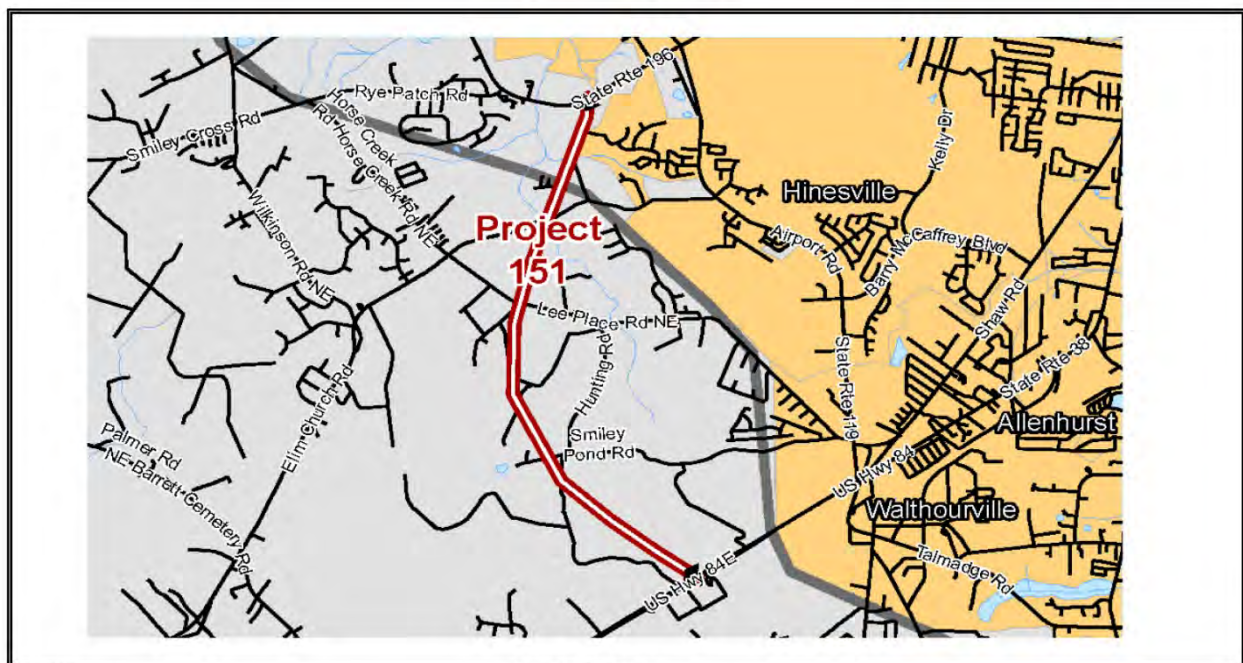




# HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		Hinesville Bypass III		HAMPO No:	151	GDOT No:	0
PROJECT DESCRIPTION:		New Roadway Hinesville Bypass III					
STRAHNET/GRIP:	NO		City:	-		County:	Liberty County
Local Road Name:	Hinesville Bypass			GDOT District:	5	Cong. District:	1
US/ST Road Name:			Existing Volume (2015):	4400	Design Volume (2045):	4400	
Project Type:	New Construction			Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	US 84		Project Length (Mi)	3.61	R. Commision:	Coastal
	To:	SR 196		Exist Lanes:	0		Future Lanes:
Open to Traffic Date:	N/A			Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)				
Status	Phase	Local	State/Federal		Other	Total	
	PE	\$0	\$1,543,512.75		\$0.00	\$1,543,512.75	
	ROW	\$0	\$3,087,025.49		\$0.00	\$3,087,025.49	
	UTL/CST	\$0	\$15,435,127.46		\$0.00	\$15,435,127.46	
	TOTAL	\$0	\$20,065,665.70		\$0.00	\$20,065,665.70	
Project Comments and Remarks:	0						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

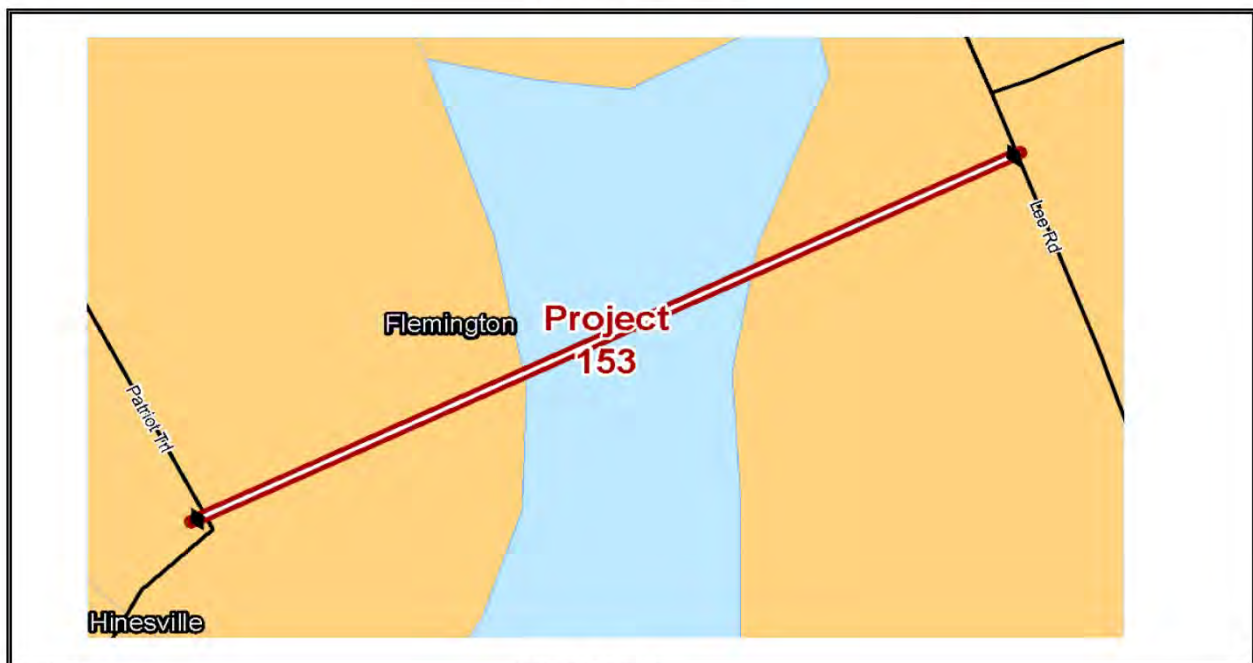




# HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Developer Road		<b>HAMPO No:</b> 153		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		New Roadway Developer Road					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville/Flemington		<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Developer Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	-		<b>Existing Volume (2015):</b>	2500	<b>Design Volume (2045):</b>	3369.6223	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Peacock Creek Rd	<b>Project Length (Mi)</b>	0.36	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Patriots Trail	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>	<b>Multimodal:</b>	NO	
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$237,536.59		\$0.00	\$237,536.59	
MTP Band: 4	ROW	\$0	\$1,021,703.39		\$0.00	\$1,021,703.39	
MTP Band: 4	UTL/CST	\$0	\$5,108,516.96		\$0.00	\$5,108,516.96	
	<b>TOTAL</b>	\$0	\$6,367,756.94		\$0.00	\$6,367,756.94	
<b>Project Comments and Remarks:</b>	Connect proposed residential and commercial development.						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



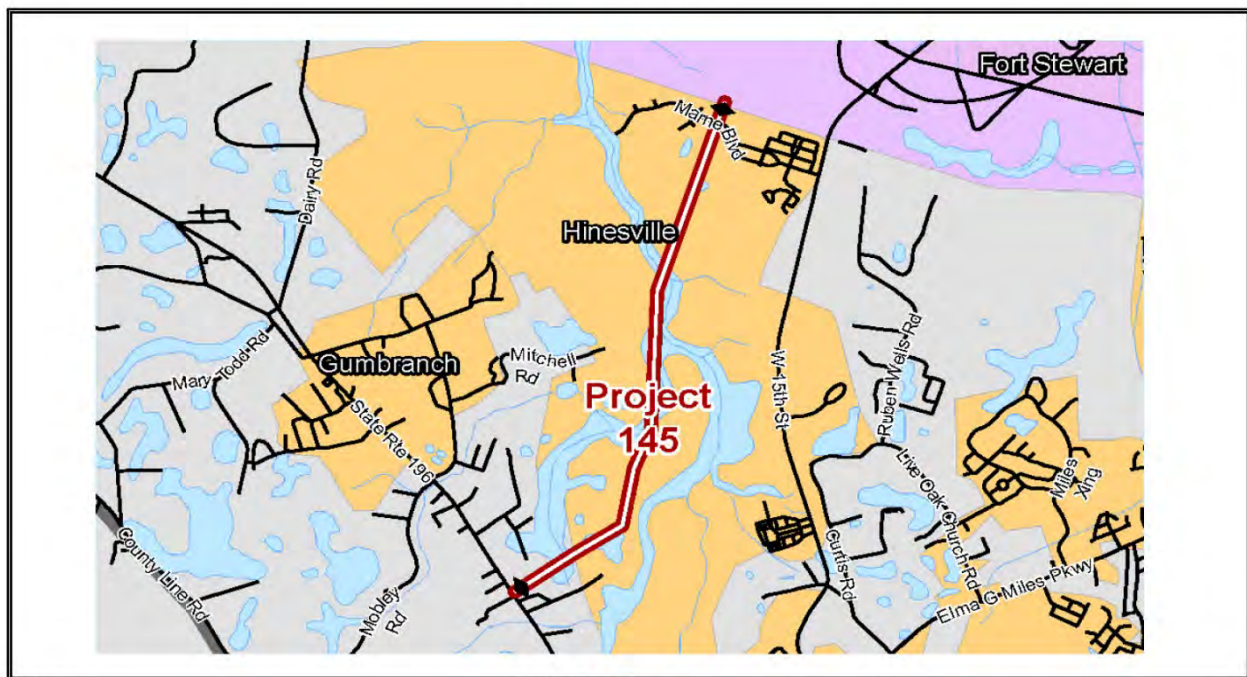




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Independence Rd (N-S)		<b>HAMPO No:</b>	145	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		New Roadway Independence Rd (N-S)					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Independence Rd			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	4000	<b>Design Volume (2045):</b>	5391.3957		
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	SR 196	<b>Project Length (Mi)</b>	2.73	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Central Connector/Ft Stew Boundary	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$3,945,520.10	\$0.00	\$3,945,520.10		
MTP Band: 4	ROW	\$0	\$1,895,360.76	\$0.00	\$1,895,360.76		
MTP Band: 4	UTL/CST	\$0	\$49,319,001.27	\$0.00	\$49,319,001.27		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$55,159,882.12</b>	<b>\$0.00</b>	<b>\$55,159,882.12</b>		
<b>Project Comments and Remarks:</b>		0					

### PROJECT LOCATION



Adopted:  
Amended:

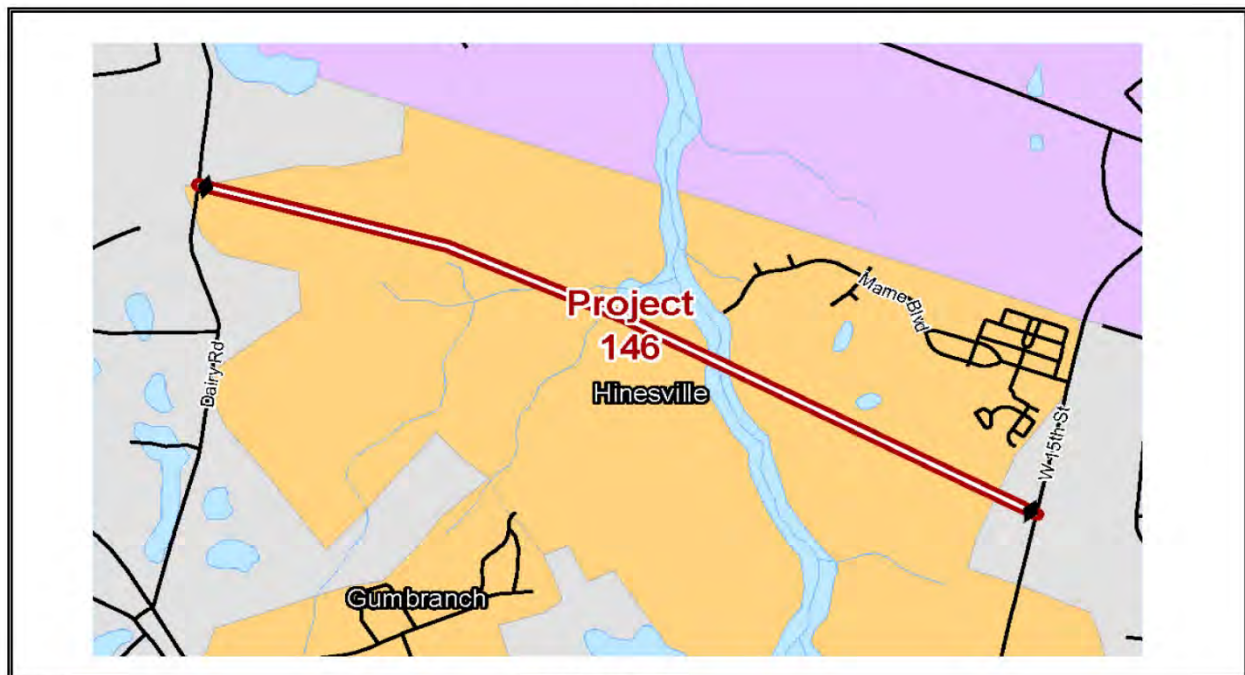
Project Fact Sheet



# HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Independence Spine Rd (E-W)		<b>HAMPO No:</b>	146	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Independence Spine Rd (E-W)					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Independence Spine Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	4000	<b>Design Volume (2045):</b>	5391.3957	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b> 15th St @ Independence Conn		<b>Project Length (Mi)</b>	2.45	<b>R. Commision:</b>	Coastal
	<b>To:</b> Dairy Rd		<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$1,044,884.02	\$0.00	\$1,044,884.02	
MTP Band: 4	ROW	\$0	\$2,089,768.04	\$0.00	\$2,089,768.04	
MTP Band: 4	UTL/CST	\$0	\$10,448,840.18	\$0.00	\$10,448,840.18	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$13,583,492.23</b>	<b>\$0.00</b>	<b>\$13,583,492.23</b>	
<b>Project Comments and Remarks:</b>	0					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



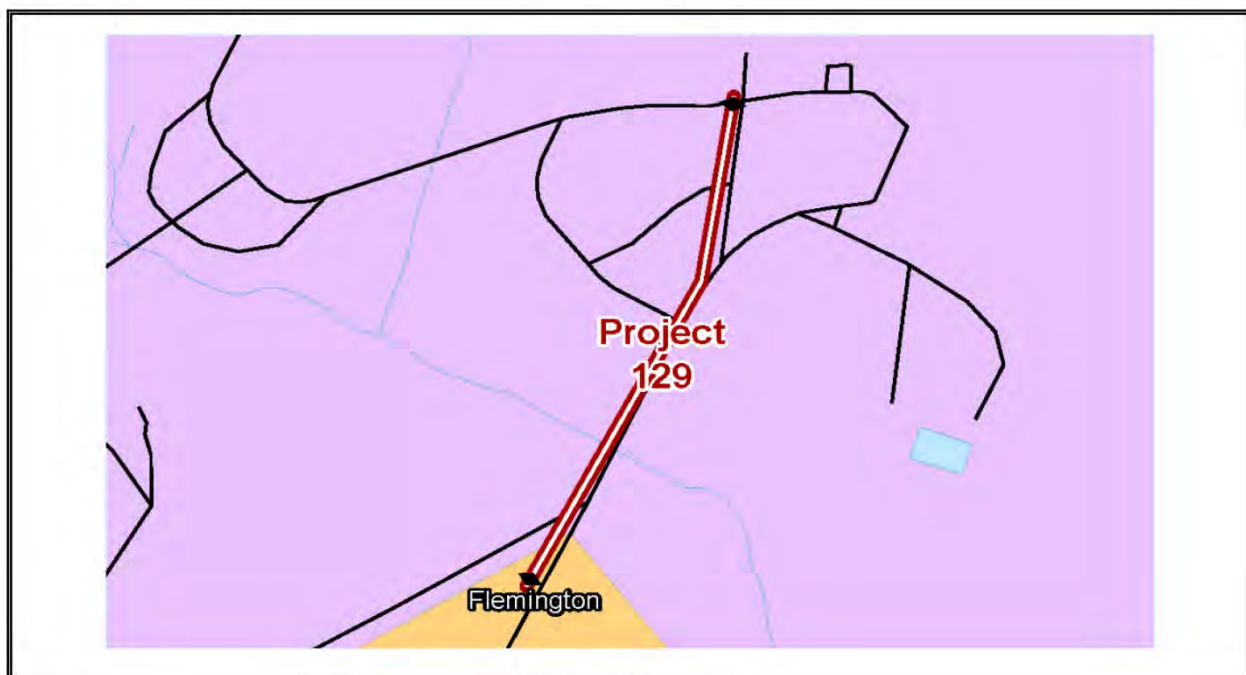




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		WAAF Access Road		<b>HAMPO No:</b> 129		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		New Roadway WAAF Access Road					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Flemington	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	WAAF Access Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	2000	<b>Design Volume (2045):</b>	2695.6978	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Old Hines Rd/Flem Loop		<b>Project Length (Mi)</b>	0.55	<b>R. Commision:</b>	Coastal
	<b>To:</b>	Midcoast Regional Airport		<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$48,533.10		\$0.00	\$48,533.10	
	ROW	\$0	\$0.00		\$0.00	\$0.00	
MTP Band: 4	UTL/CST	\$0	\$485,330.96		\$0.00	\$485,330.96	
	TOTAL	\$0	\$533,864.05		\$0.00	\$533,864.05	
<b>Project Comments and Remarks:</b>		0					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



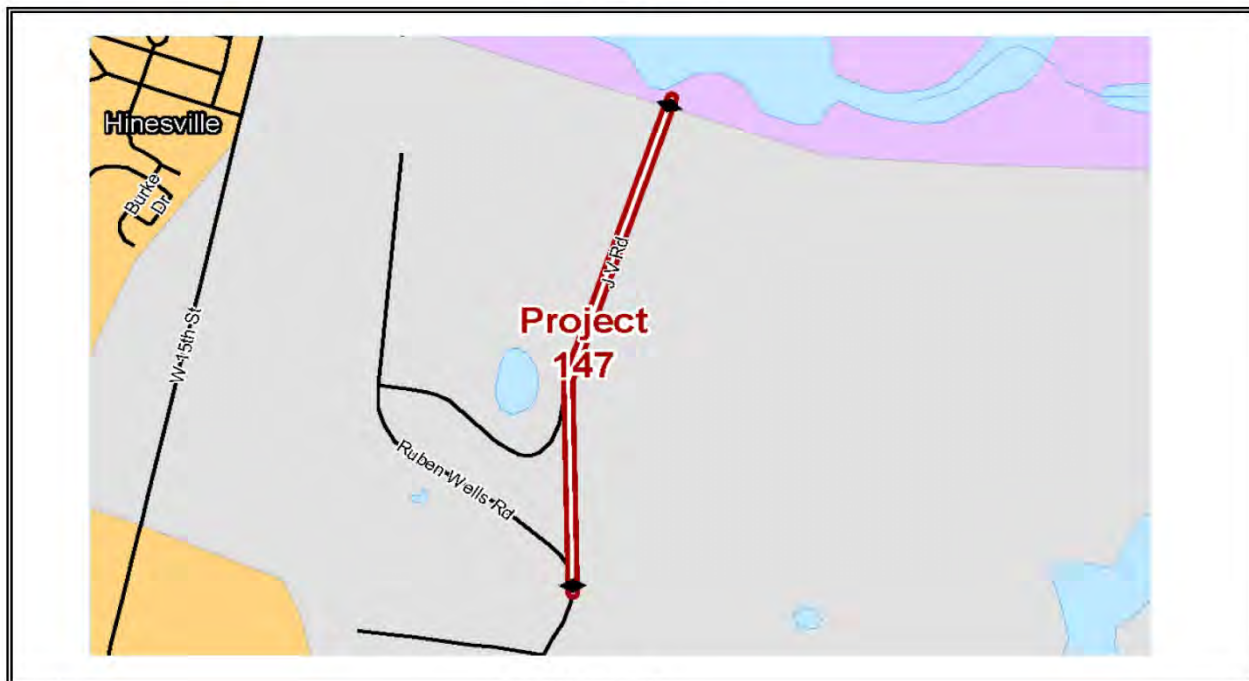




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Live Oak Church Rd			HAMPO No:	147	GDOT No:	0	
PROJECT DESCRIPTION:	New Roadway Live Oak Church Rd Extension							
STRAHNET/GRIP:	NO			City:	Hinesville		County:	Liberty County
Local Road Name:	Live Oak Church Rd Ext				GDOT District:	5	Cong. District:	1
US/ST Road Name:				Existing Volume (2015):	1500	Design Volume (2045):	2021.7734	
Project Type:	New Construction			Regionally Significant:	YES	Capacity Adding:	YES	
Project Termini	From:	Current end			Project Length (MI)	0.73	R. Commision:	Coastal
	To:	Central Connector			Exist Lanes:	0		Future Lanes:
Open to Traffic Date:	N/A				Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)					
Status	Phase	Local	State/Federal		Other		Total	
	PE	\$0	\$277,476.94		\$0.00		\$277,476.94	
	ROW	\$0	\$475,538.54		\$0.00		\$475,538.54	
	UTL	\$0	\$4,721,870.11		\$0.00		\$4,721,870.11	
	TOTAL	\$0	\$5,474,885.59		\$0.00		\$5,474,885.59	
Project Comments and Remarks:	0							

## PROJECT LOCATION



Adopted:  
Amended:

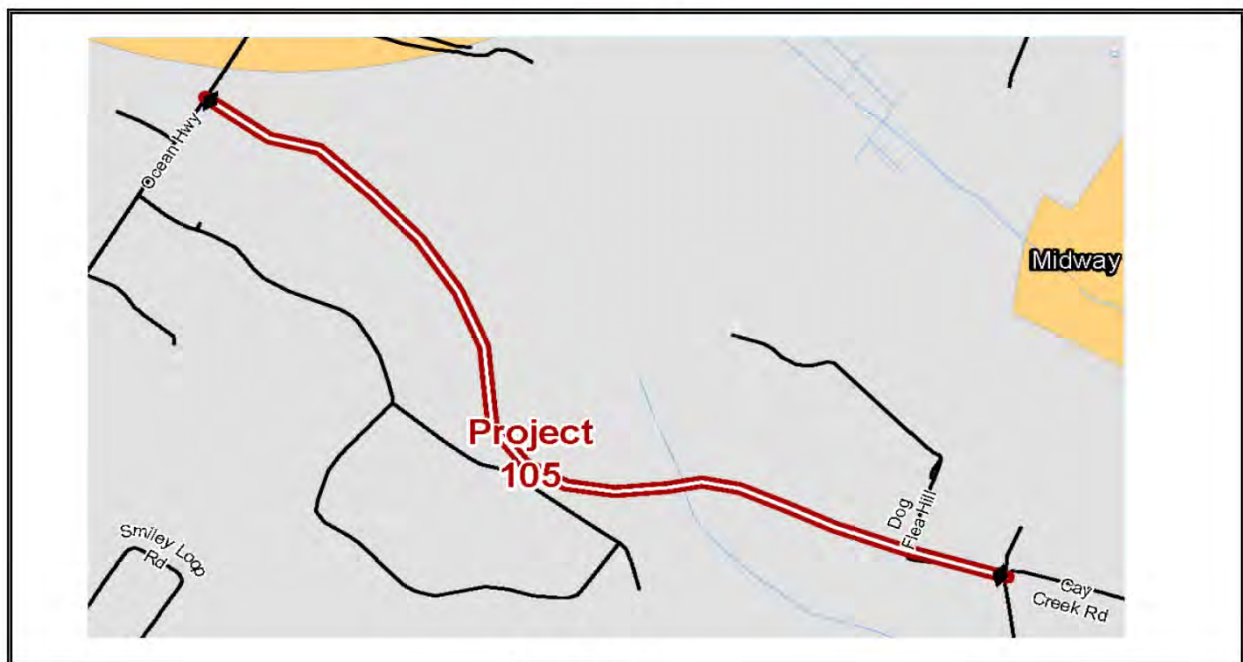
Project Fact Sheet



## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Cay Creek Extension		<b>HAMPO No:</b>	105	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		New Roadway Cay Creek Extension					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Cay Creek Ext	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	1500	<b>Design Volume (2045):</b>	2021.7730		
<b>Project Type:</b>	New Construction	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	From: Cay Creek Rd	<b>Project Length (Mi)</b>	1.82	<b>R. Commision:</b>	Coastal		
	To: US 17	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2		
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0	\$1,605,295.06	\$0.00	\$1,605,295.06		
MTP Band: 4	ROW	\$0	\$617,595.13	\$0.00	\$617,595.13		
MTP Band: 4	UTL/CST	\$0	\$16,052,960.13	\$0.00	\$16,052,960.13		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$18,275,850.32</b>	<b>\$0.00</b>	<b>\$18,275,850.32</b>		
<b>Project Comments and Remarks:</b>		0					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

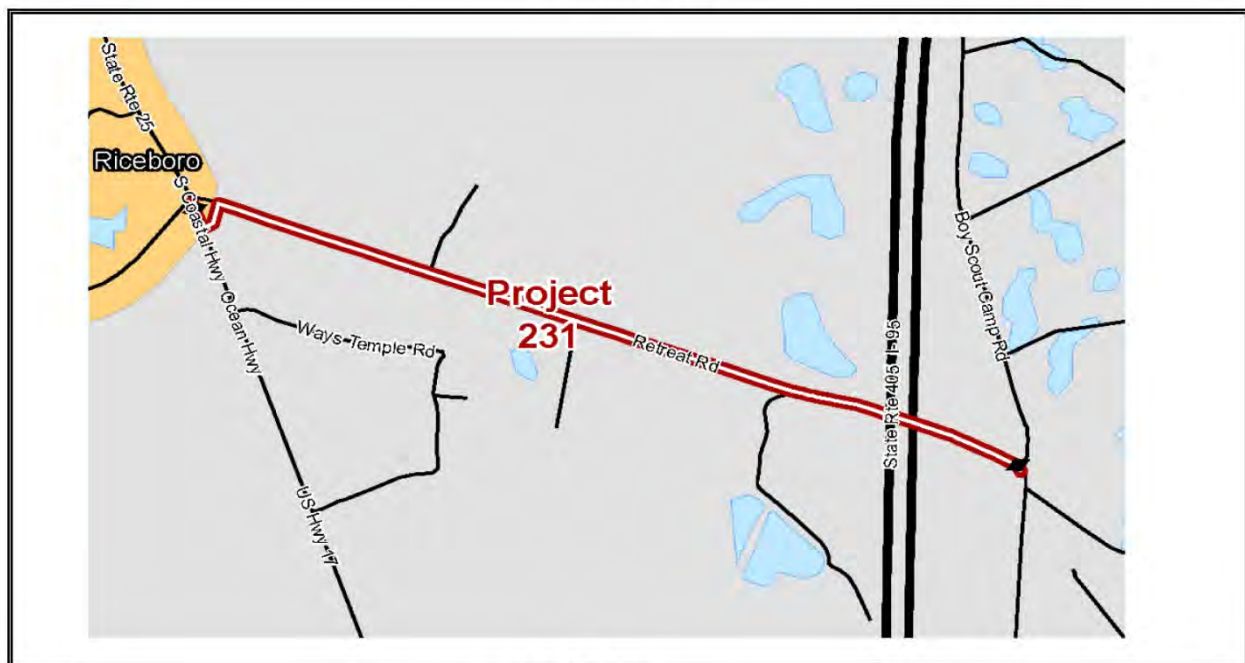




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Hampton Island Road		<b>HAMPO No:</b>	231	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Hampton Island Road					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Hampton Island Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	710	<b>Design Volume (2045):</b>	710	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	Hampton Island	<b>Project Length (Mi)</b>	1.74	<b>R. Commission:</b>	Coastal
	<b>To:</b>	US 17	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$1,229,030.55	\$0.00	\$1,229,030.55	
MTP Band: 4	ROW	\$0	\$1,092,668.30	\$0.00	\$1,092,668.30	
MTP Band: 4	UTL/CST	\$0	\$12,290,305.48	\$0.00	\$12,290,305.48	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$14,612,004.33</b>	<b>\$0.00</b>	<b>\$14,612,004.33</b>	
<b>Project Comments and Remarks:</b>	Project recommended during Plum Creek Master Plan development, low priority due to stalled development activity					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



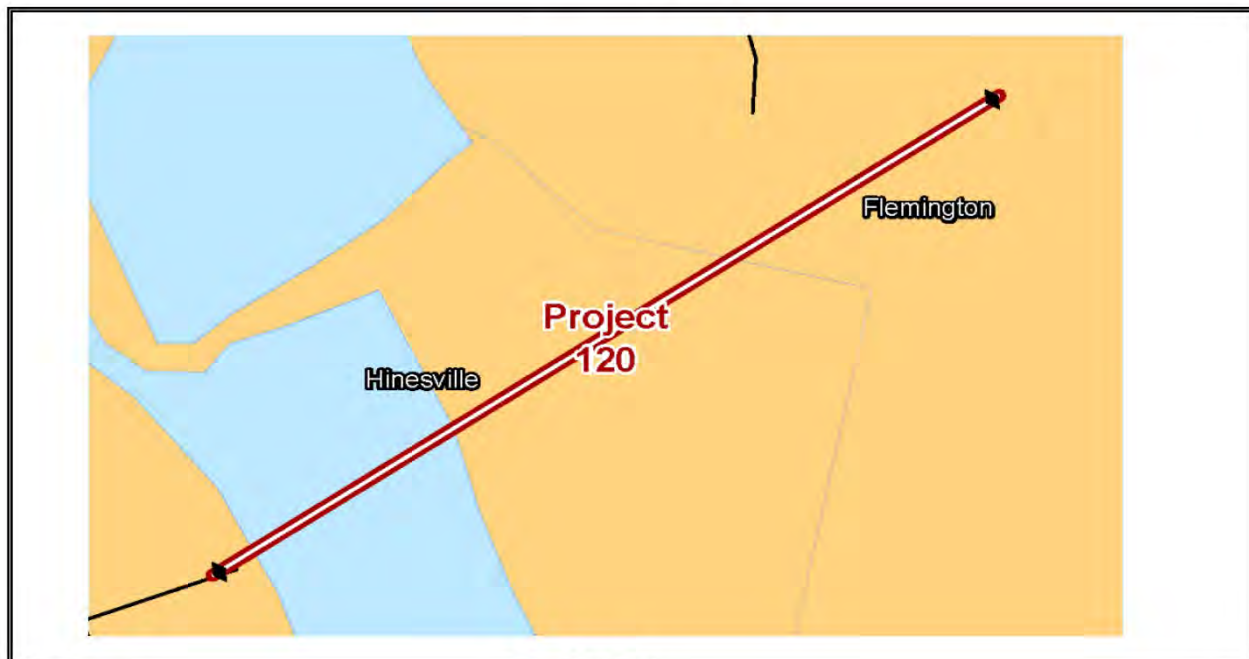




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Sandy Run Drive Extension		<b>HAMPO No:</b>	120	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	New Roadway Sandy Run Drive Extension					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	Sandy Run Dr Ext		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	1500	<b>Design Volume (2045):</b>	2021.7734
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	Sandy Run Dr	<b>Project Length (Mi)</b>	0.55	<b>R. Commission:</b>	Coastal
	<b>To:</b>	Peacock Creek Rd	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$479,964.72	\$0.00	\$479,964.72	
MTP Band: 4	ROW	\$0	\$959,929.44	\$0.00	\$959,929.44	
MTP Band: 4	UTL/CST	\$0	\$4,799,647.19	\$0.00	\$4,799,647.19	
	<b>TOTAL</b>	<b>\$0</b>	<b>\$6,239,541.34</b>	<b>\$0.00</b>	<b>\$6,239,541.34</b>	
<b>Project Comments and Remarks:</b>	Peacock Creek bridge with roadway connecting to proposed residential and commercial development					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

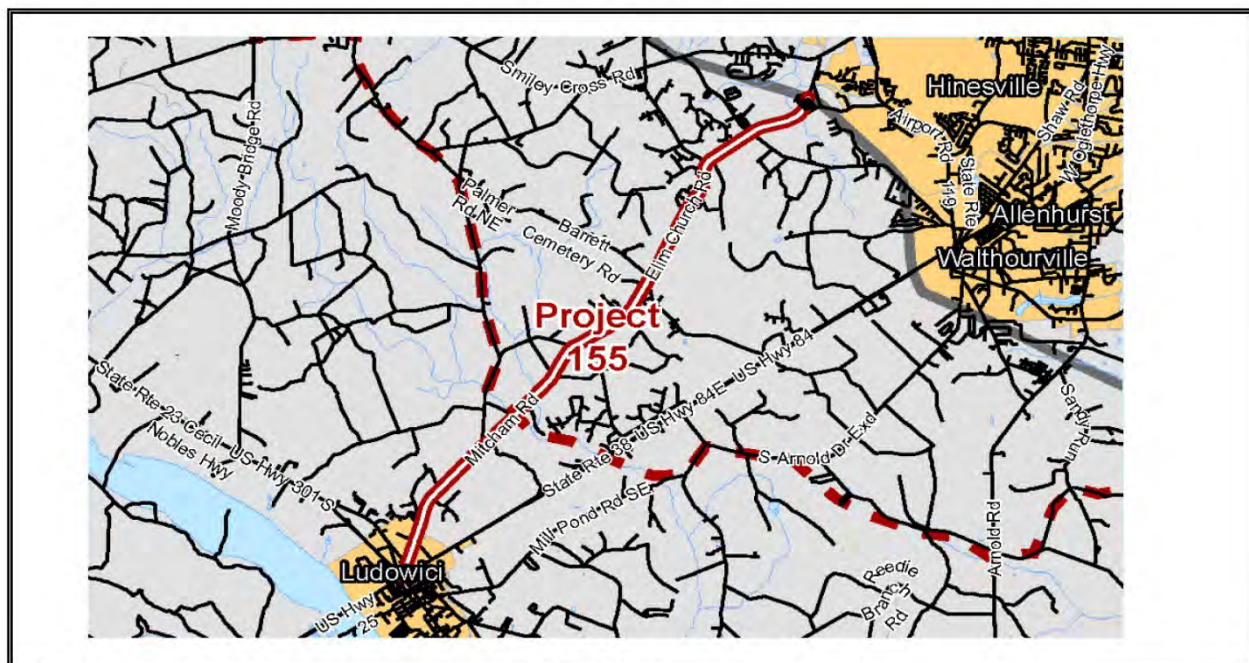




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Elim Church Road Widening		<b>HAMPO No:</b>	155	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Elim Church Road Widening					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Ludowici	<b>County:</b>	Liberty County/Long County		
<b>Local Road Name:</b>	Elim Church Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	2503.3333	<b>Design Volume (2045):</b>	2503.3333	
<b>Project Type:</b>	Widening		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	SR 196	<b>Project Length (Mi)</b>	8.14	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	US 84 East of SR 301	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>	Multimodal: NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$6,187,353.03		\$0.00	\$6,187,353.03	
MTP Band: 4	ROW	\$0	\$12,374,706.07		\$0.00	\$12,374,706.07	
MTP Band: 4	UTL/CST	\$0	\$61,873,530.34		\$0.00	\$61,873,530.34	
	<b>TOTAL</b>	\$0	\$80,435,589.44		\$0.00	\$80,435,589.44	
<b>Project Comments and Remarks:</b>		2045 Operations and Safety Assessment calls for rescoped project description to a 4 lane urban facility					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



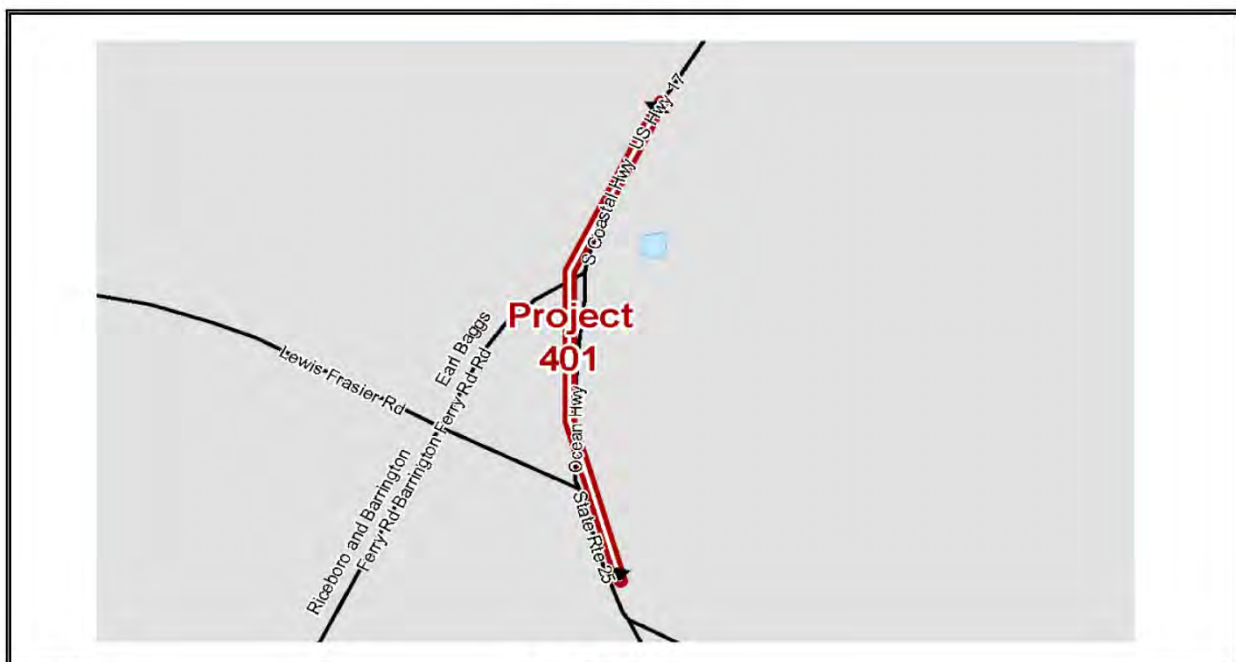




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Barrington Ferry Rd @ US 17 Intersection Improvement		<b>HAMPO No:</b>	401	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	Barrington Ferry Rd @ US 17 Intersection Improvement						
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Riceboro	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Barrington Ferry Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	1854	<b>Design Volume (2045):</b>	1936.6667	
<b>Project Type:</b>	Intersection Upgrade		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 17 @Barrington Ferry Rd		<b>Project Length (Mi)</b>	0.26	<b>R. Commision:</b>	Coastal
	<b>To:</b>	0		<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$146,658.31	\$0.00	\$146,658.31		
MTP Band: 1	ROW	\$0	\$63,037.50	\$0.00	\$63,037.50		
MTP Band: 1	UTL/CST	\$0	\$1,222,152.59	\$0.00	\$1,222,152.59		
	<b>TOTAL</b>	\$0	\$1,431,848.40	\$0.00	\$1,431,848.40		
<b>Project Comments and Remarks:</b>	TSPLOST project: Reconfigure intersection for operational and safety enhancements						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



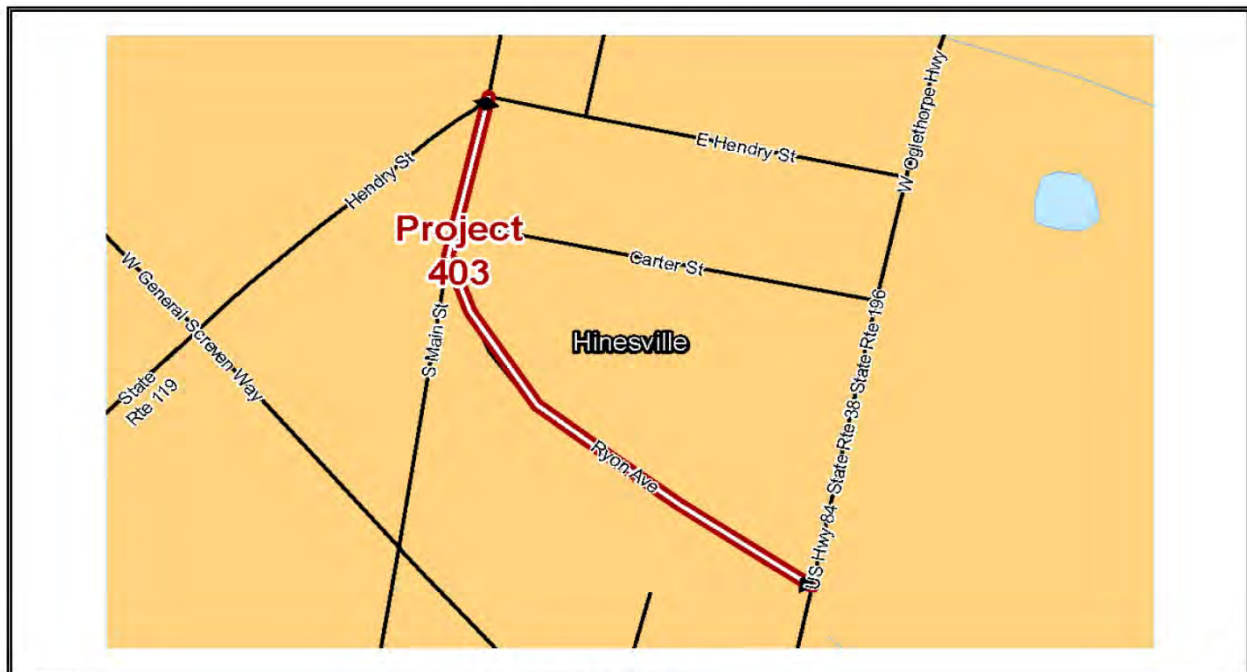




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		Ryon Avenue Realignment and Corridor Improvements			HAMPO No:	403	GDOT No:	0
PROJECT DESCRIPTION:		Ryon Ave Realignment connecting to Bryant Commons Entrance and Corridor Improvements						
STRAHNET/GRIP:	NO			City:	Hinesville		County:	Liberty County
Local Road Name:	Ryon Ave				GDOT District:	5	Cong. District:	1
US/ST Road Name:				Existing Volume (2015):	8765	Design Volume (2045):	11813.8957	
Project Type:	Realignment / Roundabout				Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	SR 38/US 84/Oglethorpe Hwy			Project Length (Mi)	0.32	R. Commision:	Coastal
	To:	S. Main St @ Hendry St.			Exist Lanes:	2	Future Lanes:	2
Open to Traffic Date:	N/A				Multimodal:	NO		
Network Year:	N/A	MTP Band: 1	2019-2025					
Status	Phase	Local	State/Federal		Other		Total	
	PE	\$0	\$0.00		\$0.00		\$0.00	
MTP Band: 1	ROW	\$0	\$89,303.13		\$0.00		\$89,303.13	
MTP Band: 1	UTL/CST	\$0	\$2,258,737.26		\$0.00		\$2,258,737.26	
	TOTAL	\$0	\$2,348,040.38		\$0.00		\$2,348,040.38	
Project Comments and Remarks:	TE Project with 2014 SPLOST funding							

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

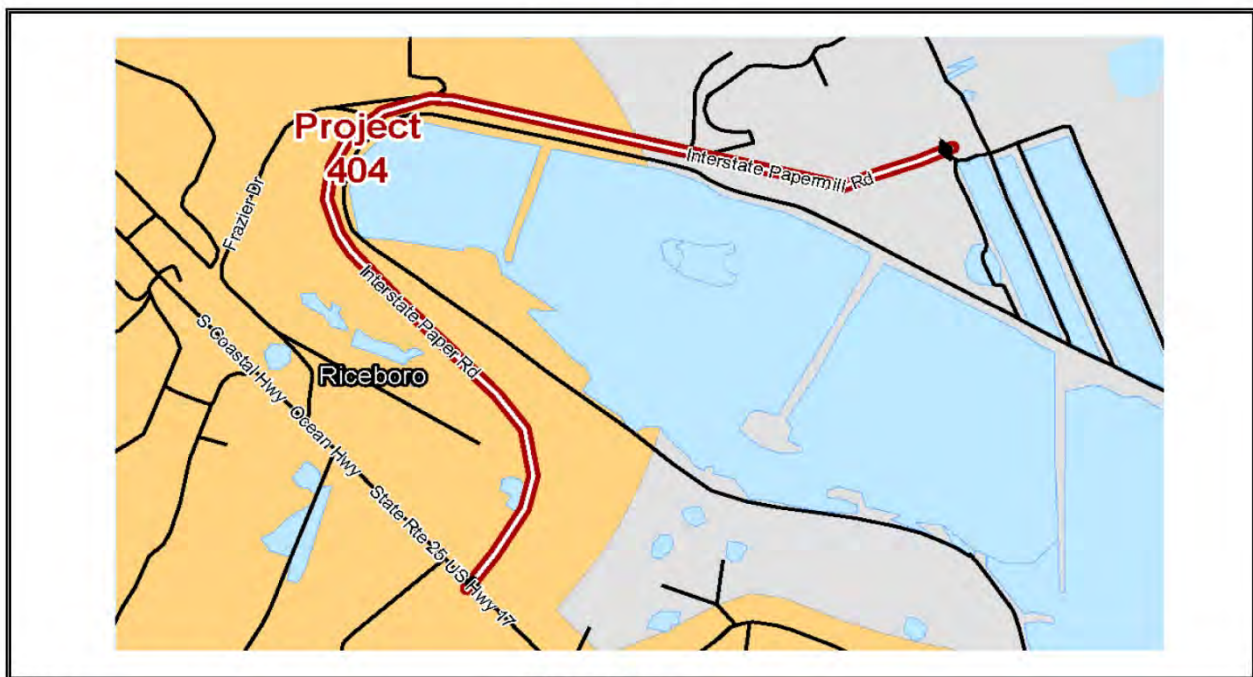




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Interstate Paper Road Rehabilitation		<b>HAMPO No:</b>	404	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Interstate Paper Road Rehabilitation					
<b>STRAHNET/GRIP:</b>	NO		<b>City:</b>	Riceboro		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	Interstate Paper Rd			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>				<b>Existing Volume (2015):</b>	1356	<b>Design Volume (2045):</b>	1809.5873
<b>Project Type:</b>	Reconstruction			<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b>	US 17		<b>Project Length (Mi)</b>	2.55	<b>R. Commission:</b>	Coastal
	<b>To:</b>	Road end		<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$0.00	\$259,033.74	\$259,033.74		
MTP Band: 1	ROW	\$0	\$0.00	\$1,050.63	\$1,050.63		
MTP Band: 1	UTL/CST	\$0	\$0.00	\$2,590,337.41	\$2,590,337.41		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0.00</b>	<b>\$2,850,421.77</b>	<b>\$2,850,421.77</b>		
<b>Project Comments and Remarks:</b>		TSPLOST project supporting regional freight industry					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



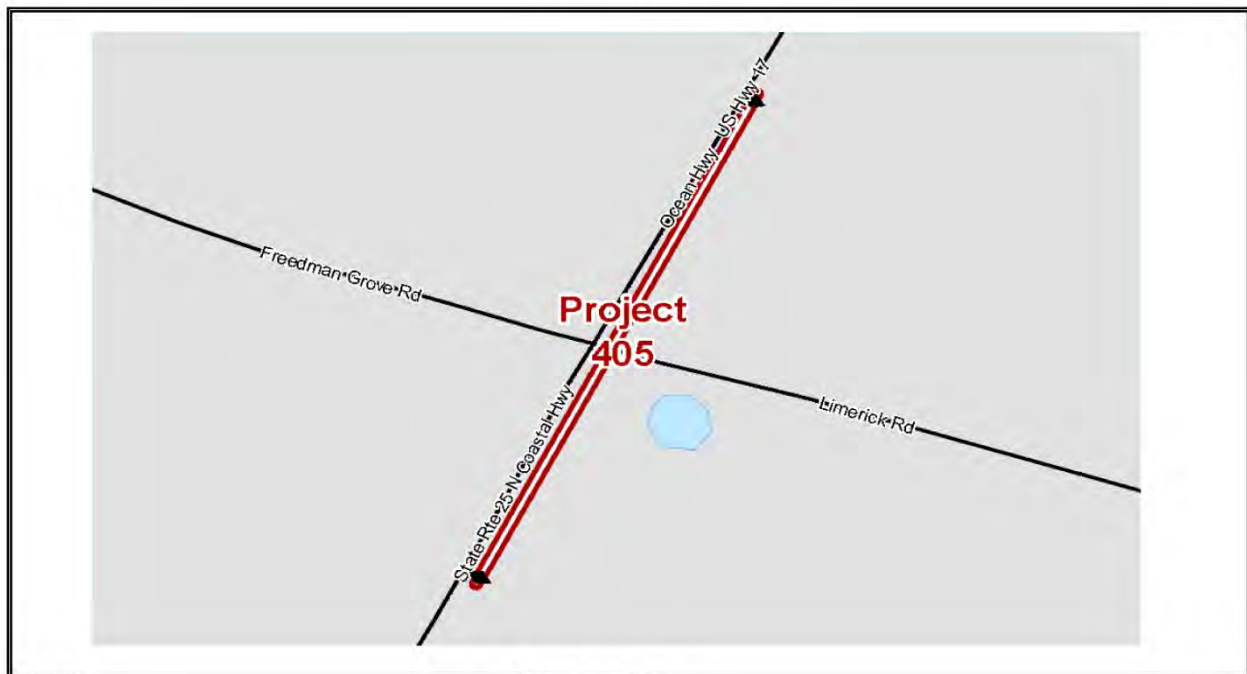




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Impr		<b>HAMPO No:</b>	405	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	-	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	N Coastal Hwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	US 17	<b>Existing Volume (2015):</b>	5510	<b>Design Volume (2045):</b>	5510		
<b>Project Type:</b>	Signal and Intersection Improvements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 17 @ Limerick Rd.		<b>Project Length (Mi)</b>	0.13	<b>R. Commision:</b>	Coastal
	<b>To:</b>			<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$68,446.58	\$0.00	\$68,446.58		
MTP Band: 1	ROW	\$0	\$52,531.25	\$0.00	\$52,531.25		
MTP Band: 1	UTL/CST	\$0	\$570,388.13	\$0.00	\$570,388.13		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$691,365.96</b>	<b>\$0.00</b>	<b>\$691,365.96</b>		
<b>Project Comments and Remarks:</b>		TSPLOST project: Upgrade flashing caution light to traffic signal and add left turn lanes					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



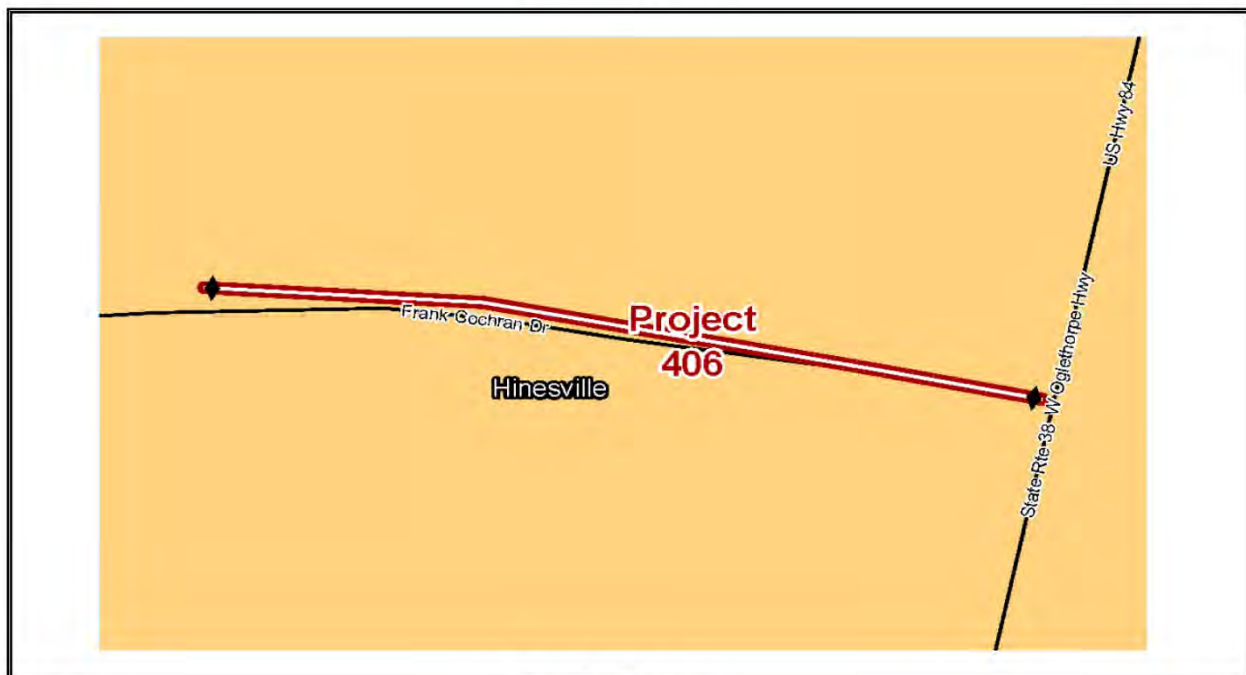




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Intersection Improvements Veterans Pkwy @ Walmart/Lowes		<b>HAMPO No:</b>	406	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Intersection Improvements Veterans Pkwy @ Walmart/Lowes					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Veteran's Pkwy		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	-		<b>Existing Volume (2015):</b>	1480	<b>Design Volume (2045):</b>	1994.8164	
<b>Project Type:</b>	Signal and Intersection Improvements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	Veterans Parkway @ Walmart/Lowes		<b>Project Length (Mi)</b>	0.23	<b>R. Commision:</b>	Coastal
	<b>To:</b>	0		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$0.00	\$77,746.25	\$77,746.25		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 1	UTL/CST	\$0	\$0.00	\$777,462.50	\$777,462.50		
	TOTAL	\$0	\$0.00	\$855,208.75	\$855,208.75		
<b>Project Comments and Remarks:</b>		TSPLOST project: Installation of signal and turn lanes to facilitate turning movements					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

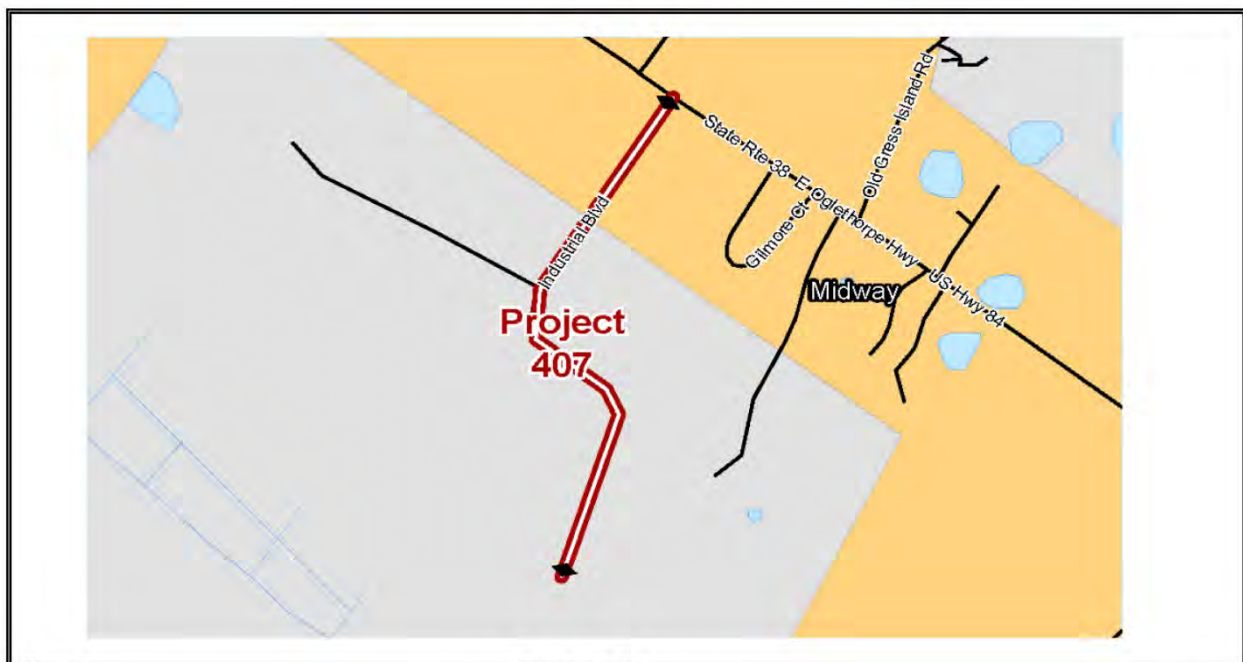




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Industrial Road Upgrade			HAMPO No:	407	GDOT No:	0
PROJECT DESCRIPTION:	Industrial Road Upgrade						
STRAHNET/GRIP:	NO		City:	Midway		County:	Liberty County
Local Road Name:	Industrial Rd			GDOT District:	5	Cong. District:	1
US/ST Road Name:	-		Existing Volume (2015):	7950		Design Volume (2045):	10715
Project Type:	Reconstruction			Regionally Significant:	YES	Capacity Adding:	NO
Project Termini	From:	Midway Industrial Park		Project Length (Mi)	0.57	R. Commision:	Coastal
	To:	US 84 / SR 38		Exist Lanes:	2	Future Lanes:	2
Open to Traffic Date:	N/A			Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)				
Status	Phase	Local	State/Federal	Other	Total		
MTP Band: 4	PE	\$0	\$135,956.20	\$0.00	\$135,956.20		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 4	UTL/CST	\$0	\$1,359,562.04	\$0.00	\$1,359,562.04		
	TOTAL	\$0	\$1,495,518.24	\$0.00	\$1,495,518.24		
Project Comments and Remarks:	Sourced from HAMPO Freight Plan						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



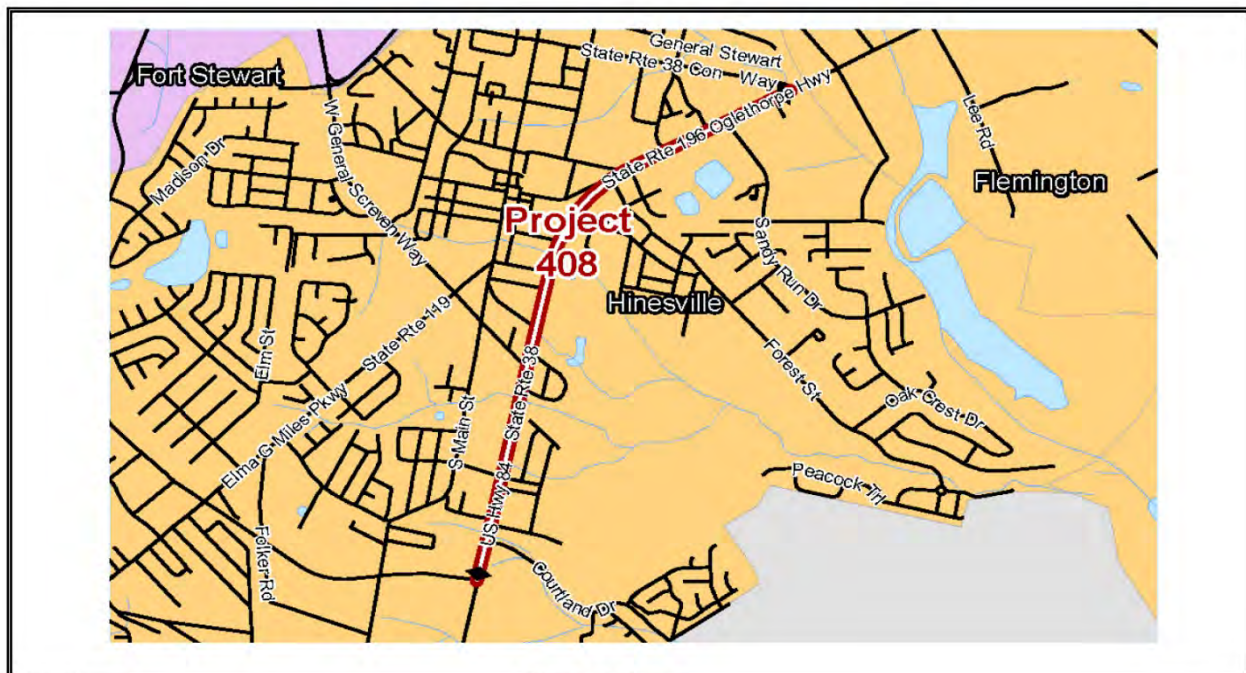




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		US 84 Adaptive Signal Upgrades		<b>HAMPO No:</b>	408	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		US 84 Adaptive Signal Upgrades					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	US 84	<b>Existing Volume (2015):</b>	31650	<b>Design Volume (2045):</b>	31650		
<b>Project Type:</b>	Operational: Signal Upgrade		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	Veterans Parkway	<b>Project Length (Mi)</b>	2.27	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	General Stewart Way	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$52,531.25	\$0.00	\$52,531.25		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 1	UTL/CST	\$0	\$525,312.50	\$0.00	\$525,312.50		
	<b>TOTAL</b>	\$0	\$577,843.75	\$0.00	\$577,843.75		
<b>Project Comments and Remarks:</b>		Sourced from HAMPO Freight Plan					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



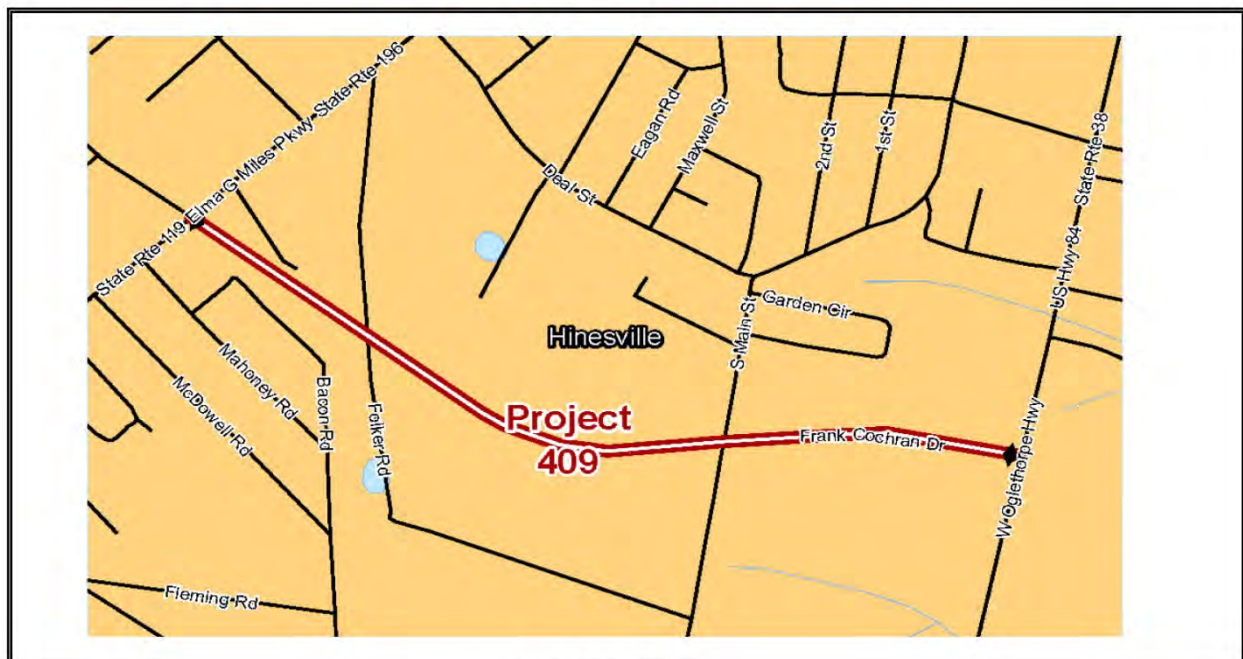




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Veterans Pkwy Adaptive Signal Upgrades		<b>HAMPO No:</b> 409		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		Veterans Pkwy Adaptive Signal Upgrades					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Veteran's Pkwy		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	-		<b>Existing Volume (2015):</b>	1480	<b>Design Volume (2045):</b>	1994.8164	
<b>Project Type:</b>	Operational: Signal Upgrade		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	From: SR 119/SR 196/EG Miles Pkwy		<b>Project Length (Mi)</b>	1.02	<b>R. Commission:</b>	Coastal	
	To: US 84 / SR 38		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	4	<b>Unfunded (Long Range)</b>	Multimodal: NO		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 4	PE	\$0	\$95,014.64		\$0.00	\$95,014.64	
	ROW	\$0	\$0.00		\$0.00	\$0.00	
MTP Band: 4	UTL/CST	\$0	\$950,146.35		\$0.00	\$950,146.35	
	TOTAL	\$0	\$1,045,160.99		\$0.00	\$1,045,160.99	
<b>Project Comments and Remarks:</b>	Sourced from HAMPO Freight Plan						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

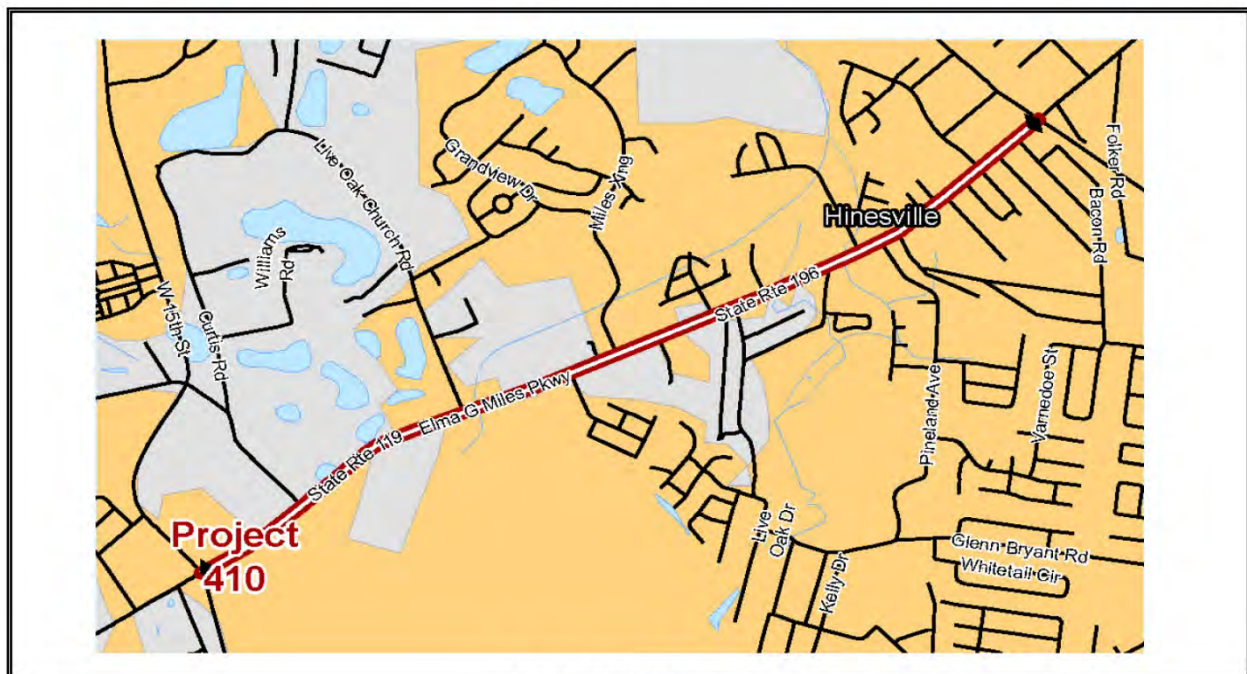




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		E.G. Miles Adaptive Signal Upgrades		<b>HAMPO No:</b>	410	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		E.G. Miles Adaptive Signal Upgrades					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	E.G. Miles Pkwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	-	<b>Existing Volume (2015):</b>	16900	<b>Design Volume (2045):</b>	16900		
<b>Project Type:</b>	Operational: Signal Upgrade		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b> 15th Street	<b>Project Length (Mi)</b>	2.48	<b>R. Commission:</b>	Coastal		
	<b>To:</b> SR 196/Veterans Pkwy	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4		
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$52,531.25	\$0.00	\$52,531.25		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 1	UTL/CST	\$0	\$525,312.50	\$0.00	\$525,312.50		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$577,843.75</b>	<b>\$0.00</b>	<b>\$577,843.75</b>		
<b>Project Comments and Remarks:</b>		Sourced from HAMPO Freight Plan					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

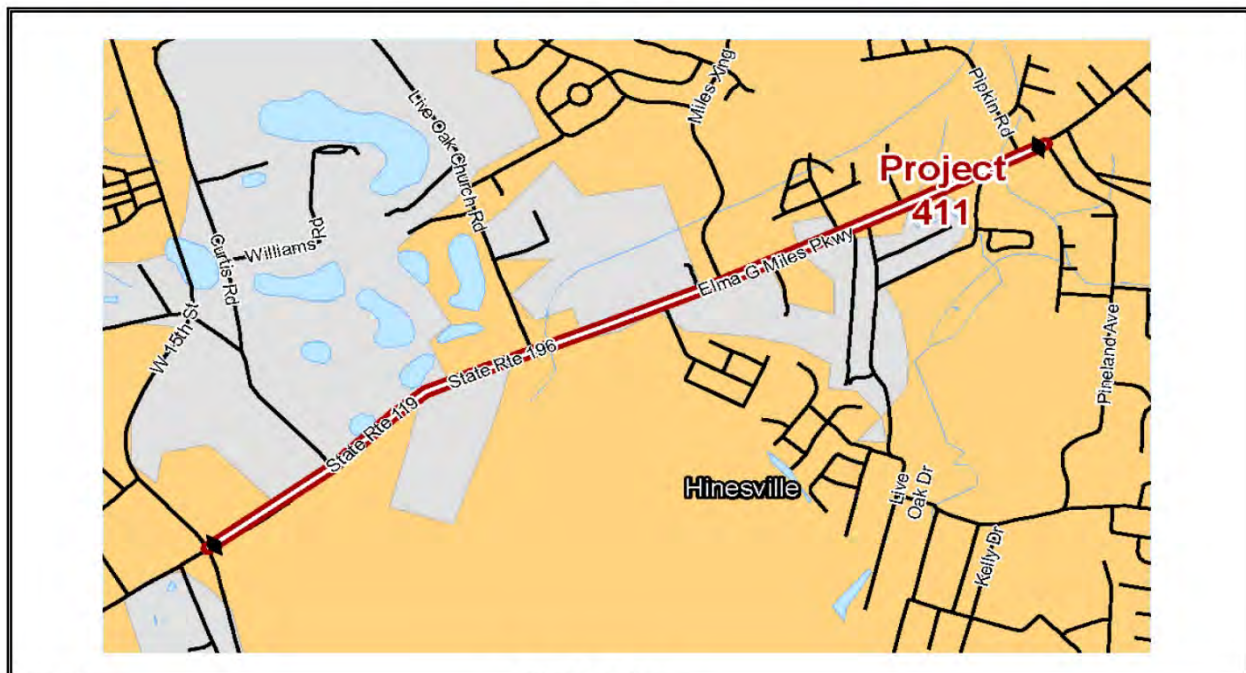




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety		<b>HAMPO No:</b>	411	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b> SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety							
<b>STRAHNET/GRIP:</b>	NO		<b>City:</b>	Hinesville		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	E.G. Miles Pkwy		<b>GDOT District:</b>	5		<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 119/SR 196		<b>Existing Volume (2015):</b>	16900		<b>Design Volume (2045):</b>	16900
<b>Project Type:</b>	Access Management / Safety		<b>Regionally Significant:</b>	YES		<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b> 15th Street		<b>Project Length (Mi)</b>	1.96		<b>R. Commision:</b>	Coastal
	<b>To:</b> Pineland Avenue		<b>Exist Lanes:</b>	4		<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$51,431.38	\$0.00	\$51,431.38		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 1	UTL/CST	\$0	\$514,313.77	\$0.00	\$514,313.77		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$565,745.15</b>	<b>\$0.00</b>	<b>\$565,745.15</b>		
<b>Project Comments and Remarks:</b>		Sourced from 2045 HAMPO MTP Safety Audit and Operational Analysis					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet







## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 196 / E.G. Miles Pkwy Access Management		<b>HAMPO No:</b>	412	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 196 / E.G. Miles Pkwy Access Management					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville/Gumbranch	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	-	<b>Existing Volume (2015):</b>	10650	<b>Design Volume (2045):</b>	14354.5909		
<b>Project Type:</b>	Access Management / Safety		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	15th Street	<b>Project Length (Mi)</b>	0.63	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Elim Church Rd.	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 2</b>	2026-2035				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 2	PE	\$0	\$20,670.97	\$0.00	\$20,670.97		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band: 2	UTL/CST	\$0	\$206,709.74	\$0.00	\$206,709.74		
	TOTAL	\$0	\$227,380.71	\$0.00	\$227,380.71		
<b>Project Comments and Remarks:</b>		Sourced from 2045 Operational and Safety Analysis.					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

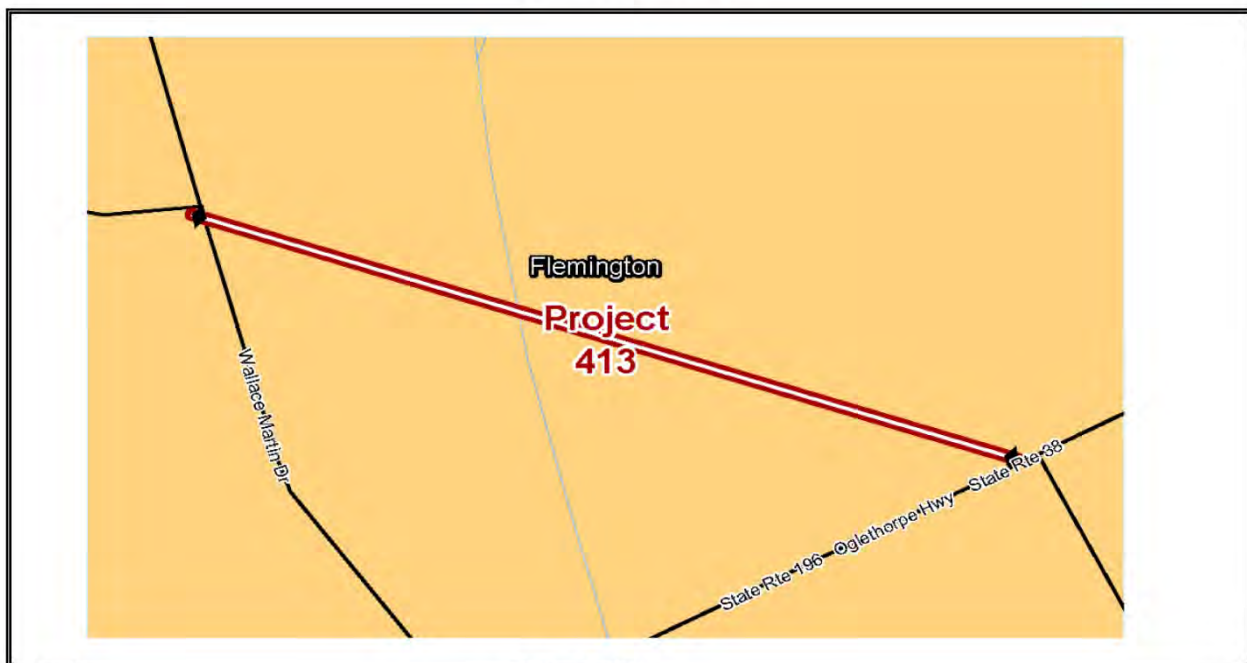




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Wallace Martin Realignment		<b>HAMPO No:</b> 413		<b>GDOT No:</b> 0	
<b>PROJECT DESCRIPTION:</b>		Wallace Martin Realignment					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Wallace Martin Dr		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	-	<b>Existing Volume (2015):</b>	3512.50	<b>Design Volume (2045):</b>	4734.3193		
<b>Project Type:</b>	Realignment		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	US 84/SR 38	<b>Project Length (Mi)</b>	0.30	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	South of Tremain Dr.	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	(2019-2025) & (2026-2035)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$195,924.75	\$0.00	\$195,924.75		
MTP Band: 1	ROW	\$0	\$391,849.51	\$0.00	\$391,849.51		
MTP Band: 2	UTL/CST	\$0	\$2,446,831.68	\$0.00	\$2,446,831.68		
	<b>TOTAL</b>	\$0	\$3,034,605.94	\$0.00	\$3,034,605.94		
<b>Project Comments and Remarks:</b>		Support project for US 84 Access Management median improvements to maintain access to public schools					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

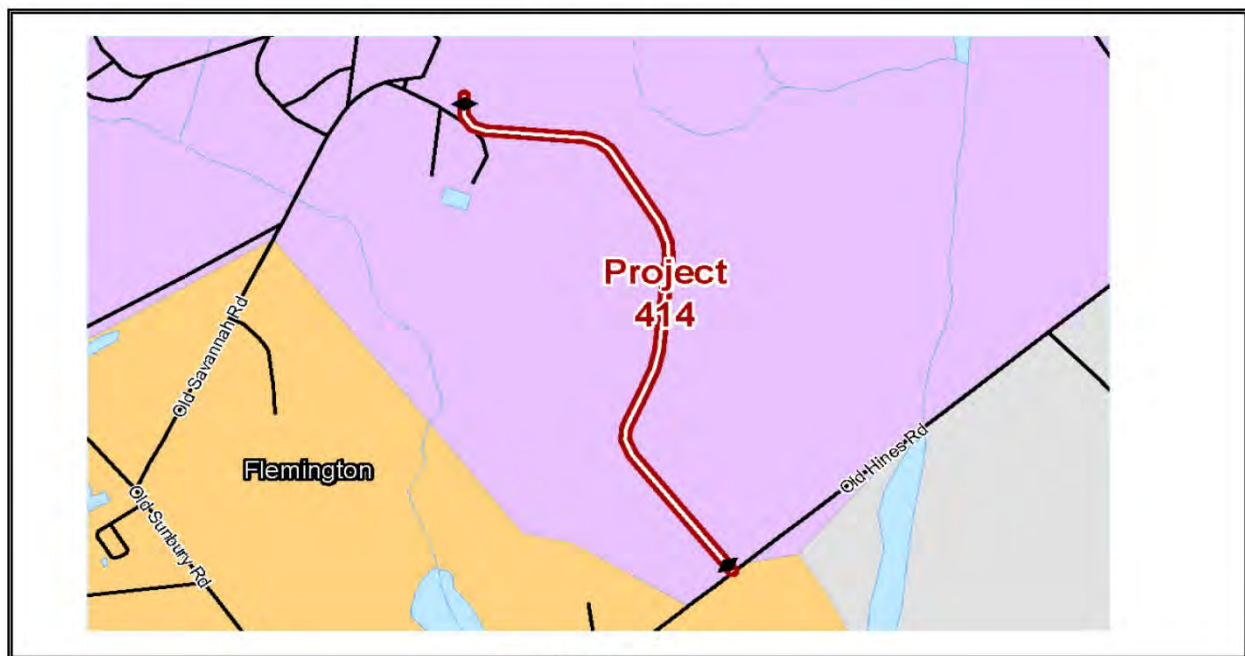




### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	WAAF / Midcoast Regional Joint Municipal Airport Access Road		<b>HAMPO No:</b>	414	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	New Roadway WAAF / Midcoast Regional Joint Municipal Airport Access Road						
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Flemington	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Midcoast Regional Joint Municipal Airport Access Rd			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	-	<b>Existing Volume (2015):</b>	2000	<b>Design Volume (2045):</b>	2695.6978		
<b>Project Type:</b>	New Construction			<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES
<b>Project Termini</b>	<b>From:</b>	Old Hines Road	<b>Project Length (Mi)</b>	1.34	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Airport South Access	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 4	PE	\$0.00	\$651,607.71	\$0.00	\$651,607.71		
MTP Band: 4	ROW	\$0.00	\$1,303,215.41	\$0.00	\$1,303,215.41		
MTP Band: 4	UTL/CST	\$0.00	\$6,516,077.07	\$0.00	\$6,516,077.07		
	<b>TOTAL</b>	\$0.00	\$8,470,900.19	\$0.00	\$8,470,900.19		
<b>Project Comments and Remarks:</b>	Recommended by Airport Plan to eliminate conflicts with Fort Stewart's security zones						

#### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



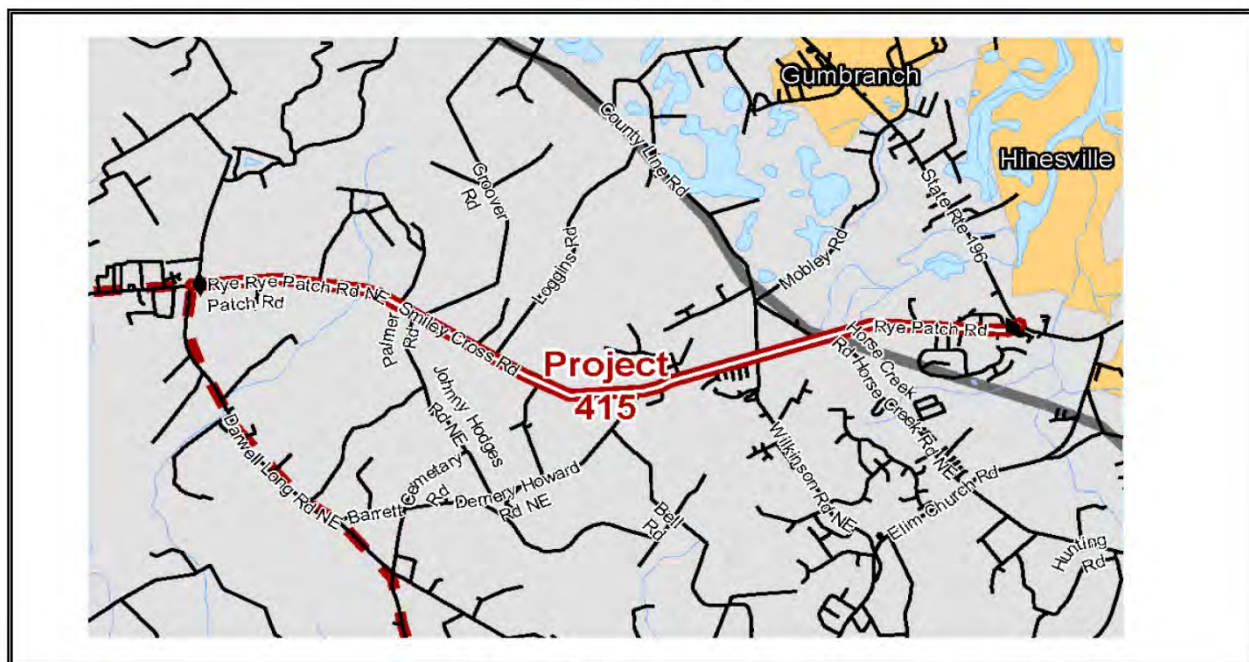




## HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Rye Patch Road Widening		HAMPO No:	415	GDOT No:	0
PROJECT DESCRIPTION:	Rye Patch Road Widening					
STRAHNET/GRIP:	0	City:	-	County:	Liberty County/Long County	
Local Road Name:	Rye Patch Rd		GDOT District:	5	Cong. District:	1
US/ST Road Name:	-	Existing Volume (2015):	3750	Design Volume (2045):	3773.9770	
Project Type:	Widening		Regionally Significant:	0	Capacity Adding:	YES
Project Termini	From:	SR 196	Project Length (Mi)	6.00	R. Commission:	Coastal
	To:	Darwell Long Road	Exist Lanes:	2	Future Lanes:	4
Open to Traffic Date:	N/A		Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)			
Status	Phase	Local	State/Federal	Other	Total	
MTP Band: 4	PE	\$0	\$4,560,702.48	\$0.00	\$4,560,702.48	
MTP Band: 4	ROW	\$0	\$9,121,404.96	\$0.00	\$9,121,404.96	
MTP Band: 4	UTL/CST	\$0	\$45,607,024.82	\$0.00	\$45,607,024.82	
	TOTAL	\$0	\$59,289,132.26	\$0.00	\$59,289,132.26	
Project Comments and Remarks:	Identified by HAMPO TCC to improve existing capacity deficiencies and support planned development					

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

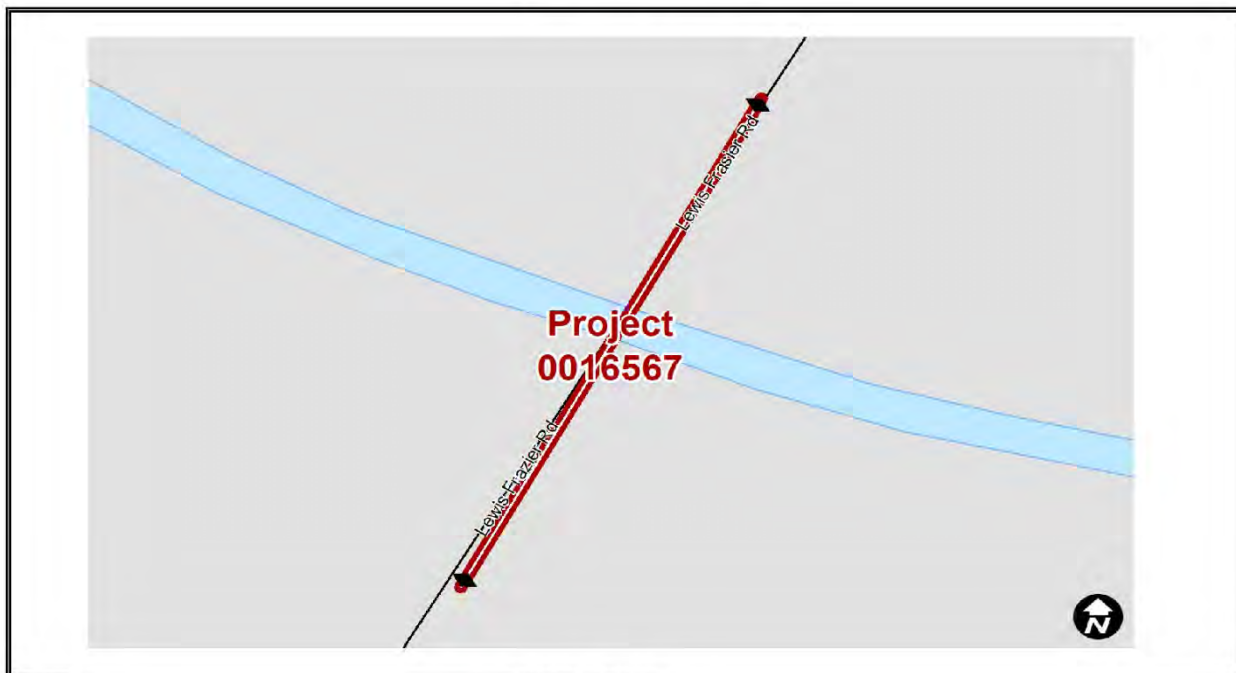




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		CR 171/Lewis Fraiser Rd @ Peacock Creek		<b>HAMPO No:</b>	0016567	<b>GDOT No:</b>	0016567
<b>PROJECT DESCRIPTION:</b>		Bridge Replacement CR 171/Lewis Fraiser Rd @ Peacock Creek					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	-	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Lewis Fraiser Rd		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	CR 17	<b>Existing Volume (2015):</b>	580	<b>Design Volume (2045):</b>	781.7524		
<b>Project Type:</b>	Bridge Replacement		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b> CR 171/Lewis Fraiser Rd.		<b>Project Length (Mi)</b>	0.40	<b>R. Commision:</b>	Coastal	
	<b>To:</b> 0		<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	1	2019-2025			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
	PE	\$0	\$0	\$0.00	\$0.00		
	ROW	\$0	\$0	\$0.00	\$0.00		
<b>MTP Band :1</b>	CST	\$0	\$10,732,931.20	\$0.00	\$10,732,931.20		
	<b>TOTAL</b>	\$0	\$10,732,931	\$0.00	\$10,732,931.20		
<b>Project Comments and Remarks:</b>	GDOT CWP: PE 2021, ROW 2023, CST 2025, HAMPO ID 402						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet







## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project		<b>HAMPO No:</b>	319b	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project						
<b>STRAHNET/GRIP:</b>	YES		<b>City:</b>	Hinesville		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	-		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 38/US 84		<b>Existing Volume (2015):</b>	29800.0000	<b>Design Volume (2045):</b>	29800.0000	
<b>Project Type:</b>	Signal and Intersection Improvements		<b>Regionally Significant:</b>	YES		<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b>	Martin Luther King Jr. @ US 84	<b>Project Length (Mi)</b>	0.25	<b>R. Commission:</b>	Coastal	
	<b>To:</b>	Fraiser Drive @ US 84	<b>Exist Lanes: 2</b>	N/A	<b>Future Lanes:</b>	N/A	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :1	PE	\$0.00	\$0.00	\$131,328.13	\$131,328.13		
MTP Band :1	ROW	\$0.00	\$0.00	\$262,565.00	\$262,565.00		
MTP Band :1	UTL/CST	\$0.00	\$0.00	\$131,281.25	\$131,281.25		
	<b>TOTAL</b>	\$0.00	\$0.00	\$525,174.38	\$525,174.38		
<b>Project Comments and Remarks:</b>	TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



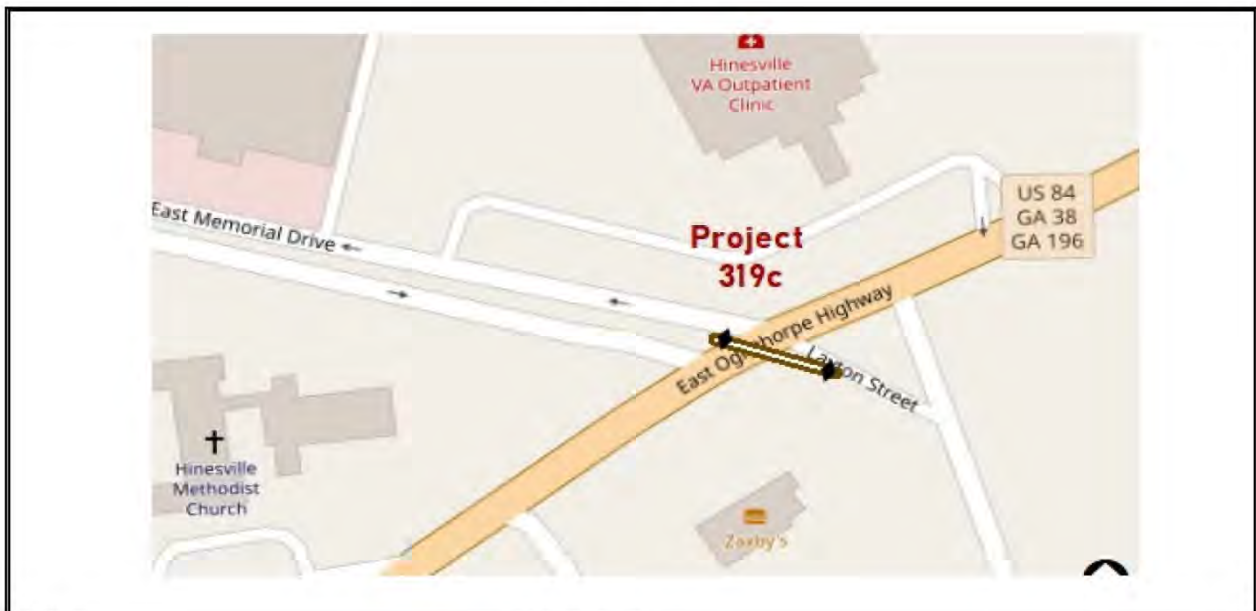




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project			<b>HAMPO No:</b>	319c	<b>GDOT No:</b>	0	
<b>PROJECT DESCRIPTION:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project							
<b>STRAHNET/GRIP:</b>	YES			<b>City:</b>	Hinesville		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	Memorial Drive			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>	SR 38/US 84			<b>Existing Volume (2015):</b>	29800	<b>Design Volume (2045):</b>	29800	
<b>Project Type:</b>	Intersection Improvements			<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	East Memorial Drive @ US 84 / SR 38			<b>Project Length (Mi)</b>	0.25	<b>R. Commision:</b>	Coastal
	<b>To:</b>	0			<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	N/A
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	1	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>		
MTP Band :1	PE	\$0	\$0		\$14,183.44	\$14,183.44		
MTP Band :1	ROW	\$0	\$0		\$28,366.88	\$28,366.88		
MTP Band :1	UTL/CST	\$0	\$0		\$141,834.38	\$141,834.38		
	<b>TOTAL</b>	\$0	\$0		\$184,384.69	\$184,384.69		
<b>Project Comments and Remarks:</b>	TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project							

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet

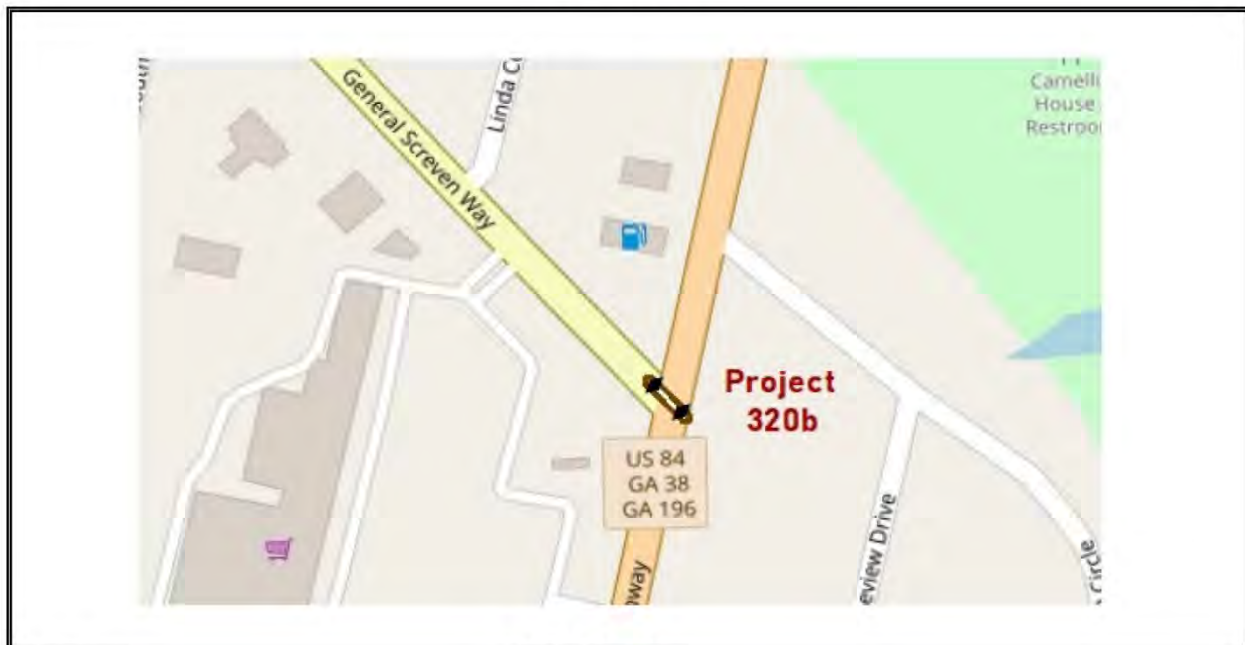




### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project			<b>HAMPO No:</b>	320b	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project						
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	31000	<b>Design Volume (2045):</b>	31000		
<b>Project Type:</b>	Intersection Improvements		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	SR 196 /General Screven Way @ US 84 / SR 38	<b>Project Length (Mi)</b>	0.25	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	0	<b>Exist Lanes:</b>	N/A	<b>Future Lanes:</b>	N/A	
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :1	PE	\$0	\$0	\$52,531.25	\$52,531.25		
MTP Band :1	ROW	\$0	\$0	\$105,062.50	\$105,062.50		
MTP Band :1	UTL/CST	\$0	\$0	\$525,312.50	\$525,312.50		
	<b>TOTAL</b>	\$0	\$0	\$682,906.25	\$682,906.25		
<b>Project Comments and Remarks:</b>	TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project						

#### PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet



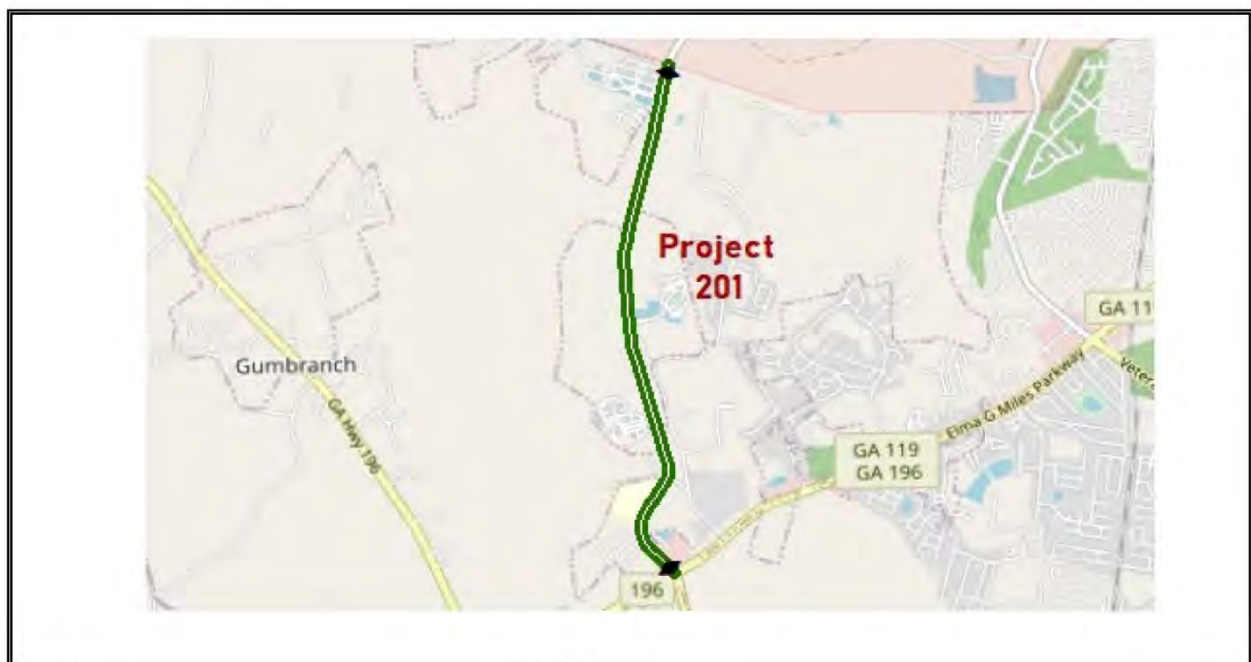




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		15th Street Multimodal Safety Enhancements:TSPLOST		<b>HAMPO No:</b>	201	<b>GDOT No:</b>	0010348
<b>PROJECT DESCRIPTION:</b>		15th Street Multimodal Safety Enhancements:TSPLOST					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	15th St	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	6890	<b>Design Volume (2045):</b>	9286.6790		
<b>Project Type:</b>	Safety Enhancements - Sidewalks	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO		
<b>Project Termini</b>	From: EG Miles Pkwy To: Fort Stewart boundary	<b>Project Length (Mi)</b>	2.82	<b>R. Commision:</b>	Coastal		
<b>Open to Traffic Date:</b>	N/A	<b>Exist Lanes:</b>	2	<b>Future Lanes:</b>	4		
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025	<b>Multimodal:</b>	YES		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$76,972.89	\$0.00	\$76,972.89		
MTP Band: 1	ROW	\$0	\$153,945.77	\$0.00	\$153,945.77		
MTP Band: 1	UTL/CST	\$0	\$769,728.85	\$0.00	\$769,728.85		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,000,647.50</b>	<b>\$0.00</b>	<b>\$1,000,647.50</b>		
<b>Project Comments and Remarks:</b>		HAMPO Project 201 was split out from Project PH#0010348 15th Street Widening.					

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet



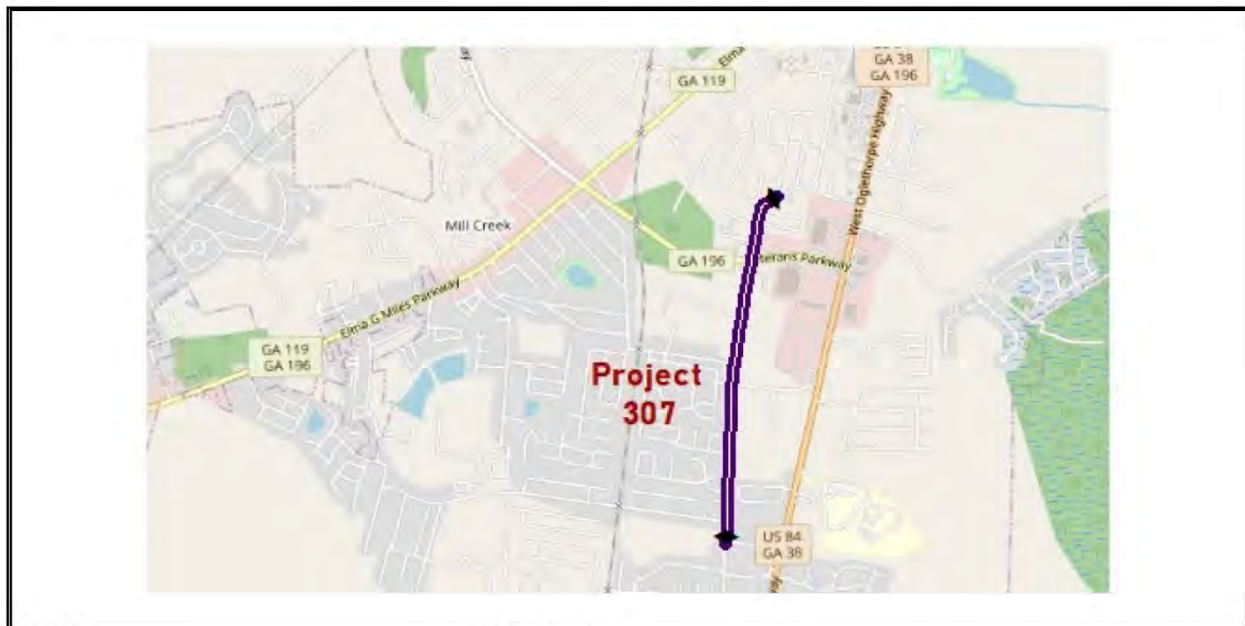




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	South Main Street Widening		<b>HAMPO No:</b> 307	<b>GDOT No:</b> 0
<b>PROJECT DESCRIPTION:</b>	South Main Street Widening			
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b> Hinesville	<b>County:</b> Liberty County	
<b>Local Road Name:</b>	South Main St	<b>GDOT Dist:</b> 5	<b>Cong. District:</b> 1	
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b> 8140	<b>Design Volume (2045):</b> 8140	
<b>Project Type:</b>	Mix: widening, access improvements	<b>Regionally Significant:</b> YES	<b>Capacity Adding:</b> YES	
<b>Project Termini</b>	<b>From:</b> 2nd Street	<b>Project Length (Mi)</b> 2.39	<b>R. Commision:</b> Coastal	
	<b>To:</b> KayceStreet	<b>Exist Lanes: 2</b> 2	<b>Future Lanes:</b> 2	
<b>Open to Traffic Date:</b>	N/A	<b>Multimodal:</b> NO		
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b> 2019-2025		
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b> <b>Total</b>
MTP Band: 1	PE	\$0	\$336,200.00	\$0.00 \$336,200.00
MTP Band: 1	ROW	\$0	\$672,400.00	\$0.00 \$672,400.00
MTP Band: 1	UTL/CST	\$0	\$33,620,000.00	\$0.00 \$33,620,000.00
	<b>TOTAL</b>	<b>\$0</b>	<b>\$34,628,600.00</b>	<b>\$0.00 \$34,628,600.00</b>
<b>Project Comments and Remarks:</b>	Preliminary designs completed by PC Simonton - TSPLOST			

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks		<b>HAMPO No:</b>	312	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	8850	<b>Design Volume (2045):</b>	8850		
<b>Project Type:</b>	Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Bacontown Rd	<b>Project Length (Mi)</b>	3.79	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	Lewis Frasier Rd	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$0	\$168,081.09	\$168,081.09		
MTP Band: 1	ROW	\$0	\$0	\$84,040.54	\$84,040.54		
MTP Band: 1	UTL/CST	\$0	\$0	\$1,680,810.89	\$1,680,810.89		
	<b>TOTAL</b>	\$0	\$0	\$1,932,932.52	\$1,932,932.52		
<b>Project Comments and Remarks:</b>	TSPLOST Project covers a portion of this project - Referendum Spring 2020						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median		<b>HAMPO No:</b>	311a	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Midway	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Oglethorpe Hwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>	US 84	<b>Existing Volume (2015):</b>	10000	<b>Design Volume (2045):</b>	10000		
<b>Project Type:</b>	Intersection Upgrade /Safety, Access Control		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO	
<b>Project Termini</b>	<b>From:</b>	US 84@Butler Avenue	<b>Project Length (Mi)</b>	0.73	<b>R. Commision:</b>	Coastal	
	<b>To:</b>		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4	
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 1</b>	2019-2025				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 1	PE	\$0	\$0	\$51,582.94	\$51,582.94		
	ROW	\$0	\$0	\$0.00	\$0.00		
MTP Band: 1	UTL/CST	\$0	\$0	\$316,871.65	\$316,871.65		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,454.59</b>	<b>\$368,454.59</b>		
<b>Project Comments and Remarks:</b>	TSPLOST Intersection Improvements and Median						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet







## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	SR 38 /US 84 Safety and Access Management	<b>HAMPO No:</b>	311b	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	SR 38 /US 84 Safety and Access Management				
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	Midway	<b>County:</b>	Liberty County
<b>Local Road Name:</b>	Oglethorpe Hwy	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	US 84	<b>Existing Volume (2015):</b>	10000	<b>Design Volume (2045):</b>	10000
<b>Project Type:</b>	Safety, Access Control	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b> Butler Avenue	<b>Project Length (Mi)</b>	0.00	<b>R. Commision:</b>	Coastal
	<b>To:</b> Lewis Frasier Rd	<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO	
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	3	<b>2039-2045</b>	
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>
MTP Band: 3	PE	\$0	\$52,422.16	\$0.00	\$52,422.16
MTP Band: 3	ROW	\$0	\$104,844.31	\$0.00	\$104,844.31
MTP Band: 3	UTL/CST	\$0	\$524,221.57	\$0.00	\$524,221.57
	<b>TOTAL</b>	<b>\$0</b>	<b>\$681,488.04</b>	<b>\$0.00</b>	<b>\$681,488.04</b>
<b>Project Comments and Remarks:</b>	Safety and Access Management				

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





### HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:		SR 38 /US 84 Safety and Access Management			HAMPO No: 313		GDOT No: 0	
PROJECT DESCRIPTION:		SR 38 /US 84 Safety and Access Management						
STRAHNET/GRIP:	YES			City:	-		County:	Liberty County
Local Road Name:	-				GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38/US 84			Existing Volume (2015):	4000	Design Volume (2045):	5391.3957	
Project Type:	Safety, Access Control				Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	Bacontown Rd			Project Length (Mi)	1.88	R. Commision:	Coastal
	To:	SR 196			Exist Lanes:	4	Future Lanes:	4
Open to Traffic Date:	N/A				Multimodal:	NO		
Network Year:	N/A	MTP Band: 3	2036-2045					
Status	Phase	Local	State/Federal		Other		Total	
MTP Band: 3	PE	\$0	\$378,913.67		\$0.00		\$378,913.67	
MTP Band: 3	ROW	\$0	\$189,456.83		\$0.00		\$189,456.83	
	UTL/CST	\$0	\$0		\$0		\$0	
	TOTAL	\$0	\$568,370.50		\$0.00		\$568,370.50	
Project Comments and Remarks:	Safety/enhancement							

### PROJECT LOCATION



Adopted: Project Fact Sheet  
Amended:

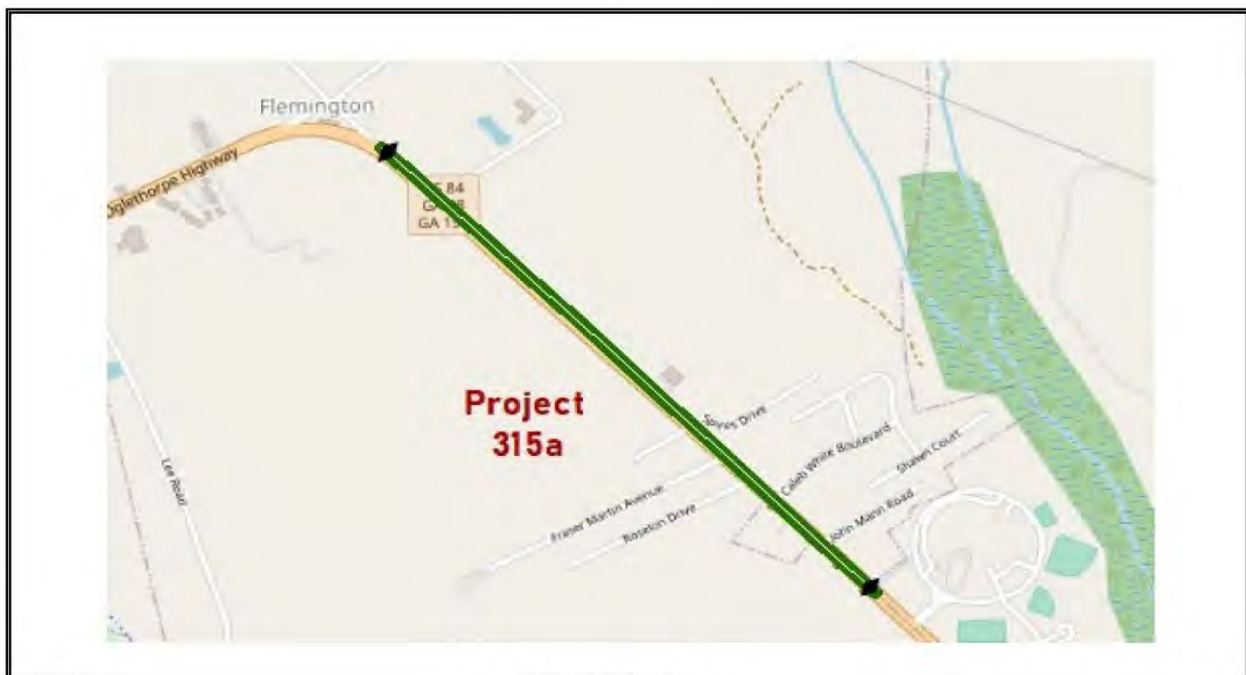




### HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>	Phase I SR 38 /US 84 Safety and Access Management: TSPL			<b>HAMPO No:</b>	315a	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>	Phase I SR 38 /US 84 Safety and Access Management: TSPLOST Multimodal Safety Enhancements						
<b>STRAHNET/GRIP:</b>	YES		<b>City:</b>	Hinesville		<b>County:</b>	Liberty County
<b>Local Road Name:</b>	Old Sunburry Road			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>	SR 38 /US 84		<b>Existing Volume (2015):</b>	24200	<b>Design Volume (2045):</b>	32617.9438	
<b>Project Type:</b>	Multimodal Safety Enhancements			<b>Regionally Significant:</b>	0	<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b>	Old Sunburry Road		<b>Project Length (Mi)</b>	1.67	<b>R. Commision:</b>	Coastal
	<b>To:</b>	Liberty County High School		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	YES		
<b>Network Year:</b>	N/A	<b>MTP Band:</b>	1	2019-2025			
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>		<b>Other</b>	<b>Total</b>	
MTP Band: 1	PE	\$0	\$0		\$84,050.00	\$84,050.00	
MTP Band: 1	ROW	\$0	\$0		\$168,100.00	\$168,100.00	
MTP Band: 1	UTL/CST	\$0	\$0		\$840,500.00	\$840,500.00	
	<b>TOTAL</b>	\$0	\$0		\$1,092,650.00	\$1,092,650.00	
<b>Project Comments and Remarks:</b>	TSPLOST Multimodal Safety Enhancements						

### PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet







## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Phase II SR 38 /US 84 Safety and Access Management: Multimodal		<b>HAMPO No:</b>	315b	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		Phase II SR 38 /US 84 Safety and Access Management: Multimodal enhancements completed in Phase I.					
<b>STRAHNET/GRIP:</b>	YES	<b>City:</b>	-		<b>County:</b>	Liberty County	
<b>Local Road Name:</b>	-			<b>GDOT District:</b>	5	<b>Cong. District:</b>	1
<b>US/ST Road Name:</b>				<b>Existing Volume (2015):</b>	24200.0000	<b>Design Volume (2045):</b>	32617.9438
<b>Project Type:</b>	Safety, Access Control			<b>Regionally Significant:</b>	0	<b>Capacity Adding:</b>	NO
<b>Project Termini</b>	<b>From:</b>	Brights Lake Road		<b>Project Length (Mi)</b>	1.67	<b>R. Commision:</b>	Coastal
	<b>To:</b>	John Martin		<b>Exist Lanes:</b>	4	<b>Future Lanes:</b>	4
<b>Open to Traffic Date:</b>	N/A			<b>Multimodal:</b>	YES		
<b>Network Year:</b>	N/A	<b>MTP Band: 3</b>	2036-2045				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band: 3	PE	\$0	\$418,131.90	\$0.00	\$418,131.90		
MTP Band: 3	ROW	\$0	\$209,065.95	\$0.00	\$209,065.95		
MTP Band: 3	UTL/CST	\$0	\$4,181,319.02	\$0.00	\$4,181,319.02		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$4,808,516.87</b>	<b>\$0.00</b>	<b>\$4,808,516.87</b>		
<b>Project Comments and Remarks:</b>	Multimodal enhancements completed in Phase I.						

### PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet

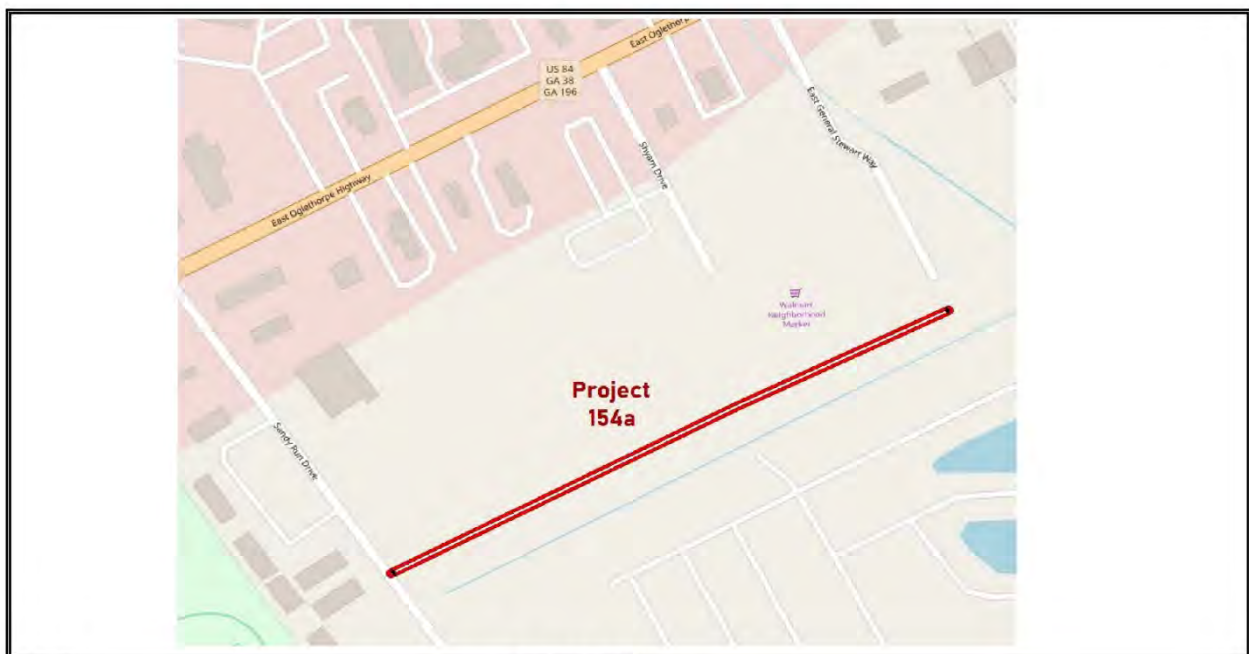




## HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Sandy Run/Patriots Trail Connector Phase I		<b>HAMPO No:</b>	154a	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		New Construction					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	Sandy Run Dr		<b>GDOT District:</b>	5	<b>Cong. District:</b>	1	
<b>US/ST Road Name:</b>			<b>Existing Volume (2015):</b>	3700	<b>Design Volume (2045):</b>	3700	
<b>Project Type:</b>	New Construction		<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES	
<b>Project Termini</b>	<b>From:</b>	Sandy Run Dr	<b>Project Length (Mi)</b>	0.24	<b>R. Commision:</b>	Coastal	
	<b>To:</b>	General Stewart Way Extension	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2	
<b>Open to Traffic Date:</b>	N/A						
<b>Network Year:</b>	N/A	<b>MTP Band: 1 &amp; 2</b>	(2019-2025) & (2026-2035)				
<b>Multimodal:</b>	NO						
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :1	PE	\$0	\$82,100.04	\$0.00	\$82,100.04		
MTP Band :1	ROW	\$0	\$164,200.08	\$0.00	\$164,200.08		
MTP Band :2	UTL/CST	\$0	\$1,025,317.00	\$0.00	\$1,025,317.00		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,271,617.12</b>	<b>\$0.00</b>	<b>\$1,271,617.12</b>		
<b>Project Comments and Remarks:</b>	Critical if Lump Sum projects are authorized and limit access at Patriots Trail and Sandy Run						

### PROJECT LOCATION



Adopted: \_\_\_\_\_  
 Amended: \_\_\_\_\_

Project Fact Sheet





# HAMPO 2045 Metropolitan Transportation Plan

<b>PROJECT NAME:</b>		Sandy Run/Patriots Trail Connector Phase II		<b>HAMPO No:</b>	154b	<b>GDOT No:</b>	0
<b>PROJECT DESCRIPTION:</b>		New Construction					
<b>STRAHNET/GRIP:</b>	NO	<b>City:</b>	Hinesville	<b>County:</b>	Liberty County		
<b>Local Road Name:</b>	-	<b>GDOT District:</b>	5	<b>Cong. District:</b>	1		
<b>US/ST Road Name:</b>		<b>Existing Volume (2015):</b>	3700	<b>Design Volume (2045):</b>	3700		
<b>Project Type:</b>	New Construction	<b>Regionally Significant:</b>	YES	<b>Capacity Adding:</b>	YES		
<b>Project Termini</b>	<b>From:</b> Developer Road	<b>Project Length (Mi)</b>	0.17	<b>R. Commision:</b>	Coastal		
	<b>To:</b> Patriots Trail	<b>Exist Lanes:</b>	0	<b>Future Lanes:</b>	2		
<b>Open to Traffic Date:</b>	N/A		<b>Multimodal:</b>	NO			
<b>Network Year:</b>	N/A	<b>MTP Band: 4</b>	Unfunded (Long Range)				
<b>Status</b>	<b>Phase</b>	<b>Local</b>	<b>State/Federal</b>	<b>Other</b>	<b>Total</b>		
MTP Band :4	PE	\$0	\$48,533.10	\$0.00	\$48,533.10		
	ROW	\$0	\$0.00	\$0.00	\$0.00		
MTP Band :4	UTL/CST	\$0	\$485,330.96	\$0.00	\$485,330.96		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$533,864.05</b>	<b>\$0.00</b>	<b>\$533,864.05</b>		
<b>Project Comments and Remarks:</b>	Critical if Lump Sum projects are authorized and limit access at Patriots Trail and Sandy Run						

## PROJECT LOCATION



Adopted:  
Amended:

Project Fact Sheet





## 3. Performance Assessment and Prioritization Tool

## HAMPO 2045 Metropolitan Transportation Plan – Project Assessment and Prioritization Tool Technical Memo

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### *Project Prioritization Scoring Methodology*

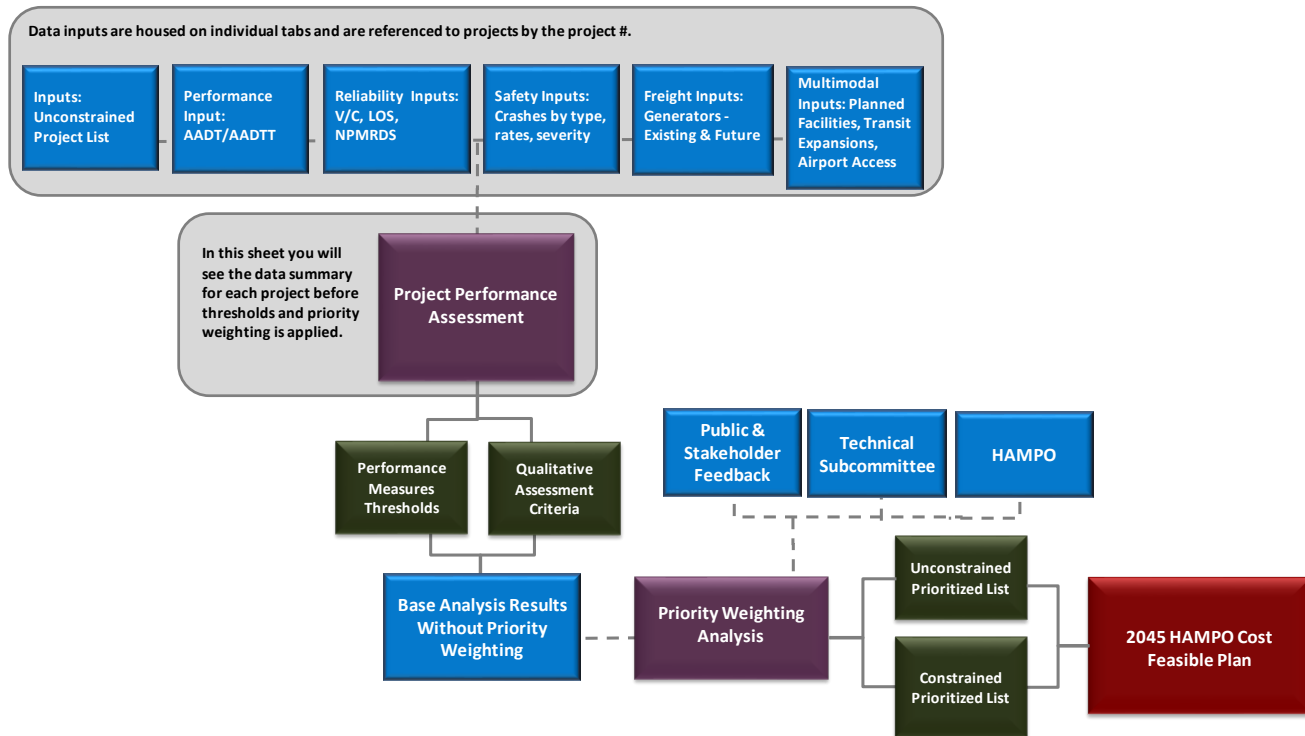
The HAMPO 2045 Metropolitan Transportation Plan (MTP) Project Assessment and Prioritization Tool is a user friendly, Microsoft Excel based platform designed to fulfill the Performance-Based Planning and Programming requirements of the FAST Act legislation. According to FHWA, Performance-Based Planning and Programming is a strategic approach that uses performance data to inform decision-making and outcomes. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus staff on leadership priorities, and provide greater transparency and accountability.<sup>3</sup>

HAMPO worked collaboratively with FHWA, GDOT Planning, and the HAMPO Technical Subcommittee to establish the framework, functionality, inputs, and outputs for the tool. The following graphic shows a functional summary of how the tool utilizes a data driven approach to assess a project's effectiveness in addressing existing and future transportation deficiencies and applying federal, state, and local goals to prioritize investments.

<sup>3</sup> Source: <https://www.transit.dot.gov/performance-based-planning>



Figure 1: Performance Based Screening Tool Functional Diagram



2/24/2020

In order to effectively prepare and utilize the HAMPO Tool, the following steps must be performed.

- Project List Development
- Data Collection and Processing
- Geospatial Analysis
- Database Entry
- Tool Output Review

## Preparing a Project List for the Analysis Tool

HAMPO began with the 2040 project list and incorporated additional projects identified through the existing and future conditions analysis, operational and safety analysis, and public and stakeholder input resulting in a comprehensive unconstrained project list.

The tool utilizes a detailed project list as the foundation for analysis. This project list is developed in Microsoft Excel and must contain, at a minimum, the following factors:





- MPO Project ID
- GDOT PI#
- Primary County
- Primary Functional Classification
- Project Description
- Project Type
- Project Limits (From, To)
- Project Length in Miles
- Existing number of travel lanes
- Planned number of travel lanes
- Project Cost by Phase
  - Preliminary Engineering (PE)
  - Right-of-Way (ROW)
  - Utilities (UTL)
  - Construction (CST)
  - Total Base Year Cost
- Project funded in Cost Constrained List (Yes, No)

These data must also be captured for projects funded by alternative sources, such as HB170 and locally funded projects. It is also recommended that the project sheet include a sorting function to ensure that the project list can be returned to the original layout during the analysis process.

## Data Collection

The initial task is the collection of data used as the inputs to the prioritization tool. It is critical that the data is collected in the editable file formats specified. The following provides a detailed listing of all data utilized in the HAMPO 2045 MTP Project Assessment and Prioritization Tool.

- a. Study Area Base Map Data (ArcGIS Shapefiles)
  - i. Jurisdictional boundaries: State, County, City, MPO, etc.
  - ii. Functionally Classified Roadways
- b. GEARS Crash Data for 5 years (ArcGIS Shapefiles)
  - i. Total Vehicle Crashes
  - ii. Total Bike / Pedestrian Crashes
  - iii. Crashes with Bike / Pedestrian Injuries
  - iv. Crashes with Bike / Pedestrian Fatalities
  - v. Vehicle Crashes with Injury



- vi. Vehicular Crashes with Fatality
- c. Traffic Counts (ArcGIS Shapefiles)
  - i. TADA AADT and AADTT
  - ii. GDOT Travel Demand Model AADT and AADTT
  - iii. Local/Study Counts
- d. Level of Service and Volume/Capacity (ArcGIS Shapefiles)
  - i. GDOT Travel Demand Model Base Year LOS and V/C
  - ii. GDOT Travel Demand Model Future Horizon LOS and V/C for existing plus committed (3<sup>rd</sup> network)
  - iii. Local / Special Studies with LOS and V/C defined for roadway segments or intersections.
- e. Freight Generators (ArcGIS shapefiles, Microsoft Excel Spreadsheet with Latitude and Longitude of features)
  - i. Rail Roads and Crossings
  - ii. Select Georgia Industrial Sites and Buildings (SF/Acreage)
  - iii. Local Comprehensive Plan Existing and Future Land Use Maps
  - iv. Local Economic/Industrial Development Agency Master Plan Data
    - 1. Existing Generators and Attractors (SF/Acreage)
    - 2. Planned Generators and Attractors (SF/Acreage)
- f. Historic and Environmental (ArcGIS Shapefiles)
  - i. National Register of Historic Places (Sites and Structures)
  - ii. Local Historic Resources Data
  - iii. EPD
  - iv. DNR Managed Lands
  - v. US Fish and Wildlife Services Wetland Inventory
  - vi. National Oceanic and Atmospheric Administration NOAA Sea Level Rise Model
- g. Multimodal (ArcGIS Shapefiles)
  - i. State Bicycle Routes and Trails (Existing and Planned)
  - ii. Local sidewalks, bicycle facilities, and trails (Existing and Planned)
  - iii. Airport Master Plans
  - iv. Local, Regional and Intercity Transit Routes, Stops, and Stations (Existing and Planned)
  - v. Other (golf cart, public marina/beach, etc.)
- h. Other
  - i. CVB and Chamber of Commerce Tourism Attractors
  - ii. Project List as Detailed in Section 1
  - iii. GIS Shapefiles of Project Alignments and Features

#### iv. STRAHNET and GRIP Corridor Alignments

Each of these data sources are integrated into ArcGIS for analysis. Each data set incorporated into this analysis tool requires a common reference data point. This data point is the unique MPO Project Identification Number. It is imperative that the project numbers remain consistent throughout the planning process to avoid error responses in the tool. For example, if the project list includes "A-3" and the MPO decides to change the project I.D. to "B-3", the tool is not able to link the input data to the project. The project ID will then need to be renamed in all GIS shapefiles, excel spreadsheets, and tool input tabs. To avoid duplication of effort, it is critical that the project list be accurate and complete prior to the data analysis and entry process.

## Data Preparation Process

### *GIS Processing Overview*

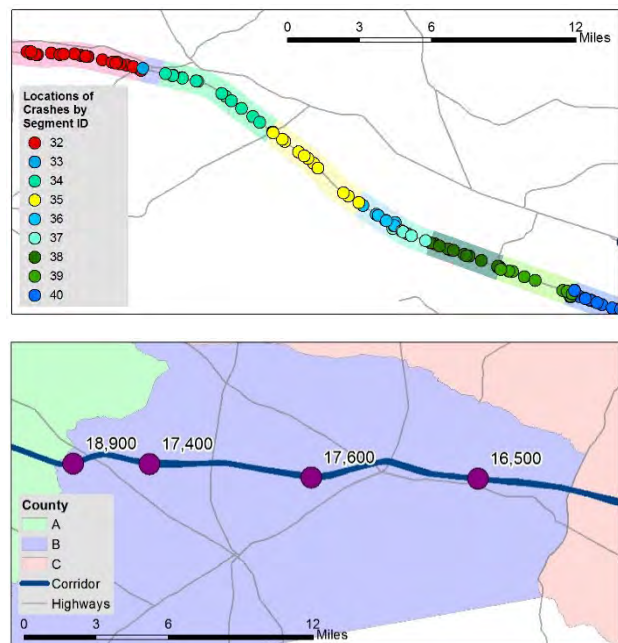
ArcGIS by ESRI is a software program and tool utilized to process data to obtain location-based information. GIS can symbolize data geographically as shapefiles. After collecting the data, GIS processing is used to prepare the data for spreadsheet analysis.

Representation of each MTP roadway corridor as a linear shapefile can facilitate segmentation and detailed analysis of all underlying attributes.

Each roadway corridor includes a variety of data sets represented by a series of points along or in the vicinity of a proposed roadway project alignment. This underlying data is the key component used to summarize the performance of the roadway where a project is proposed and utilized to prioritize the MTP projects. The figure shows an example of a corridor divided into segments with crash data coded to the associated segment.

To enable spreadsheet analysis and summary reports, the input data are first processed in GIS. For example, the GDOT Traffic Analysis Database Application (TADA) count station shapefile and Travel Demand Model Loaded Network shapefiles with AADT and Truck AADT data should be spatially joined with roadway segments. Similarly, the segments should also be

*Crash and Traffic Data with Associated*





spatially joined to the crash data shapefiles obtained from the GDOT maintained Georgia Electronic Accident Reporting System (GEARS).

Unlike traffic count and crash data, which are specific to highway segments, land uses, and environmental impacts have a broader context. Therefore, spatial join of various data sets at the County, City, and Parcel level is necessary to attribute impacts of associated transportation enhancements. This process is repeated for all data sets identified for the performance-based analysis.

This GIS analysis provides a snapshot of the existing conditions and can uncover the need for enhanced facilities with more geographic precision. To enable analysis of proposed project segments, the underlying data must be assigned to a project represented by a line or point. This assignment enables the analyst to export all data sets with one common denominator, the MPO Project Identification Number.

While each data analysis will have unique features and file formats, the following section provides a step by step tutorial on how Volume to Capacity data is prepared for entry into the Assessment Tool.

### *B. Aggregating Data in ArcGIS*

1. Gather input data for ArcMap (shapefiles)
  - i. Travel Demand Model (TDM) output data
  - ii. Projects to be analyzed
  - iii. Road network / Add basemap
2. Define the data layer
  - i. This displays all the features in the layer (TDM shapefile) ensuring that the data is projected correctly and aligns with the study area/location of interest on the map.
3. Open attribute table and view to identify appropriate fields containing data needed for respective analysis (e.g. volume to capacity data for base year (2015) and future year (2045)).



Figure 2: Example – ArcGIS Attribute Table Displaying Layer Features

20190514\_MACORTS\_Funded Projects - ArcMap

Table

2015 VC\_Data

SPEED	TIME_FF	TIME_OP	LINKCLASS	V_1	TIME_1	VC_1	C-SPD_1	VHT_1	VT_1	V_HSW	V_HBO	V_HBS	V_HMB	V_UNIV	V_TRK	V_E	V_ETRK	V_FPC	V_FTRK	V_TOTPC	V_TOTTRK	VHD_1	COUNT	VMT_1	VCNT	ACTDE1
17	1.05515	1.05515	3	2290	1.05515	0	17	39.74409	4520	330	520	270	520	180	300	140	0	0	0	1990	300	0	0	675.6496	0	0
31	0.27374	0.11936	2	13640	0.13457	0.81677	16.9873	30.5925	26600	2620	2700	1560	3620	360	1600	620	50	0	0	11700	1930	13.8285	0	519.684	0	0
31	0.34761	0.48911	2	12456	0.53627	0.74551	20.0943	111.27634	26120	2650	2380	1630	3350	530	1630	250	20	0	0	10790	1650	38.14666	0	2236.02	0	0
35	0.1168	0.15057	3	1800	0.16116	0.6	25.80077	4.83474	3680	300	560	160	370	20	200	180	0	0	0	1590	200	1.27074	0	124.74	0	0
35	0.35846	0.36353	3	860	0.36522	0.28667	34.35175	5.23484	1690	160	250	80	180	10	100	80	0	0	0	780	100	0.09696	0	179.626	0	0
35	0.3444	0.36722	3	1270	0.37462	0.42333	32.18929	7.93373	2510	180	430	80	270	10	130	170	0	0	0	1140	130	0.64383	0	255.143	0	0
35	0.4944	0.51128	3	1070	0.51691	0.35667	33.47591	9.21621	2120	180	360	40	210	20	140	90	10	0	0	900	150	0.40141	1175	308.588	0.91064	-0.8978
35	0.44194	0.45606	3	1050	0.46076	0.35	33.57966	8.06329	2120	180	340	40	200	30	140	90	10	0	0	880	150	0.32929	0	270.69	0	0
17	0.39907	0.39907	3	160	0.39907	0	17	1.06419	360	40	20	0	70	0	20	10	0	0	0	140	20	0	0	16.0912	0	0
18	0.23067	0.56374	3	3270	0.67476	0.90833	6.15327	36.77489	6060	480	530	490	1020	170	510	80	0	0	0	2750	510	24.20325	2965	226.284	1.12565	0.9464
18	0.15	0.25875	3	2740	0.259	0.76111	9.15247	13.47177	5910	210	460	460	920	150	460	60	0	0	0	2260	480	6.62177	0	123.3	0	0
32	1.05662	1.72014	2	13850	1.94131	0.62934	17.41690	448.11963	25670	660	830	460	670	20	330	6650	500	3420	300	12710	1130	204.21678	12508	7804.89111	1.108	0.628
40	0.81875	0.83495	2	3060	0.84035	0.468	38.85961	32.85796	2990	130	170	220	150	0	80	1190	160	900	70	2780	310	1.10171	0	1382.25	0	0
45	1.15635	1.30561	2	9510	1.35457	0.58344	38.41485	214.69931	18540	420	530	220	410	10	200	5110	330	2120	170	8620	700	31.41837	0	8247.64258	0	0
28	1.6272	1.6272	3	1890	1.6272	0	28	51.2568	3720	100	320	250	480	250	250	230	10	0	0	1630	260	0	0	1435.19043	0	0
28	1.12003	1.12003	3	540	1.12003	0	28	10.08026	1070	60	170	10	130	10	40	120	0	0	0	500	40	0	0	282.24719	0	0
40	0.39825	0.48919	2	4820	0.55975	0.64267	31.38963	48.76933	9560	490	940	450	920	10	450	1360	80	100	10	4270	540	8.77658	6208	1279.71	0.77742	-0.2296
40	0.78015	1.62334	2	5320	1.1044	0.70923	25.25667	97.92344	16750	650	1000	500	830	210	300	7730	60	90	10	4880	450	28.75014	0	2766.932	0	0
49	0.70719	1.15268	2	11870	1.30096	0.63067	26.65621	257.37717	22950	230	310	130	260	20	110	6590	480	3430	300	10970	690	117.35236	0	6861.21562	0	0
45	1.0176	1.24980	2	10750	1.32624	0.65951	34.52774	237.6176	21130	250	170	100	120	0	80	5940	690	3140	270	9720	1040	58.2978	11950	3204.4	0.89958	-0.115
35	0.13733	0.20135	3	2020	0.22289	0.67323	21.5847	7.49703	3910	30	90	50	70	0	60	1110	290	190	30	1540	480	2.87269	0	161.6222	0	0
28	0.51332	0.78966	3	2290	0.85551	0.67363	16.80046	32.85206	4880	210	220	90	180	0	100	830	590	10	0	1520	770	13.08029	0	548.58946	0	0
28	0.26207	0.26227	3	480	0.26234	0.14118	27.97165	2.0967	990	0	0	0	0	0	0	390	0	60	10	470	10	0.00212	0	58.704	0	0
28	0.85136	0.85223	3	520	0.85253	0.15284	27.96164	7.30855	990	20	0	0	0	0	0	400	0	60	10	510	10	0.01012	0	296.596	0	0
28	0.39769	0.39769	3	350	0.39769	0	28	2.31988	690	40	90	60	90	0	60	10	0	0	0	290	60	0	0	64.9565	0	0
35	0.57337	0.69469	3	3790	0.73447	0.65345	29.76859	46.39373	7530	50	90	60	90	0	60	2840	100	500	10	2630	170	10.64962	0	1381.076	0	0
35	0.37811	0.42603	3	3440	0.44267	0.5931	32.28581	25.37982	6890	0	0	0	0	0	0	2840	100	490	10	3330	110	3.61845	0	819.408	0	0
16	0.269	0.45942	3	7470	0.52322	0.76224	9.21978	65.14122	14620	1500	1130	970	1790	390	1140	530	10	0	0	6310	1150	31.77522	0	690.588	0	0
21	0.386	0.44445	3	5150	0.46384	0.515	17.47221	39.82124	10850	990	750	620	1220	170	900	490	10	0	0	4240	910	8.68958	0	695.765	0	0
21	0.28157	0.28331	3	1190	0.28389	0.238	20.8154	5.23384	2690	340	290	90	220	30	150	60	0	0	0	1030	150	0.94601	0	105.9445	0	0
21	0.622	0.6942	3	2430	0.71626	0.486	18.18566	29.09963	4910	520	470	270	480	180	310	200	0	0	0	2120	310	3.89863	0	539.011	0	0
18	0.9679	0.9679	3	1920	0.9679	0	18	30.6728	4120	10	300	390	700	0	360	160	0	0	0	1560	360	0	0	557.51038	0	0
21	0.78029	1.00384	3	6860	1.07836	0.685	15.19531	108.73451	11770	1120	1080	580	1270	230	1600	750	10	0	0	5630	1010	30.0557	6050	1652.258	1	-0.8272
27	0.10622	0.14172	3	6410	0.15355	0.62843	18.67841	16.40396	12870	910	1090	800	1500	230	1060	1000	20	0	0	5330	1080	5.05578	0	306.398	0	0
17	0.469	0.469	3	440	0.469	0	17	3.596	900	50	140	50	110	30	50	20	0	0	0	400	50	0	0	60.962	0	0
21	0.396	0.47446	3	5700	0.50395	0.57	16.08509	47.87478	10850	1140	790	680	1390	180	1620	480	10	0	0	4660	1040	11.20478	0	770.07	0	0
21	0.45029	0.51092	3	5800	0.53112	0.5	17.80372	44.26041	10540	960	720	580	1170	150	880	510	10	0	0	4090	690	6.7366	0	788	0	0
31	0.64306	0.64811	2	3790	0.64712	0.49866	26.34241	2.97665	3720	380	640	490	670	0	560	450	90	430	70	3060	720	0.25518	0	84.3654	0	0
17	0.6996	0.6996	3	1450	0.6996	0	17	16.907	2330	190	450	140	280	110	100	90	0	0	0	1260	100	0	0	287.41901	0	0
21	0.78029	0.96075	3	5720	1.0209	0.572	16.05051	97.32603	11770	910	990	680	1340	230	1610	580	10	0	0	4720	1020	22.93879	6050	1562.132	0.94545	-0.8272

0 out of 10433 Selected

2015 VC\_Data

4. Create a copy of the data layer and rename (e.g. 2015 VC\_Data)
5. Add new field in TDM data layer
  - i. Create a new field within existing attribute table (Project\_ID)
  - ii. Relocate new field next to data field/feature being analyzed (VC\_1)

[illegible]

- i. Review each VC\_1 feature within the TDM layer and identify each segment that interacts with a project(s).
- ii. Assign each segment to the respective project(s) along each roadway to ensure all VC\_1 values are included.



Figure 4: Example – ArcGIS Attribute Table, Assigning Segments to VC\_1 Values

20190524\_MACORTS\_Funded Projects - ArcMap

Table

2015 VC\_Data

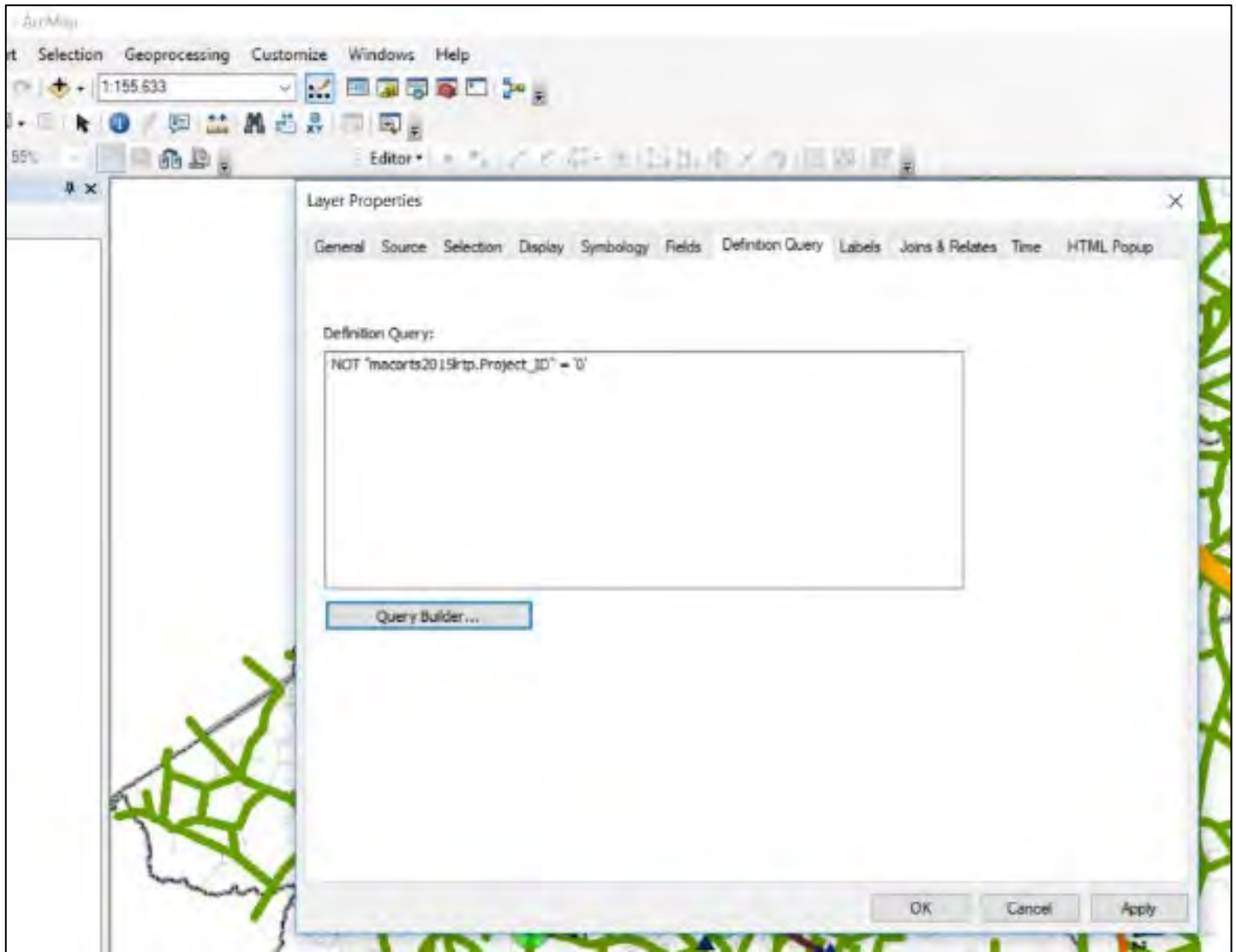
HCAP	HCAPAM	HCAPPM	CAPACITY	SPEED	TIME_FF	TIME_OP	LINKCLASS	VC_1	TIME_1	VC_1	Project_ID	CSPD.1	VHT_1	VT_1	V_HBW	V_HBO	V_HBS	V_HNB	V_UNIV	V_TRK	V_RE	V_ETRK	V_EEPC	V_ETRK	V_TOTPC	V_TOT
390	390	390	3000	30	1.7246	1.74366	3	970	1.75001	0.26944	R-26	29.56434	20.29109	2070	210	230	40	180	0	90	100	30	20	0	860	
630	630	630	5000	36	0.97211	1.01435	2	2600	1.0201	0.44828	R-27	35.96740	44.5506	5060	450	480	520	620	40	410	60	10	10	0	2190	
630	630	630	5000	36	0.07550	0.12673	2	4820	0.14378	0.63103	R-27	19.97623	11.5504	9590	740	780	920	980	110	620	560	120	10	0	4000	
630	630	630	5000	36	0.28532	0.33708	2	3610	0.35538	0.62241	R-27	30.50622	21.38201	7230	530	550	620	690	90	460	350	110	10	0	3040	
630	630	630	5000	36	0.76364	1.05855	2	4250	1.15006	0.73276	R-27	25.06378	81.94418	8590	610	630	860	880	70	500	360	110	10	0	3540	
630	630	630	5000	36	0.32368	0.38493	2	3630	0.40535	0.62586	R-27	30.3444	24.52347	7230	580	550	630	710	80	490	260	100	10	0	3040	
630	630	630	5000	36	0.97211	1.00505	2	2460	1.0157	0.42414	R-27	36.40651	41.6436	5060	410	470	490	610	50	360	50	10	10	0	2090	
630	630	630	5000	36	0.76364	1.09106	2	4340	1.20021	0.74828	R-27	24.17786	86.81488	8590	670	650	1000	910	60	640	300	100	10	0	3600	
630	630	630	5000	36	0.32368	0.38333	2	3610	0.40317	0.62241	R-27	30.50622	24.25739	7230	530	550	620	690	90	460	350	110	10	0	3040	
630	630	630	5000	36	0.04076	0.13927	2	4770	0.15744	0.62241	R-27, OC-5	20.45793	12.5161	9590	690	780	910	980	120	560	640	140	10	0	4090	
630	630	630	5000	36	0.11078	0.19574	2	4820	0.21073	0.83103	R-27, OC-5	19.97623	16.92868	9590	740	760	920	980	110	620	560	120	10	0	4080	
630	630	630	5000	36	0.07550	0.12419	2	4770	0.1404	0.62241	R-27, OC-5	20.45793	11.16144	9590	690	780	910	980	120	560	640	140	10	0	4090	
630	630	630	5000	36	0.28532	0.33933	2	3630	0.3573	0.62586	R-27, OC-5	30.3444	21.61654	7230	580	550	630	710	80	490	260	100	10	0	3040	
810	810	810	7500	40	0.8847	0.9336	2	3580	0.9499	0.47733	R-28	37.25443	56.67739	7360	410	840	420	910	340	490	120	20	30	0	3070	
810	810	810	7500	40	0.26295	0.33974	2	5190	0.36534	0.692	R-28	28.78885	31.60166	10150	620	1140	710	1300	320	690	350	30	20	0	4460	
400	400	400	3700	24	0.596	2.60299	3	4180	3.27332	1.12432	R-28	4.36988	226.94988	8180	500	810	840	840	210	550	310	60	30	0	3540	
820	820	820	7800	31	1.34594	1.58641	2	4710	1.68657	0.81974	R-28	25.03581	130.82594	9640	580	980	890	1170	380	630	310	20	30	0	4060	
400	400	400	3700	24	0.596	2.26108	3	4020	2.94944	1.08919	R-28	4.84674	198.19385	8180	530	800	780	810	230	530	280	50	40	0	3450	
810	810	810	7500	40	0.8847	0.9475	2	3780	0.98043	0.504	R-28	36.54157	61.01117	7360	410	860	510	950	320	520	160	30	20	0	3230	
820	820	820	7800	31	1.34594	1.64233	2	4930	1.74113	0.84968	R-28	23.96379	143.06261	9640	590	1010	780	1210	290	680	350	30	20	0	4250	
810	810	810	7500	40	0.429	0.51036	2	4710	0.53748	0.628	R-28	31.92703	42.18184	9640	580	980	890	1170	380	630	310	20	30	0	4060	
390	390	390	3600	30	0.4518	1.8448	3	4030	2.44247	1.11944	R-28	5.5493	164.05281	8180	530	800	780	810	230	530	280	50	40	0	3450	
390	390	390	3600	30	0.3872	2.33908	3	4470	2.98971	1.24167	R-28	3.88533	222.73329	8750	680	810	800	1180	90	640	210	50	10	0	3780	
810	810	810	7500	40	0.26295	0.32862	2	4970	0.34704	0.96267	R-28	30.30736	28.74864	10150	610	1120	620	1280	340	680	310	20	30	0	4290	
810	810	810	7500	40	0.43095	0.53168	2	4930	0.56526	0.65733	R-28	30.49591	46.44521	9640	590	1010	780	1210	290	680	350	30	20	0	4250	
810	810	810	7500	40	0.429	0.53927	2	4930	0.5627	0.65733	R-28	30.49591	46.23505	9640	590	1010	780	1210	290	680	350	30	20	0	4250	
810	810	810	7500	40	0.43095	0.51268	2	4710	0.53962	0.628	R-28	31.92703	42.38362	9640	580	980	890	1170	380	630	310	20	30	0	4060	
810	810	810	7500	40	0.42885	0.46986	2	4055	0.48369	0.54	R-28, OC-21	35.48482	32.64912	7960	460	960	480	1030	320	550	150	30	20	0	3450	
810	810	810	7500	40	0.42885	0.482	2	3860	0.47305	0.51467	R-28, OC-21	36.26252	30.43291	7960	470	960	410	1000	340	520	120	20	30	0	3330	
390	390	390	3600	30	0.4518	2.15027	3	4160	2.71643	1.15556	R-28, OC-8.2	4.88964	188.33683	8180	500	810	840	840	210	550	310	60	30	0	3540	
390	390	390	3600	30	0.3872	2.02912	3	4290	2.57643	1.19167	R-28, OC-8.2	4.50657	184.21466	8750	700	820	670	1120	110	600	180	50	20	0	3630	
390	390	390	3600	30	0.2584	1.76075	3	4630	2.26154	1.28811	R-28, R-34, O	3.42775	174.51541	9060	710	840	810	1210	90	710	210	50	10	0	3880	
390	390	390	3600	30	0.2584	1.5316	3	4440	1.95627	1.23333	R-28, R-34, O	3.96265	144.78381	9060	740	840	680	1150	110	670	180	40	20	0	3730	
810	810	810	7500	40	0.50565	0.73742	2	5740	0.81488	0.76533	R-29	24.79132	77.95704	11480	670	1120	530	1410	680	730	550	20	100	10	4960	
810	810	810	7500	40	0.18945	0.3321	2	6410	0.37966	0.85467	R-29	19.96014	40.55988	12770	1030	1186	580	1470	580	780	810	40	120	20	5870	
810	810	810	7500	40	0.50565	0.74166	2	5770	0.82055	0.76533	R-29, OC-28	24.62054	78.90805	11480	660	1190	500	1380	640	720	560	30	110	20	4960	
810	810	810	7500	40	0.02295	0.03985	2	6390	0.04561	0.852	R-29, OC-28	20.12698	4.85751	11380	990	1180	640	1480	540	810	590	30	110	10	5850	
810	810	810	7500	40	0.18945	0.32974	2	6390	0.37891	0.852	R-29, OC-28	20.12698	48.9983	12770	990	1190	640	1480	540	810	590	30	110	10	5850	
810	810	810	7500	40	0.02295	0.02876	2	5030	0.03073	0.67967	R-29, OC-28	29.88969	2.57649	11380	710	1040	480	1280	220	680	470	20	110	10	4320	
810	810	810	7500	40	0.0858	0.947	2	4950	0.97406	0.54	R-29, OC-21	35.55419	85.74821	8820	470	790	310	870	450	420	810	20	100	10	3600	

2015 VC\_Data

## 7. Create a definition query

- Use definition query to isolate roadways with VC\_1 features that do not interact with projects being analyzed. (e.g. NOT "Project\_ID" = "0")

Figure 5: Example – ArcGIS Definition Query



8. Export data to Excel workbook
  - i. Open attribute table and select all features.

Figure 6: Example – ArcGIS “Select All Features”

20190524\_MACORTS\_Funded Projects - ArcMap

Table

2013

Find and Replace...

Select By Attributes...

Clear Selection

Switch Selection

Select All

Add Field...

Turn All Fields On

Show Field Aliases

Arrange Tables

Restore Default Column Widths

Restore Default Field Order

Joins and Relates

Related Tables

Create Graph...

Add Table to Layout

Reload Cache

Print...

Reports

Export...

Appearance...

Select All

Select all records.

	DISTANCE	FTYPE	MPO	UAB2010	COUNTY	LANES	LANESAM	LANESPM	TOTAL_LANE	HPMS2010	HPMS2013	TCOUNT00	TCOUNT10	COUNT00	COUNT10	CSTATION	SCREENLINE	CUTLINE	CAPADJ	TRN
0.03941	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05114	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02884	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03087	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02766	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03662	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05684	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02709	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03377	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03715	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05209	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02891	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03195	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02317	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03746	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02673	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03178	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03277	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05382	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03199	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03147	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.06288	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.04632	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.07689	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03762	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05495	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03225	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02684	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03811	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05295	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02650	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03595	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.04624	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.05093	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.02805	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03504	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0.03684	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

26 Polyline 7 562

27 Polyline 6 140

28 Polyline 8 149

29 Polyline 8 155

30 Polyline 8 185

31 Polyline 9 149

32 Polyline 9 153

33 Polyline 9 153

34 Polyline 9 153

35 Polyline 10 150

36 Polyline 10 152

37 Polyline 10 153

38 Polyline 10 153

39 Polyline 11 147

2015 VC\_Data

(7691 out of 7691 Selected)

- ii. Right click in top left corner of attribute table and select “Copy Selected”



Figure 7: Example – ArcGIS Select “Copy Selected”

FID	Shape	A	B	ROAD_NAME	DISTANCE	FTYPE	MPO	UA82010	COUNTY	LANES	LANESAM	LANESPM	TOTAL_LANE	HPMS2010	HPMS2013	TCOUNT00	TCOUNT10	COUNT00	COUNT10	CSTATION	SCREENLINE	CUTLINE	CAPADJ	TR
Flash					0.03941	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Zoom To					0.05114	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Pan To					0.02884	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Go To Page					0.03007	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Identify...					0.02911	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Select/Unselect					0.03813	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Open Attachment Manager...					0.03072	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Zoom To Selected					0.02786	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Clear Selected					0.03502	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Copy Selected					0.05684	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Delete Selected					0.02709	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Copy selected records.					0.03377	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Unselect					0.03715	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Reselect Highlighted					0.05289	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Delete Highlighted					0.02891	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
22 Polyline	6	158			0.03199	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
23 Polyline	8	158			0.03147	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
24 Polyline	7	148			0.06288	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
25 Polyline	7	149			0.04622	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
26 Polyline	7	982			0.07689	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
27 Polyline	8	148			0.03782	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
28 Polyline	8	149			0.05405	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
29 Polyline	8	155			0.0325	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
30 Polyline	8	155			0.02884	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
31 Polyline	9	149			0.03911	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
32 Polyline	9	153			0.05295	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
33 Polyline	9	153			0.02656	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
34 Polyline	9	153			0.03595	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
35 Polyline	10	150			0.04024	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
36 Polyline	10	152			0.05093	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
37 Polyline	10	153			0.02805	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
38 Polyline	10	153			0.03304	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
39 Polyline	11	147			0.03684	32	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0

## 9. Spreadsheet analysis

- Open new excel workbook and paste ArcGIS Data for attribute table.
- Format data as a table.

Figure 8: Example – ArcGIS Data converted to Microsoft Excel Workbook

FileHomeInsertPage LayoutFormulasDataReviewViewHelpAcrobatTable Design

Paste

Cut

Copy

Format Painter

Clipboard

Calibri

11

A<sup>+</sup>

A<sup>-</sup>

B

I

U

Font

Wrap Text

Merge & Center

Algebra

General

\$

%

1000

Number

Conditional Formatting

Format as Table

Cell Styles

Styles

Insert

Delete

Format

Cells

Σ AutoSum

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Clear

Editing

Sort & Filter

Find & Select

Editing

Ideas

Sensitivity

Ideas

Sensitivity

BN550

3130

	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU
1	VC_1	CSPD_1	VMT_1	VT_1	V_HBW	V_HBO	V_HBS	V_NHB	V_UNIV	V_TRK	V_IE	V_IETRK	V_EEPC	V_EETRK	V_TOTPC	V_TOTTRK	VHD_1	COUNT	VMT_1	VCNT	ACTDEV	MAXDEV
498	0.58133	33.75052	51.28572	8710	720	630	610	290	60	600	950	180	300	30	3560	810	8.01272	0	1730.92	0	0	
499	0.588	33.46211	9.30443	8710	750	630	610	290	60	600	960	180	310	30	3610	810	1.52078	0	311.346	0	0	
505	0.57273	40.07989	38.86016	7510	550	510	530	230	30	460	970	170	300	30	3120	660	5.72163	0	1557.511	0	0	
506	0.56061	40.59747	19.83178	7340	490	470	480	220	10	490	1030	180	310	30	3010	700	2.70157	0	805.12	0	0	
507	0.15556	41.923	0.5652	1400	100	170	90	70	10	190	60	0	0	0	500	190	0.00104	0	23.695	0	0	
511	0.588	33.46211	52.32096	8710	750	630	610	290	60	600	960	180	310	30	3610	810	8.55171	0	1750.77	0	0	
536	0.65909	35.48947	46.52939	8630	600	530	510	240	10	550	1350	210	310	30	3550	790	11.39528	0	1651.303	0	0	
540	0.57273	40.08709	38.85318	7510	550	510	530	230	30	450	970	180	310	30	3130	660	5.71465	0	1557.511	0	0	
541	0.57273	40.07989	62.28717	7510	550	510	530	230	30	460	970	170	300	30	3120	660	9.17093	0	2496.463	0	0	
542	0.52933	35.66696	57.32336	7890	580	560	560	250	30	510	970	170	300	30	3250	710	6.20961	0	2044.55	0	0	
543	0.60152	38.6442	16.77821	7890	580	560	560	250	30	510	970	180	310	30	3260	720	2.98288	0	648.3804	0	0	
550	0.57273	40.08709	62.27599	7510	550	510	530	230	30	450	970	180	310	30	3130	660	9.15974	0	2496.463	0	0	
551	0.60152	38.66198	26.96299	7890	580	560	560	250	30	510	970	170	300	30	3250	710	4.78336	0	1042.443	0	0	
558	0.56061	40.56256	19.84884	7340	490	470	480	220	10	500	1030	180	300	30	3000	710	2.71863	0	805.12	0	0	
559	0.65758	35.52296	46.37866	8630	590	530	510	240	10	550	1360	210	310	30	3550	790	11.32531	0	1647.507	0	0	
561	0.15556	41.92478	0.56518	1400	100	170	90	70	10	190	60	0	0	0	500	190	0.00101	0	23.695	0	0	
579	0.58133	33.75052	9.12033	8710	720	630	610	290	60	600	950	180	300	30	3560	810	1.42493	0	307.816	0	0	
580	0.588	33.46211	54.90406	8710	750	630	610	290	60	600	960	180	310	30	3610	810	8.97392	0	1837.206	0	0	
581	0.52933	35.66208	57.33121	7890	580	560	560	250	30	510	970	180	310	30	3260	720	6.21746	0	2044.55	0	0	
582	0.58133	33.75052	53.81771	8710	720	630	610	290	60	600	950	180	300	30	3560	810	8.40831	0	1816.376	0	0	
585	0.60152	38.65288	16.77444	7890	580	560	560	250	30	510	970	170	300	30	3250	710	2.97911	0	648.3804	0	0	
586	0.60152	38.6442	20.94091	7890	580	560	560	250	30	510	970	180	310	30	3260	720	3.72294	4525	809.2448	0.87735	-0.12818	0.399
587	0.60152	38.65288	20.93621	7890	580	560	560	250	30	510	970	170	300	30	3250	710	3.71823	4525	809.2448	0.87735	-0.12818	0.399
588	0.60152	38.6442	21.55628	7890	580	560	560	250	30	510	970	180	310	30	3260	720	3.83234	0	833.0251	0	0	
589	0.60152	38.65331	26.96904	7890	580	560	560	250	30	510	970	180	310	30	3260	720	4.78941	0	1042.443	0	0	

Sheet1

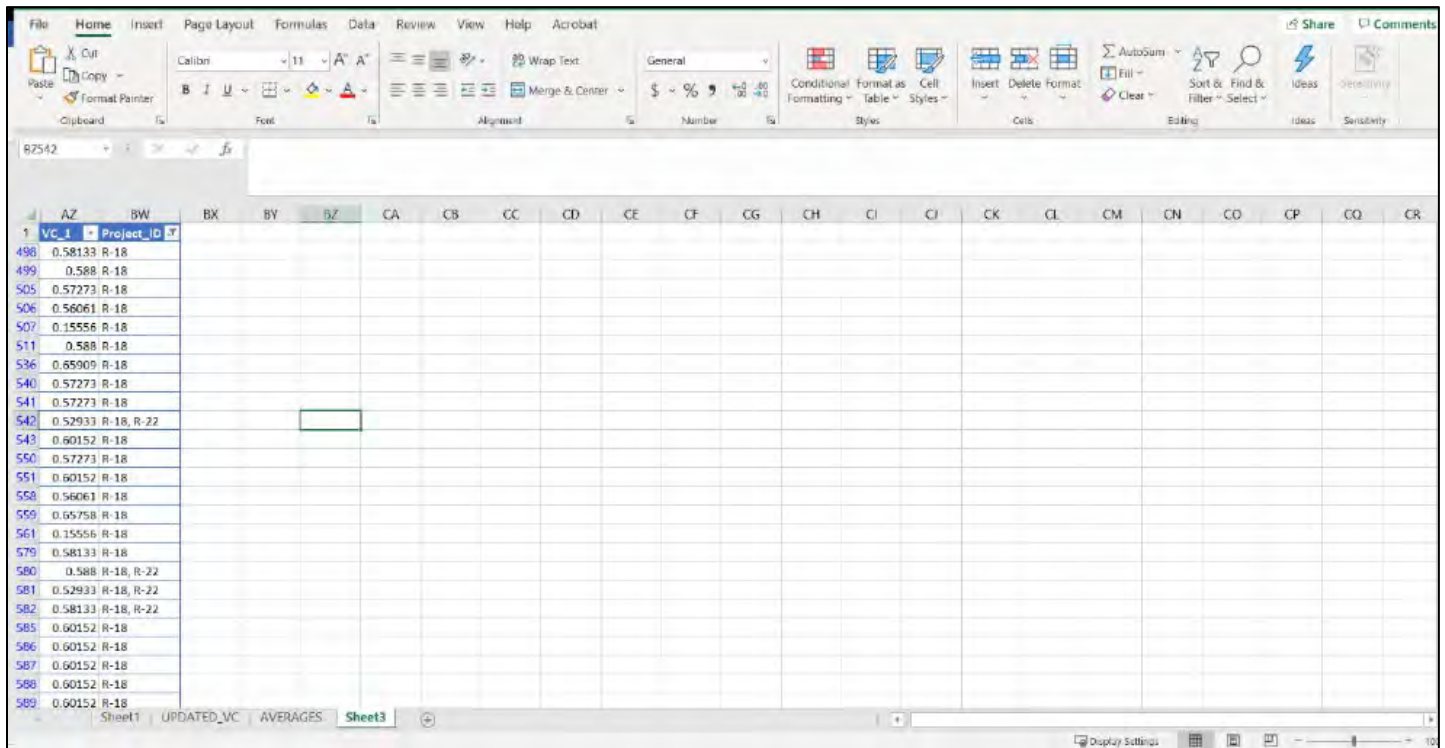
UPDATED\_VC

AVERAGES

Sheet3

iii. Hide/ remove all columns except "VC\_1" and "Project\_ID"

Figure 9: Example –Microsoft Excel Workbook Reduction of Visible Data



- iv. Create a new sheet for each project.
- v. Use filter option in formatted data table to isolate the VC\_1 value for each project.



Figure 10: Example –Microsoft Excel Data Filtered by Project

VC_1	Project_ID
0.99804	R-2
0.99412	R-2
0.87451	R-2
0.83529	R-2
0.70392	R-2
0.70392	R-2
0.72745	R-2
0.38431	R-2
0.45686	R-2
0.38235	R-2
0.27255	R-2
0.263	R-2
0.285	R-2
0.285	R-2
0.30778	R-2
0.31138	R-2
0.52934	R-2
0.52455	R-2

- vi. Calculate VC\_1 average for each project using isolated segments from attribute table export. (see below)

Figure 11: Example –Microsoft Excel Calculations for Average V/C for MTP Projects

VC_1	Project_ID
0.99804	R-2
0.99412	R-2
0.52455	R-2
0.59091	R-2
0.58252	R-2
0.52098	R-2
0.52657	R-2
0.6	R-2
0.17333	R-2
0.27059	R-2
0.30667	R-2
0.09828	R-2
0.11176	R-2
0.72745	R-2
0.43333	R-2
0.72745	R-2
0.70392	R-2
19.38645	0.510169737
Sum of VC_1	VC_1 Avg

- vii. Create a new sheet and label "Master\_VC\_Projects"
  - i. Aggregate the average calculated for each project into the "Master\_VC\_Projects" sheet by linking the "VC\_1 Avg" cell on each project sheet to the respective cell in the Master\_VC\_Projects sheet.

Figure 12: Example –Microsoft Excel Aggregated Summary of Ave. V/C for MTP Projects

Project ID	V/C
R-1	0.534012632
R-2	0.510169737
R-3	0.607994643
R-4	0.803324167
R-5	0.611836667
R-6	0.610993333
R-7	0.849734565
R-8	0.750450606
R-9	0.581885
R-10	0.640835385
R-13	0.7015145
R-14	0.76221931
R-15	0.48309
R-16	0.43186375
R-18	0.554566923
R-19	0.537646667
R-20	0.209967
R-21	0.165570714
R-22	0.267503
R-23	0.426055

10. Copy Input Data from Master VC Projects Sheet and paste into the Project Assessment and Analysis Tool for additional analysis.

## Project Assessment and Analysis Tool

### *Spreadsheet Analysis Overview*

The Project Assessment and Analysis Tool includes a series of tabs located at the bottom of the Microsoft Excel workbook. The GIS-processed data are the inputs included in these tabs, which are then used to create summaries of proposed MTP projects. The following table provides an overview of the tabs and the associated data found in each.

All tabs beginning with lowercase “d” are source data inputs for the tool. Within each of the data input tabs, a description of the source, data collection, and processing methodology is included in an information call-out box. This information box also includes a disclaimer reminding the user that the accuracy of the results generated by the tool is dependent on the accuracy of data and input procedures applied by the user.



Table 1: Performance Based Screening Tool Inputs

Tab Title	General Description
<b>Overview</b>	Graphic description of how the Tool functions
<b>Dashboard</b>	Summarizes the results of the MTP
<b>2045 Project List Approved</b>	Detailed comprehensive project list approved by HAMPO
<b>Priority Weighting</b>	Averages prioritization values for weighting criteria
<b>Performance Summary</b>	Summary of project performance linking project list to source data
<b>Prioritized Ranking Summary</b>	Summary of project performance ranking with priority weighting factors applied
<b>dHistoric</b>	Source data: Qualitative assessment of impacts to historic structures and/or sites
<b>dCrash</b>	Source data: Quantitative assessment of crash data by type and severity, and associated ranking
<b>dVC_LOS</b>	Source data: Quantitative assessment of Level of Service and Volume/Capacity for corridors with projects identified
<b>dNatural_R</b>	Source data: Qualitative assessment of impacts to natural and cultural resources such as waterbodies or public parks
<b>dTourism</b>	Source data: Qualitative assessment of improvements that support access to local travel and tourism destinations
<b>dAADT</b>	Source data: Quantitative assessment of vehicles traveling in the region. This input is used in calculations of crash rates.

<b>dPer_Trk</b>	Source data: Quantitative assessment of percentage trucks derived from base year AADT
<b>dEx_FM</b>	Source data: Qualitative assessment of transportation improvements that directly impact or benefit existing freight and manufacturing attractors and generators
<b>dMultiM</b>	Source data: Qualitative assessment of multimodal transportation features present or planned within proposed project limits
<b>dBridge</b>	Source data: Quantitative assessment of bridge conditions within proposed project limits
<b>dSeaLvl</b>	Source data: Qualitative assessment of perceived impacts of projected sea level rise
<b>dDefense</b>	Source data: Qualitative assessment of enhancements for corridors that support Defense Access

For the projects being scored, both quantitative and qualitative data are included to create an aggregate score by which to rank the projects. Quantitative factors are given scores based on numerical data, and qualitative factors are evaluated based on established subjective criteria and assigned 'yes = 2,' 'no = 0,' 'somewhat = 1' scores. This technical memorandum describes the data sources, approach, and methodology utilized for each of the HAMPO MTP quantitative and qualitative measures of effectiveness.

### *Quantitative Factors*

#### **1. AADT (Average Annual Daily Traffic)/Average Annual Daily Truck Traffic (AADTT)**

- For existing corridors with traffic counts, data was pulled from three primary sources: local traffic counts, GDOT traffic counts, and GDOT Travel Demand Model (TDM) counts.
- For new construction project corridors, traffic counts were sourced from TDM counts for both base year and 2045 future year projections.
- For corridors where no existing traffic counts or 2015 base year TDM source data was available, the 5<sup>th</sup> TDM network (unconstrained build scenario) was utilized and future AADT volumes were deflated at X% annually to arrive at the base year AADT volume



estimates. This adjustment factor is consistent with the Technical Subcommittee approved methodology for the 2040 MTP data collection and assessment efforts.

## 2. Level of Service (LOS) 2015 and 2045 “Do Nothing”

- a. LOS sourced from GDOT TDM 4th Network (Existing Plus Committed) and 5th Network (Unconstrained Build Scenario).

$$LOS = \frac{\text{Modeled Daily Traffic}}{\text{Daily Roadway Capacity}}$$

- b. Where LOS was not available in the GDOT TDM, the FHWA 2018 Traffic Data Computation Method Pocket Guide approach was used to generate estimates.

## 3. Volume to Capacity Ratio (V/C) 2015 and 2045 “Do Nothing”

- a. Volume to Capacity Ratio (V/C) was sourced from the GDOT TDM 4<sup>th</sup> Network (Existing Plus Committed) and 5<sup>th</sup> Network (Unconstrained Build Scenario).
- b. For corridors where no TDM source data was available, an average was generated following FHWA’s 2017 Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System guidelines.

Table 2: Performance Based Screening Tool – Level of Service and V/C Thresholds

Level Of Service	V/C Ratio
A	≤ 0.26
B	>0.26 – 0.4
C	>0.4 – 0.6
D*	>0.6 – 0.8
E	>0.8 – 1.0
F	>1.0

\* LOS D is the threshold for acceptable road performance



#### 4. Total Vehicle Crashes, Bike/Ped Crashes, Injury Crashes and Fatal Crashes

- Comprehensive crash data was gathered from the Georgia Accident Reporting System (GEARS). Due to a lag in data availability, 2014 - 2018 was used for this analysis.
- Proposed new construction projects were not assigned crash data estimates and will be represented as null values.
- The following calculations were utilized to establish Crash Rates for each 2045 MTP project.

##### 3.2.1. Road Segment Rate Calculation

$$R = \frac{100,000,000 \times C}{365 \times N \times V \times L}$$

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel (VMT).

C = Total number of crashes in the study period.

N = Number of years of data.

V = Number of vehicles per day (both directions)

L = Length of the roadway segment in miles.

##### Intersection Rate Calculation

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

R = Crash rate for the intersection expressed as accidents per million entering vehicles (MEV).

C = Total number of intersection crashes in the study period.

N = Number of years of data.

V = Traffic volumes entering the intersection daily.

#### 5. Bridges (Condition Ratings, Sufficiency Ratings)

- Bridge Sufficiency Ratings were sourced from GDOT Bridge Inspection Reports. These sufficiency ratings represent an aggregate score including deck, substructure, superstructure, culvert, and operating ratings. Any bridges with a



score of 50 would be assigned points for safety / security and resiliency / reliability.

- b. A "bridge sufficiency rating" is calculated, based 55% on the structural evaluation, 30% on the obsolescence of its design, and 15% on its importance to the public. As of 2008, a score of 80 or less is required for federal repair funding, and 50 or less for federal replacement funding.
- c. While this is a quantitative evaluation factor, there were no bridges in the HAMPO region with a rating of 50 or lower that do not currently have replacement projects programmed.

### *Qualitative Factors*

#### **1. Supports Access to Freight Generators and Attractors**

- a. Data sources:
  - i. 2018 HAMPO Freight Study
  - ii. GDOT designated Freight Corridors alignments.
- b. Qualitative criteria:
  - i. Does this project support access to freight generators and attractors?
  - ii. Is the proposed improvement located on an existing freight corridor?

#### **2. Supports Access to Tourism Attractions**

- a. Data sources:
  - i. Liberty County Convention and Visitor Bureau
  - ii. LCPC Comprehensive Plan
- b. Qualitative criteria:
  - i. Does the proposed project support access to existing and planned regional tourism attractions?

#### **3. Multimodal Elements: Access to Planned Bicycle and Pedestrian Facilities**

- a. Data sources:
  - i. HAMPO Bicycle/Pedestrian Plan
  - ii. TDP and Liberty Transit sidewalk program
- b. Qualitative criteria:
  - i. Does planned improvement provide access and/or safety enhancements for cyclists and pedestrians?
  - ii. Does planned improvement provide ease of transfer between bike/ped and public transit?



- iii. Is the planned improvement located within  $\frac{3}{4}$  mile of school or known Safe Route to School?

#### **4. Multimodal Elements: Access to Existing / Planned Transit Services**

- a. Data sources:
  - i. Liberty Transit fixed route and ADA Paratransit routes and service area
  - ii. Liberty Transit Development Plan – Planned service expansions
- b. Qualitative criteria:
  - i. Does the project support existing transit service on an existing service corridor?
  - ii. Will the project support a planned transit expansion?
  - iii. Does the project connect to an existing or planned transit route, thereby providing last mile connectivity?

#### **5. Multimodal Elements: Access to Airport**

- a. Data sources:
  - i. Airport Capital Improvement Program
- b. Qualitative criteria:
  - i. Is this project on a corridor that will improve airport access?

#### **6. Local Support**

- a. Data sources:
  - i. Liberty County SPLOST IV, V, and VI Project Lists
  - ii. TSPLOST Proposed Projects – Referendum May 2020
  - iii. Locally sponsored projects – Municipal Capital Improvement Programs, and feedback from Stakeholders
- b. Qualitative criteria:
  - i. Does the project have existing local funding contributions/commitments?
  - ii. Does the project have funding commitments through existing Special Purpose Local Option Sales Tax (SPLOST) or Transportation Special Purpose Local Option Sales Tax (TSPLOST)?
  - iii. Does the project have non-traditional Local/State/Federal funding authorized that would expedite delivery (Example: TE/TAP funding for Preliminary Engineering).

#### **7. Supports Access to Military Installations and Military Mobilization Routes**

- a. Data sources:





- i. Strategic Highway Network (STRAHNET) designated corridors
- ii. Governor's Road Improvement Project (GRIP) designated corridors
- b. Qualitative criteria:
  - i. Is the project located on a designated STRAHNET corridor?
  - ii. Is the project located on a GRIP corridor?
  - iii. Does the project support military mobilization routes and access to military installations?

## **8. Proximity to Historic Locations and Buildings in Liberty & Long County**

- a. Data sources:
  - i. Georgia Natural Archaeologic Historic Resource Geographic Information System (GNAHRGIS)
  - ii. Georgia Historic Preservation Division
  - iii. Liberty Cultural and Historic Society Database
- b. Qualitative criteria:
  - i. Will this project interfere with existing historic and/or cultural resource?
  - ii. Is this project in proximity to a cultural or historic resource that would likely trigger NEPA EIS?

## **9. Proximity to Wetlands and Natural Resources**

- a. Data sources:
  - i. Georgia Department of Natural Resources
  - ii. US Fish and Wildlife Service
- b. Qualitative criteria:
  - i. Does this project interfere with wetlands or other natural resources?
  - ii. Does this project interfere with Wetlands, National/State Parks, Rivers, Creeks?

## **10. Establishes Barriers to Mitigate Sea Level Rise**

- a. Data sources:
  - i. National Oceanic and Atmospheric Administration (NOAA) maps including both future projections for 1 ft rise and 10ft rise in sea levels.
- b. Qualitative criteria:
  - i. Does this project establish barriers to mitigate sea level rise? If this project does fall within the projected impact areas, it is qualified as an opportunity to implement design features that would assist in impact mitigation.



The quantitative and qualitative data is aggregated and displayed on the tool “Performance Summary” tab. This summary spreadsheet is shown on the following page and provides a comprehensive snapshot for each proposed transportation project, where data was available.



Figure 13: HAMPO 2045 Performance Summary Spreadsheet

			AADT / AADTT		RELIABILITY				SAFETY AND SECURITY										ECONOMIC DEV. / FREIGHT		TRAVEL AND TOURISM	MULTIMODAL			ENVIRONMENT AND QUALITY OF LIFE			OTHER FACTORS					
PROJECT ID	PROJECT NAME	COUNTY	BASE AADT	2045 AADT	BASE SEVERITY	BASE DATING	BASE LOS	BASE W/C	FUTURE LOS	FUTURE W/C	TOTAL VEHICLE CLOSURES	DATE OF CLOSURES (PER 3000 VEH)	TOTAL HRS./PER CLOSURE	# OF CLOSURES WITH HRS./PER MILE	# OF CLOSURES WITH HRS./PER MILE	# OF VEHICLE CLOSURES WITH MILE	# OF VEHICLE CLOSURES WITH PERCENT	DATE OF CLOSURES (PER 3000 VEH)	DATE OF CLOSURES (PER 3000 VEH)	SUPPOSED FUTURE IMPROVEMENT	SUPPOSED FUTURE ACCESS	SUPPOSED ACCESS TO TOURISM ATTRACTIONS	PLANNED BICYCLE / PEDESTRIAN FACILITIES	EXISTING / PLANNED TRAIL OR SERVICE	SUPPOSED IMPROVEMENT ACCESS TO PUBLIC TRANSPORT	IMPACTS TO HISTORIC RESOURCES	IMPACTS TO ENVIRONMENTAL RESOURCES	IMPACTS BY SEA LEVEL RISE (FLOOD)	ABILITY TO IMPLEMENT (6/4)	LOCAL SUPPORT			
522570	US 84 Freight Connector / SR 338 BYPASS FROM SR 28 / US 84 TO SR 119	Liberty County																															
0018567	CR 173 / Lewis Forker Rd @ Peach Creek	Liberty County																															
154	Sandy Run / Patriots Trail Connector	Houston	3,700	3,700	0.00%	-	C	0.48	C	0.47	36.0	266.2	-	1.0	1.0	-	14.0	1.0	7.4	103.5	NO	NO	NO	YES	NO	NO	NO	NO	NO	SOMEWHAT			
306	SR 338 / US 84 Safety and Access Management	Holbrook	7,520	7,520	9.00%	-	E	0.89	E	0.88	36.0	266.2	-	1.0	1.0	-	14.0	1.0	7.4	103.5	NO	YES	YES	YES	NO	NO	NO	NO	NO	NO			
365	SR 119 / General Services Area in larger urban area	Houston	28,175	28,175	2.50%	-	C	0.58	D	0.75	638.0	1470.6	-	1.0	1.0	-	233.0	2.0	4.5	565.4	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO		
367	South Main Street / Holbrook	Houston	8,140	8,140	2.00%	-	D	0.62	E	0.92	308.0	868.3	-	3.0	3.0	-	116.0	-	-	327.0	NO	NO	NO	YES	YES	NO	YES	NO	NO	NO	NO		
310	SR 338 / US 84 Safety and Access Management	Holbrook	30,000	33,478	0.00%	-	E	0.84	E	0.87	28.0	97.1	-	1.0	-	-	19.0	-	-	65.9	NO	YES	NO	NO	YES	NO	NO	YES	NO	NO	NO		
317	SR 338 / US 84 Safety and Access Management	Holbrook	25,400	33,540	0.00%	-	D	0.62	D	0.62	44.0	136.8	-	1.0	-	1.0	26.0	1.0	3.1	80.8	YES	YES	NO	YES	NO	NO	YES	NO	NO	NO	NO		
314	SR 338 / US 84 Safety and Access Management	Liberty County	25,400	33,540	0.00%	85.4	D	0.75	D	0.72	118.0	242.5	-	-	-	-	38.0	1.0	2.1	119.2	YES	YES	NO	YES	NO	NO	NO	NO	NO	NO	SOMEWHAT		
323	SR 338 / US 84 Safety and Access Management	Houston / Houston / Holbrook	25,667	36,500	9.00%	65.4	C	0.56	D	0.78	291.0	221.4	-	2.0	1.0	-	126.0	-	-	95.8	YES	YES	NO	YES	NO	NO	YES	NO	NO	NO	NO		
362	SR 119 / E.E. Wilson Plaza Area Management	Houston	39,100	39,100	2.00%	-	E	0.82	E	0.95	772.0	1235.0	-	3.0	2.0	-	356.0	-	-	569.5	NO	NO	YES	YES	YES	NO	YES	NO	NO	NO	NO		
255	SR 338 / General Stewart Way	Houston	5,705	5,705	3.00%	-	B	0.57	C	0.59	48.0	936.4	-	-	-	-	39.0	-	-	579.7	NO	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO		
254	SR 338 / General Stewart Way	Houston	6,400	6,400	0.00%	-	D	0.70	D	0.68	3.0	115.3	-	-	-	-	1.0	-	-	-	NO	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO		
169	Houston Loop System	Houston	6,000	8,889	6.17%	-	D	0.65	D	0.75	4.0	6.7	-	-	-	-	1.0	-	-	1.7	NO	NO	YES	YES	YES	NO	YES	NO	YES	NO	NO		
268	Central Houston / SR 127 / Holbrook	Holbrook / Liberty County	5,130	5,130	14.00%	65.4	A	0.29	A	0.28	67.0	284.0	-	-	-	-	34.0	-	-	182.2	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	NO	YES	NO		
312	Holbrook / SR 127 / SR 84 Safety	Holbrook / Liberty County	8,850	8,850	6.00%	-	C	0.49	C	0.48	86.0	140.5	-	-	-	-	43.0	-	-	70.1	YES	YES	YES	YES	NO	NO	YES	NO	NO	YES	NO		
216	Sandy Run / Patriots Trail Connector	Holbrook / Liberty County	3,800	5,122	0.00%	-	F	1.02	F	1.31	11.0	280.0	-	-	-	-	2.0	-	-	50.9	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO		
113	Central Houston / General Stewart Way	Houston	4,000	5,320	2.00%	-	A	0.25	D	0.68	1.0	15.1	-	-	-	-	1.0	-	-	-	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO		
311	SR 338 / US 84 Safety and Access Management	Holbrook	30,000	30,000	7.00%	81.5	F	1.08	F	1.12	38.0	284.5	-	-	-	-	19.0	-	-	142.3	NO	YES	SOMEWHAT	YES	NO	NO	NO	NO	NO	YES	NO		
313	SR 338 / US 84 Safety and Access Management	Liberty County	7,600	30,246	7.00%	70.6	D	0.70	D	0.67	105.0	408.3	-	1.0	1.0	-	56.0	2.0	7.7	215.1	YES	YES	SOMEWHAT	YES	NO	NO	YES	NO	NO	YES	NO		
250	Central Houston / SR 127 / Holbrook	Houston / Liberty County	2,905	3,400	16.00%	50.8	C	0.47	C	0.55	30.0	327.3	-	-	-	-	10.0	1.0	10.9	109.1	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO		
228	US 84 / SR 127 / SR 84	Holbrook	4,800	6,400	10.00%	75.5	F	1.20	E	0.95	8.0	296.3	-	-	-	-	4.0	-	-	148.1	NO	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO		
306	SR 119 / SR 127 / SR 84	Houston / Liberty County	2,340	2,340	13.17%	83.7	C	0.60	C	0.60	73.0	241.4	-	-	-	-	26.0	2.0	6.6	86.0	NO	NO	YES	YES	NO	NO	YES	NO	NO	NO	NO		
316	SR 338 / US 84 Safety and Access Management	Houston	25,400	33,540	0.00%	-	D	0.75	D	0.75	31.0	135.4	-	-	-	-	21.0	-	-	91.7	YES	YES	SOMEWHAT	YES	NO	NO	NO	NO	NO	NO	NO		
222	"Cross-Street" Interchange Improvements / SR 127 / SR 84	Houston / Liberty County	3,600	4,852	17.00%	-	C	0.47	C	0.48	3.0	121.8	-	-	-	-	1.0	-	-	-	YES	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO		
315	SR 338 / US 84 Safety and Access Management	Liberty County	24,200	32,600	0.00%	71.7	D	0.75	D	0.74	70.0	94.9	-	-	-	-	28.0	1.0	1.4	38.0	YES	YES	SOMEWHAT	YES	NO	NO	YES	NO	NO	NO	SOMEWHAT		
0018340	15th St / SR 127 / SR 84	Houston	6,800	9,269	0.00%	-	E	0.90	F	1.07	218.0	614.8	-	-	-	-	96.0	-	-	267.9	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO		
114	Houston / SR 127 / SR 84	Liberty County	2,340	2,340	0.00%	-	B	0.36	C	0.42	10.0	28.3	-	-	-	-	6.0	-	-	17.0	YES	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO		
304	SR 127 / SR 127 / SR 84	Long County	30,000	33,478	16.00%	-	C	0.57	C	0.58	55.0	304.4	-	2.0	-	2.0	11.0	2.0	11.0	60.3	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
521345	US 84 / SR 127 / SR 84	Liberty County / Houston / Holbrook	25,767	25,767	20.00%	81.6	C	0.47	D	0.66	443.0	76.8	-	-	-	-	199.0	9.0	1.6	34.5	YES	YES	YES	YES	NO	NO	NO	YES	NO	YES	NO		
521355	US 84 / SR 127 / SR 84	Liberty County / Houston / Holbrook	39,015	25,627	20.00%	79.9	F	1.08	A	0.22	1.0	0.5	-	-	-	-	-	-	-	YES	YES	YES	YES	NO	NO	NO	NO	YES	NO	YES	NO		
315	SR 119 / SR 127 / SR 84	Houston	3,200	3,200	14.00%	-	F	3.72	C	0.53	115.0	483.3	-	-	-	-	44.0	1.0	4.2	185.7	NO	NO	NO	YES	YES	NO	YES	NO	NO	NO	NO		
303	SR 119 / SR 127 / SR 84	Liberty County / Long County	2,400	2,400	0.00%	90.2	C	0.61	F	1.06	73.0	202.3	-	3.0	1.0	-	34.0	-	-	66.5	NO	NO	NO	YES	NO	NO	YES	NO	SOMEWHAT	NO	NO		
227	Central Houston / SR 127 / Holbrook	Liberty County / Holbrook	5,800	5,800	8.67%	60.9	E	0.89	E	0.87	190.0	279.1	-	1.0	1.0	-	80.0	3.0	4.4	117.5	NO	NO	YES	YES	NO	NO	YES	NO	NO	YES	NO		
301	Central Houston / SR 127 / SR 84	Houston	3,700	3,700	4.00%	-	B	0.34	B	0.38	101.0	739.1	-	-	-	-	40.0	-	-	292.7	NO	NO	NO	YES	YES	NO	YES	NO	NO	NO	NO		
103	Central Houston / General Stewart Way	Houston	7,125	9,603	2.00%	-	B	0.41	C	0.45	-	0.0	-	-	-	-	-	-	-	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	NO	NO	NO	NO		
224	SR 119 / SR 127 / SR 84	Houston	4,900	4,900	6.83%	92	C	0.45	B	0.41	121.0	277.3	-	-	-	-	61.0																



## Priority Ranking Procedures

The quantitative data is sorted within each source data tab to place the projects and their associated data in ascending/descending order based on performance. (Ex. the higher the V/C value, the worse this roadway segment is performing; therefore, this metric will be sorted highest to lowest). Once the sorting is completed, a ranking score is assigned in numerical order. If there are 100 projects, the project at the top of the list receives a ranking score of 100 and the project at the bottom of the list receives a ranking score of 1.

TIP projects are not ranked and should not receive a score for each ranking criterion. These projects are included for information purposes and to ensure that data is available if the project status changes and the MTP prioritization must be revisited.

The performance-based ranking scores are aggregated into a Prioritized Ranking Summary spreadsheet where the various scores are displayed for each project. These scores are then coded to reflect the associated priority weighting factor established through public and stakeholder outreach. The following figure shows the HAMPO 2045 Priority Weighting Factors used in this prioritization process.

Table 3: HAMPO 2045 Priority Weighting Factors

HAMPO 2045 Goals	Public Survey Ranking	Public Workshops Ranking	Technical Subcommittee Ranking	HAMPO CAC Ranking	Countywide Retreat Ranking	Average Ranking	Priority Weighting Factor
Promote Quality of Life and Protect Existing Resources	7	7	3	6	3	5.20	4
Improve Safety and Security	2	3	1	1	1	1.60	8
Invest in a Multimodal System	3	4	6	8	6	5.40	3
Promote Preservation & Management of Existing System	1	2	7	3	7	4.00	6
Invest in Mobility Options	5	1	5	7	5	4.60	5
Promote Economic Development and Support Freight	6	5	2	2	2	3.40	7
Promote Resiliency and Reliability	4	6	8	5	8	6.20	1
Enhance Travel & Tourism	8	8	4	4	4	5.60	2

Rank HAMPO 2045 Goals

1 = Highest Priority 8 = Lower Priority

With the prioritization ranking scores now reflecting local goals and objectives, the projects are sorted based on the aggregate ranking scores to demonstrate a preliminary prioritized project list for the MPO.



**Example:**

If there are 100 HAMPO projects and project X has the highest crash ranking, it will be assigned a score of 100, since Safety and Security is ranked highest in priority factors it will then be multiplied by a factor of 8. The adjusted safety score for project X is now 800.

If the same project supports access to freight generators/attractors, it will also receive a score of 2 ("Yes" = 2) and a weighting criteria multiplier of 7. The adjusted freight score of 14 is then added to the safety score of 800 for an aggregate ranking score of 814.

This process is repeated for each prioritization criteria, resulting in a comprehensive prioritization ranking score. The following figure shows the Prioritized Ranking Summary spreadsheet for the HAMPO MTP.



Figure 14: HAMPO 2045 Prioritized Ranking Summary Spreadsheet

HAMPO 2045 MTP - PROJECT PERFORMANCE SUMMARY																													
					RELIABILITY													ECONOMIC DEV. / FREIGHT		TRAVEL AND TOURISM		MULTIMODAL			ENVIRONMENT AND QUALITY OF LIFE			OTHER FACTORS	
RANKING #	SCORE	PROJECT ID	PROJECT NAME	COUNTY	RISK SCORE	RISK V/C	WORTH V/C	DATE OF CHANGES (PRE 1990) (YR)	TOTAL RISK / PWR. CHANGES	# OF CHANGES UNDER REVIEW / PWR. CHANGES	# OF CHANGES UNDER REVIEW / PWR. CHANGES	DATE OF REVIEW (PRE 1990) (YR)	DATE OF REVIEW (PRE 1990) (YR)	ASSIGNMENT SAFETY SCORE	SUPPORTS REGIONAL INFRASTRUCTURE	SUPPORTS REGIONAL INFRASTRUCTURE	SUPPORTS ACCESS TO TOURISM ATTRACTIONS	PLANNING RECYCLE / FUTURE IMP.	PLANNING / FUTURE IMP.	SUPPORTS ACCESS TO PUBLIC AMPLT	IMPACTS REGIONAL INFRASTRUCTURE	IMPACTS REGIONAL INFRASTRUCTURE	IMPACTS REGIONAL INFRASTRUCTURE	ADDITIONAL INFRASTRUCTURE	LOCAL INFRASTRUCTURE				
0		TIP	522570	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Liberty County																								
0		TIP	0016567	CR 171/Lewis Faber Rd @ Peacock Creek	Liberty County																								
1	2,463.0	419	E.E. Miles Adaptive Signal Upgrades	Wheeler	0	54	120	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0					
2	2,317.0	411	SR 119 / SR 196 / E.E. Miles Flurry Access Management and Safety	Wheeler	63	42	24	-	-	-	-	-	-	-	-	-	16	4	6.0	-	6.0	0	0	0					
3	2,265.0	488	SR 84 Adaptive Signal Upgrades	Wheeler	70	36	150	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	0	2					
4	2,180.0	412	SR 196 / E.E. Miles Flurry Access Management	Wheeler / Ogemaw Branch	0	30	138	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0					
5	2,086.0	525	SR 119/Independence Rd Multimodal Enhancements	Wheeler	14	106	90	65	1.0	1.0	-	-	65	1,072	-	-	-	-	6.0	-	-	0	0	0					
6	2,082.0	565	SR 119/General Stewart Access Improvements	Wheeler	35	100	312	64	9.0	6.0	-	53	60	1,536	14.0	16	4	6.0	10.0	-	-8	-8	0	0					
7	2,039.0	515	SR 58 / SR 84 Safety and Access Management	Liberty County	49	384	384	44	-	-	-	-	50	752	-	16	2	6.0	-	-	0	0	0	0					
8	2,031.0	588	SR 58 / SR 84 Safety and Access Management	Liberty County	21	336	402	58	5.0	5.0	-	51	53	1,424	-	-	-	-	6.0	-	-	-8	-8	0	0				
9	2,022.0	589	SR 58 / SR 84 Safety and Access Management	Liberty County	49	272	372	32	1.0	1.0	-	-	34	560	-	-	-	-	6.0	-	-	-8	-4	0	0				
10	1,989.0	227	Central Hwy/SR 17 Widening	Liberty County / Wilcox	14	84	78	67	1.0	1.0	-	-	67	1,088	14.0	-	-	-	6.0	-	-	0	0	0	0				
11	1,922.0	554	SR 58 / SR 84 Safety and Access Management	Liberty County	49	288	252	52	1.0	1.0	-	64	55	1,384	14.0	16	2	6.0	-	-	-8	0	0	0					
12	1,922.0	258	Central Hwy/SR 17 Widening	Wheeler / Liberty County	14	258	342	53	1.0	1.0	-	-	58	984	-	-	-	-	6.0	10.0	-	-8	0	0	0				
13	1,818.0	584	Hwy 57 Intersection Upgrade	Long County	140	204	246	38	-	-	-	50	25	744	14.0	16	4	-	-	-	0	-8	2						
14	1,788.0	582	SR 196/E.E. Miles Flurry Access Management	Wheeler	56	312	324	49	1.0	-	1.0	68	31	1,200	14.0	16	4	6.0	-	-	0	0	0	0					
15	1,710.0	0019918	15th Street Widening	Wheeler	56	356	408	43	-	-	-	-	29	576	-	-	-	-	6.0	-	-	0	0	0	0				
16	1,703.0	586	SR 119/RR Cooper Hwy Widening	Wheeler / Liberty County	56	264	234	28	1.0	-	1.0	56	38	992	14.0	16	2	6.0	-	-	-8	0	0	0					
17	1,700.0	228	SR 84 Bridge at SR5 Widening	Liberty County	49	330	330	38	-	-	-	-	54	696	-	-	-	-	6.0	-	-	-8	0	0	0				
18	1,671.0	511	SR 58 / SR 84 Safety and Access Management	Liberty County	70	402	364	46	-	-	-	-	51	776	-	16	4	6.0	-	-	0	0	0	0					
19	1,648.0	587	South Main Street Widening	Wheeler	28	282	306	63	-	-	-	65	63	1,528	-	-	-	-	6.0	-	-	-8	-4	0	0				
20	1,607.0	485	SR 17 @ Elmfield Rd. / Freedom Brown Rd Intersection Improvements	Liberty County	14	168	168	-	-	-	-	-	-	-	-	-	-	2	6.0	-	-	0	0	0	0				
21	1,606.0	517	SR 58 / SR 84 Safety and Access Management	Flemington	14	290	294	62	1.0	1.0	-	59	61	1,472	-	-	-	4	6.0	10.0	-	0	0	0	0				
22	1,601.0	224	SR 196 W (to SR 58) Widening	Wheeler	56	386	338	22	1.0	-	-	-	36	464	-	16	2	6.0	-	-	-8	0	0	0	0				
23	1,508.0	515	SR 58 / SR 84 Safety and Access Management	Liberty County	84	132	108	37	1.0	1.0	-	61	48	1,184	-	-	-	-	-	-	-8	0	0	0	0				
24	1,500.0	225	SR 196 W (to SR 58) Widening	Wheeler / Liberty County	28	314	132	57	-	-	-	-	57	912	-	-	-	-	6.0	10.0	-	-8	0	0	0				
25	1,496.0	226	Turner Rd/Independence Hwy Widening	Liberty County / Wheeler	0	310	378	56	-	-	-	-	56	896	-	-	-	4	6.0	-	-	0	0	0	0				
26	1,439.0	255	SR 58/General Stewart Hwy	Wheeler	63	398	330	42	1.0	1.0	-	58	46	1,184	-	-	4	6.0	-	-	-8	0	2						
27	1,392.0	511545	SR5 Widening (2 lanes)	Liberty County / Wheeler / Wilcox	63	228	300	36	2.0	1.0	-	-	43	656	14.0	16	-	6.0	-	-	-8	0	0	0	0				
28	1,317.0	525	SR 58 / SR 84 Safety and Access Management	Wheeler/Albemarle/Wheeler	63	364	336	40	1.0	1.0	-	63	44	1,192	-	16	4	6.0	-	-	0	0	0	0	0				
29	1,312.0	251	Hampton Island Road	Wheeler	140	38	36	31	-	-	-	24	440	14.0	-	-	-	6.0	-	-	0	-4	0	0	0				
30	1,308.0	486	Intersection Improvements Veterans Hwy @ Whitworth/Conner	Wheeler	14	102	96	35	-	-	-	-	-	120	-	-	-	-	6.0	-	-	0	0	0	0				
31	1,294.0	585	Ham Church Road Upgrade/Signal Upgrade	Liberty / Long / Indotest	42	252	366	34	1.0	1.0	-	-	36	592	-	-	-	-	6.0	-	-	-8	-4	0	0				
32	1,284.0	489	Veterans Hwy Adaptive Signal Upgrades	Wheeler	42	96	84	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0	0				
33	1,280.0	516	SR 58 / SR 84 Safety and Access Management	Flemington	49	386	356	41	-	-	-	60	49	1,200	-	-	-	-	-	-	-8	0	0	0	0				
34	1,259.0	513	Wheeler Bypass III	Liberty County	70	132	228	39	-	-	-	-	21	320	14.0	-	-	-	6.0	-	-	0	0	0	0				
35	1,250.0	519	SR 58 / SR 84 Safety and Access Management	Liberty County	98	408	378	56	-	-	-	57	53	1,320	-	-	-	-	6.0	10.0	-	-8	0	0	0				
36	1,245.0	515	Ham Church Road Widening	Liberty / Long / Indotest	14	120	258	36	-	-	-	-	-	128	-	-	4	6.0	-	-	0	0	0	0	0				
37	1,244.0	415	Ham Church Road Widening	Liberty County / Long County	0	90	38	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	0	0	0				
38	1,224.0	581	Ham Church Road Multimodal Safety Enhancements	Albemarle	56	312	276	27	-	-	-	-	61	544	14.0	16	2	6.0	-	-	0	0	0	0	0				
39	1,042.0	512	Oglethorpe Hwy/SR 84 Safety	Liberty / Liberty County	14	390	348	61	1.0	1.0	-	-	62	1,024	-	-	4	6.0	10.0	-	-8	0	0	0	0				
40	1,022.0	249	Central Hwy/SR 17 Widening	Liberty / Liberty County	112	294	204	47	2.0	-	2.0	67	33	1,208	14.0	16	-	-	-	-	0	0	0	0	0				
41	1,001.0	555	SR5 Intersection/ Road Improvements	Wheeler / Liberty County	112	60	12	58	-	-	-	-	42	768	14.0	16	4	6.0	-	-	0	0	2						
42	920.0	189	Flemington Loop Bypass	Flemington	112	138	210	48	-	-	-	65	45	1,272	-	-	-	-	6.0	-	-	0	-8	2					
43	858.0	248	Barrington Ferry Rd Widening	Wheeler	70	78	54	53	-	-	-	-	30	664	-	-	-	-	6.0	-	-	-8	-8	2					
44	854.0	487	Industrial Road Upgrade	Liberty County	49	308	102	-	-	-	-	-	-	-	-	-	-	2	6.0	-	-	0	0	0	0				
45	820.0	254	SR 58/																										



#### 4. System Performance Report and Resolutions

## Hinesville Area Metropolitan Planning Organization Transportation Improvement Program System Performance Report (updated December 10, 2020)

### Background

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

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

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

The Hinesville Area Metropolitan Planning Organization Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted on August 10, 2017. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Hinesville Area Metropolitan Planning Organization FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

### Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>2</sup> to

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2020 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2020 are included in Table 1<sup>3</sup>. The Hinesville Area Metropolitan Planning Organization adopted/approved the Georgia statewide safety performance targets on November 16, 2017, November 8, 2018, February 14, 2019, and December 10, 2020. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

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

National Safety Performance Measures	Baseline GDOT Safety Targets (2012 – 2016*)	2018 GDOT Safety Targets (2014 – 2018*)	2019 GDOT Safety Targets (2015 – 2019*)	2020 GDOT Safety Targets (2016 – 2020)	2021 GDOT Safety Targets (2017 – 2021*)
Number of Fatalities	1,305	1,593	1,655	1,698	1,715
Rate of Fatalities per 100 million VMT	1.148	1.32	1.31	1.28	1.23
Number of Serious Injuries	1,745	19,643	24,324	24,094	6,407
Rate of Serious Injuries per 100 million VMT	15.348	16.3	18.9	21.8	4.422
Total Number of Non-motorized Fatalities & Serious Injuries	1,138	1,027	1,126	1,163	686.50

The Hinesville Area Metropolitan Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Hinesville Area Metropolitan Planning Organization 2045 Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)



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be carried out across Georgia.

- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Hinesville Area Metropolitan Planning Organization 2040 MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$2,098,000 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$524,500 per year.

	2018	2019	2020	2021
Hinesville MPO	\$505,000.00	\$531,000.00	\$531,000.00	\$531,000.00

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

## 5. Liberty Transit Safety Plan

LIBERTY TRANSIT

# SAFETY PLAN

JULY 2020



5/26/2020 FINAL DRAFT



## AUTHORIZATIONS

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transit bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 C.F.R. Part 673 - Public Transportation Agency Safety Plan (PTASP) which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

Liberty Transit establishes this Safety Plan as our agency's commitment to system safety and the principles of SMS. The objectives of our plan are to:

- Increase the safety of our transit system by proactively identifying, assessing and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transit leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

Liberty Transit is committed to implementing a systematic and comprehensive safety program. Leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

This Safety Plan was developed by the Georgia Department of Transportation (GDOT), and Liberty Transit has adopted it to comply with FTA Part 673 requirements. Our Board of Commissioners, the City Manager, and Mobility Manager have reviewed and approved this Safety Plan and assure that its contents establish a comprehensive SMS framework and meet the requirements of Part 673.

This Safety Plan will be distributed to all transit employees and will be reviewed and updated annually.

APPROVED BY	DATE
ACCOUNTABLE EXECUTIVE, KENNETH HOWARD, CITY MANAGER, CITY OF HINESVILLE	

REVISION RECORD				
REVISION #	REVIEW DATE	REVIEWER	REVISION DATE	APPROVED BY
1	_/_/21			
2	_/_/22			
3	_/_/23			
4	_/_/24			

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## DEFINITIONS

**Accident:** An event that involves any of the following – loss of life; a report of a serious injury to a person; a collision of a public transit vehicle; an evacuation for life safety reasons at any location, at any time, whatever the cause.

**Accountable Executive:** A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the Agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the Agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the Agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

**Chief Safety Officer:** Means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

**Event:** Means any accident, incident, or occurrence.

**Hazard:** A condition that has the potential to cause injury, illness, death, or property damage.

**Fatality:** A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes; a death due to, Collision (including suicides), Fire, Hazardous material spill, Acts of God, System or personal security event (including suicides), and Other safety events.

**Hazard Likelihood:** Probability of a hazard consequence to occur.

**Hazard Severity:** The effect/damaging result of a hazards consequence.

**Incident:** An event that involves any of the following – a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

**Injury:** Any damage or harm to persons that requires immediate medical attention away from the scene because of a reportable event. Agencies must report each person transported away from the scene for medical attention as an injury, whether or not the person appears to be injured.

**Occurrence:** An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

**Performance target:** A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration.

**Reportable:** An event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle, excluding occupational safety events occurring in administrative buildings.

**Risk:** An assessed probability and severity calculation to classify the overall potential consequences of a hazard.

**Safety Assurance:** A list of defined safety performance indicators for reach priority risk and associated targets the Agency will use to determine if it is achieving the specified safety goals.

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**Safety Events:** Include but are not limited to slips, trips, falls, smoke, power failure, maintenance-related issues, or electric shock. To be reported as a major event, these events must **either** meet the fatality, evacuation, or property damage threshold **or** result in two or more injured persons. Other Safety Events that cause only one person to be immediately transported from the scene for medical attention, and that do not trigger any other reporting threshold, are reported on the Non-Major Monthly Summary Report form. The FTA includes Other Safety Events that occur in a transit maintenance facility and meet a reporting threshold but continues to exclude occupational safety events occurring in administrative buildings.

**Safety Performance Target:** A performance target related to safety management activities.

**Serious injury:** Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.

**Acronyms:**

ADA	Americans with Disabilities Act
CAP	Corrective Action Plan
CEO	Chief Executive Officer
CSO	Chief Safety Officer
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
FY	Fiscal Year
GDOT	Georgia Department of Transportation
HAMPO	Hinesville Area Metropolitan Planning Organization
HR	Human Resources
KPI	Key Performance Indicator
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MILSTD	Military Standard
MPO	Metropolitan Planning Organization
NPTSP	National Public Transportation Safety Plan
NTD	National Transit Database
NTSB	National Transportation Safety Board
ODP	Operator Development Program
PHA	Preliminary Hazard Assessment
PPE	Personal Protective Equipment
PTASP	Public Transportation Agency Safety Plan
SMS	Safety Management System
TAM	Transit Asset Management
TPO	Third Party Operator
UPT	Unlinked Passenger Trips
VRM	Vehicle Revenue Miles



## 1. Transit Agency Information

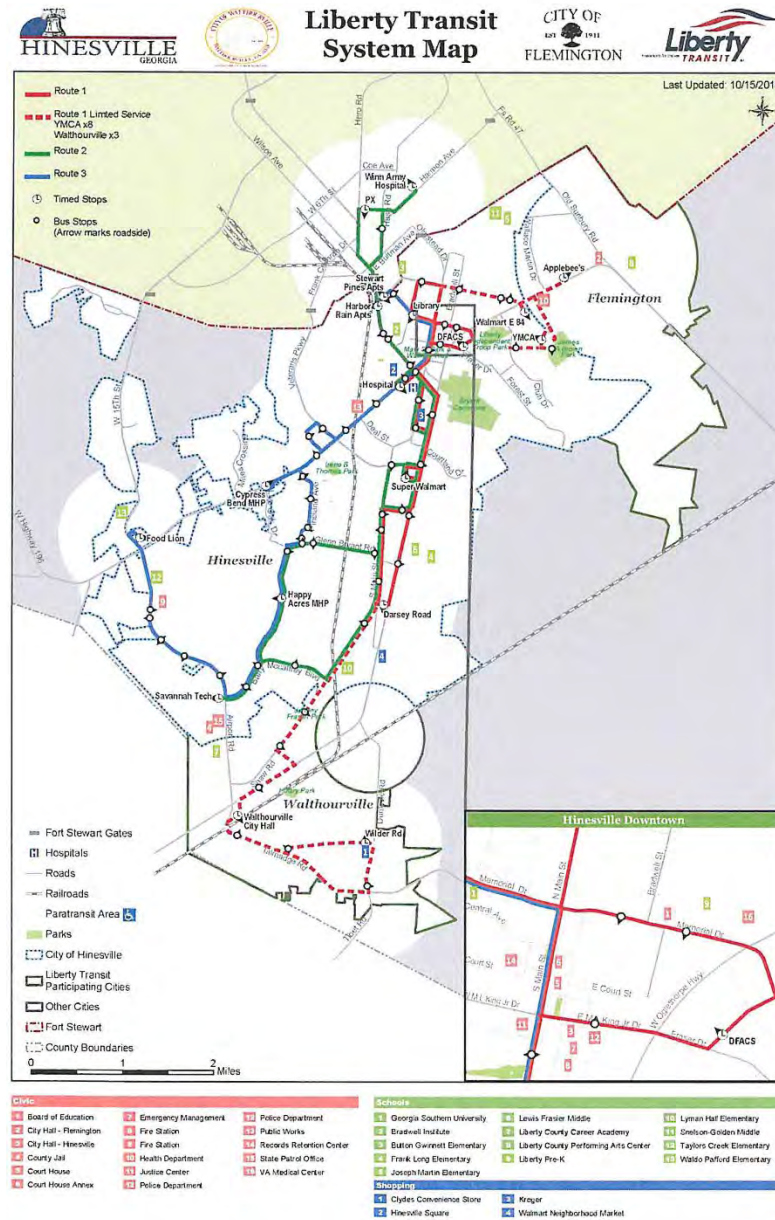
Liberty Transit is a fixed route public transit system that operates within the City of Hinesville, City of Flemington, City of Walthourville, and Fort Stewart Military Installation, home of the 3rd Infantry Division. The service area is approximately 20 square miles with an estimated population of 31,932 (according to the 2018 Transit Development Plan). The Liberty Transit System is governed by the Transit Steering Committee, which is comprised of the Mayor of Hinesville, Mayor of Flemington, Liberty County Board of Commissioners Chairman, Mayor of Walthourville, and an ex-officio Fort Stewart representative. The agency operates a fleet of 9 buses each equipped with ADA complaint wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers.

While Liberty Transit has begun as a fixed route transit system, the long-term goal is to become a countywide system and ultimately part of a regional solution to transportation needs. In order to accomplish these long-term goals, the staff at Liberty Consolidated Planning Commission is working across the region with transit partners to develop a plan to make these goals a reality.

<b>Transit Agency Name</b>	Liberty Transit		
<b>Transit Agency Address</b>	115 East Main Street, Hinesville GA 31313		
<b>Accountable Executive (Name and Title)</b>	Kenneth Howard, City Manager		
<b>Chief Safety Officer (Name and Title)</b>	Theodis Jackson, Mobility Manager		
<b>Mode(s) of Service Provided (e.g., Fixed Route, Demand Response, ADA Paratransit, etc.)</b>	Fixed Route & ADA Paratransit	<b>List All FTA Funding Types (e.g., 5307, 5310, 5311)</b>	5307
<b>Vehicles Operated in Maximum Service, by Mode</b>	Fixed Route 3	ADA Paratransit 1	Other(describe mode) 1 (capacity for extraordinary service route)
<b>Mode(s) of Service Contracted Out to Third Party Operators (TPOs)</b>	Liberty Transit's whole operations are contracted out to a third party (currently Transdev). Our governing local government entity pays for the fuel, provides the facilities, and administers the grants.		

<b>Name of Third Party Operator (if applicable) and contact person</b>	Transdev		
<b>Does the agency provide transit services on behalf of another transit agency or entity?</b>	Yes	No X	<b>Description of Arrangement(s)</b> The City of Hinesville serves as the grantee for the 5307 program which funds Liberty Transit. Liberty Transit serves the Cities of Hinesville, Flemington, Walthourville and Fort Stewart.
<b>Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided</b>	City of Flemington, 156 Old Sunbury Rd. Flemington GA. 31313 City of Walthourville, 222 Busbee Rd, Walthourville GA 31333 Ft. Stewart. 954 William H. Wilson Ave. Bldg 624, Suite 131 Fort Stewart, Georgia 31314		
<b>Are any transit employees represented by a Labor Union? If so please describe.</b>	No		
<b>No. of Fixed Bus Routes:</b>	3		
<b>Annual Vehicle Revenue Miles (VRM)</b>	Fixed Route Bus VRM		Demand Response/Paratransit VRM
	87,617		n/a still in first year
<b>Annual Unlinked Passenger Trips (UPT)</b>	Fixed Route Bus UPT		Demand Response/Paratransit UPT
	19,912		n/a still in first year

Figure 1 – Liberty Transit System Map





## 2. Safety Management

### 2.1 Safety Management Policy

Liberty Transit strives to provide the safest and most secure experience for the riding public and our employees. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with the City Manager. Every employee must practice workplace safety, use equipment, tools and materials properly, and be trained in the agency's work rules and procedures for his or her respective areas of responsibility, including contingency plans for abnormal and emergency conditions.

Liberty Transit is committed to:

- Supporting an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as paid to other management systems of the organization;
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining for all staff, managers and employees alike, their accountability and responsibility for the delivery of the organization's safety performance and the overall implementation of our Safety Plan;
- Establishing and implementing a proactive safety program to manage risks to a level that is acceptable and consistent with safety performance;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with, and wherever possible, exceeding the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are provided with adequate and appropriate safety-related information, personal protective equipment (PPE), and training;
- Ensuring all staff are competent in safety management matters, and are allocated only to tasks commensurate with their skills;
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees;
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- Continually improving our safety performance through management processes that ensure appropriate safety management actions are taken and are effective; and

- Ensuring externally supplied systems and services to support our operations are delivered to meet our safety performance standards.

This agency Safety Plan describes our safety efforts and programs, and through our thorough implementation of such efforts and programs we explicitly show our commitment to system safety based on SMS principles, as per 49 CFR Part 673.

## 2.2 Employee Safety Reporting

Employees (both in-house and contract operator) are required to embrace Liberty Transit's safety goals and objectives and are encouraged to report safety concerns, issues or hazards. Executive management has established a safety reporting process for employees to voice their safety concerns without fear of retribution or blame. All frontline personnel will be responsible for utilizing this program as necessary. Our employees (including contractors) have a duty to report any unsafe condition to their supervisor, manager, or the Chief Safety Officer. Unsafe conditions may include issues with policies, procedures, physical conditions, events, information about an issue, among others. All violations of agency safety rules or procedures (including regulatory requirements of the agency) may result in disciplinary action. No action will be taken against any employee who communicates a safety condition through our reporting program unless such disclosure indicates an illegal act, gross misconduct or negligence, or a deliberate or willful disregard of our rules, policies and procedures. Once actions to remediate a safety violation have been determined, they shall be communicated throughout the organization and carried out.

## 2.3 Safety Management Policy Communication

Liberty Transit staff, including both Transdev and City of Hinesville employees, are informed of their responsibilities related to safety and the requirements of our Safety Plan during onboarding. Communicating the purpose and benefits of this Safety Plan and SMS principles among executive and senior management, supervisors and frontline staff are the most important jobs of all of our employees. All employees understand their respective safety roles and obligations and in identifying and assessing safety risks in the workplace and in agency operations. Fostering and reinforcing these obligations through regular agency-wide communications and programs are critical functions of senior management and the Chief Safety Officer including, but not limited to:

- Safety meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails and text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

## 2.4 Safety Responsibilities

The purpose of our Safety Plan is to maintain a formal safety program and establish a coordinated safety effort responsive to the needs of the operating, maintenance and support units (both contracted and in-house) involved in the provision of transit services. We emphasize the goal of all personnel and contractors to work toward the common goal of minimizing the occurrence of customer and employee accidents and incidents by providing safe revenue service to our customers and a safe work environment for our employees.

The following personnel lead the organization in the implementation of our Safety Plan:

*City Manager, Accountable Executive (AE) (Current Incumbent, Kenneth Howard)*

- Establishes and sets an organizational example for safety objectives and goals;
- Directs human resources;
- Manages agency finances;
- Oversees operations and maintenance programs;
- Promotes and communicates safety policy and programs;
- Participates in regular meetings with key staff to understand the status of safety programs and data; and
- Ultimately holds responsibility for all agency safety outcomes.

*Mobility Manager, Chief Safety Officer (CSO) (current incumbent Theodis Jackson, Transdev)*

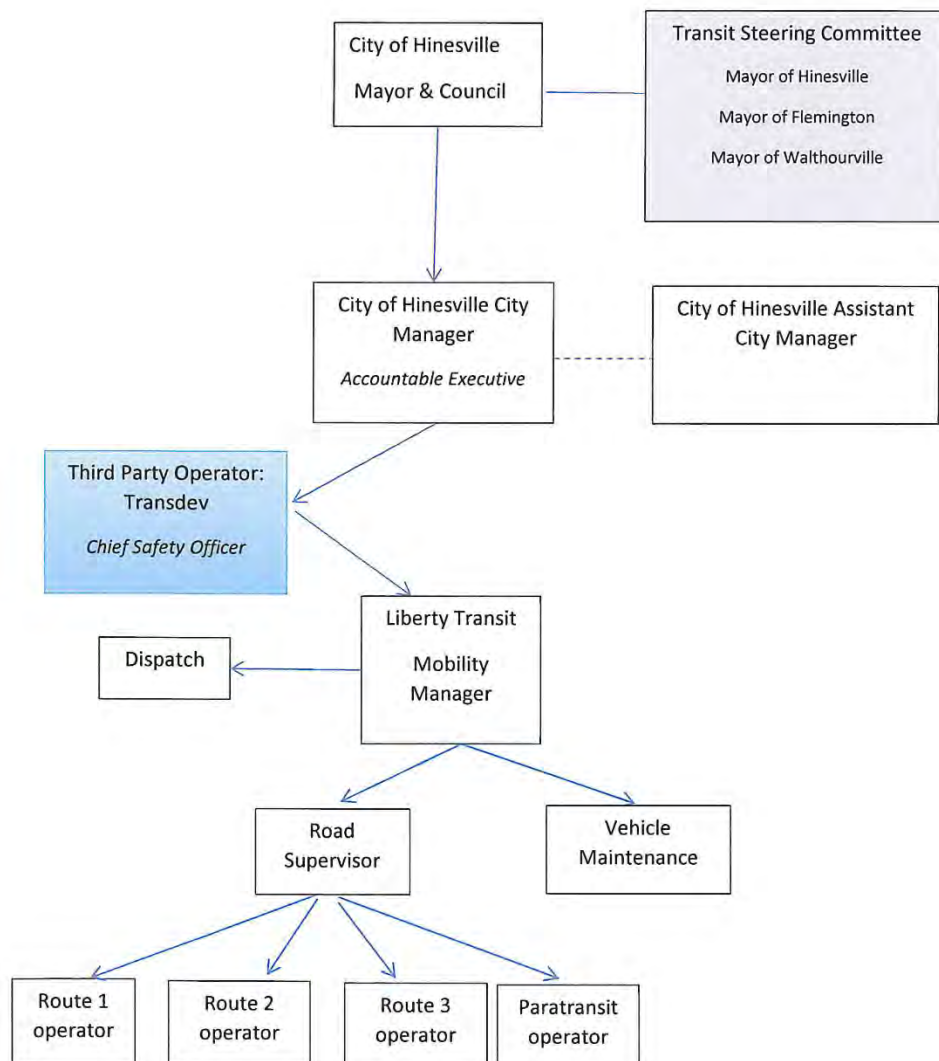
- Regularly reports to the AE to provide status reports on Liberty Transit's safety program implementation;
- Manages and implements the Safety Plan throughout the Liberty Transit system;
- Chairs Safety meetings with key departmental managers including operations and maintenance;
- Participates in formal meetings with the FTA and GDOT on safety regulatory and program topics;
- Reports Safety Performance Measures/Targets to the Hinesville Area Metropolitan Planning Organization (HAMPO);
- Develops and implements safety policies, procedures, and programs;
- Supervises and oversees work of assigned safety staff, conducts performance reviews with staff, and initiates appropriate actions related to such;
- Directs the hazard management process and provides notification of reportable accidents, incidents and hazardous conditions;
- Investigates employee and vehicle accidents/incidents and injuries and works to develop programs to reduce accidents and injuries;
- Conducts inspections and researches safety codes, standards, and regulations;
- Compiles and analyzes health and safety statistics; produces reports, records, documents, and manifests; accesses and updates database files;
- Coordinates staff safety meetings and attends meetings, conferences and group functions related to safety;
- Develops and conducts training sessions relating to safety issues;
- Identifies health and safety concerns, analyzes reports and information, develops programs for accident/injury prevention, and submits recommendations to reduce frequency of accidents;
- Develops departmental and organizational Key Performance Indicators (KPI); and



- Conducts risk identification, evaluation, control, funding, and administration.

Other agency executive management who have responsibilities in support of implementation and management of Liberty Transit's SMS include the Assistant City Manager of the City of Hinesville, and representatives from Transdev, including the Road Supervisor, Vehicle Maintenance Department, and Dispatch. Provided in Figure 2, which follows, is the Organization Chart for the Liberty Transit SMS.

Figure 2 – Liberty Transit SMS Organizational Chart



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## 2.5 Safety Committee

The CSO will periodically convene meetings of the Safety Committee to discuss safety program issues, safety data/performance indicators, Safety and Transit Asset Management (TAM) Plan updates, among various other issues that pertain to overall agency safety matters. The Safety Committee is an executive-level function that will at minimum include the City Manager, key representatives from Operations and Maintenance, and will be chaired by the CSO. The objectives of regular meetings of the Safety Committee are to ensure that the City Manager is well-versed in the implementation of the Safety Plan, KPI, and other important data, and that executive-level staff have a regular multi-disciplinary forum to discuss pertinent safety issues and policy.

### 3. Safety Risk Management

#### 3.1 Hazard Management Program

Liberty Transit promotes the proactive identification and evaluation of hazards before they escalate into accidents or incidents. This Safety Plan and its programs must be effective in identifying and minimizing hazards in the operational environment. All operations must be viewed from a systems perspective in that the safety-critical functions of one group may impact those of one or more others. This focus on system safety is meant to foster the understanding of the interdependence of actions on overall safety. As such, our hazard management program involves a multi-disciplinary review process that is ultimately managed by the Safety Committee, led by the CSO. There are three basic objectives:

- Hazard identification;
- Hazard assessment; and
- Safety risk mitigation.

#### 3.2 Hazard Identification

Hazard identification and resolution is a core element of the Safety Plan emphasizing timely correction of unsafe conditions, anticipated and reconciled before serious accident, injury, or damage occurs. Our risk management program includes the following practices:

- Employee safety reporting;
- Driver, dispatcher, supervisory and maintenance performance information;
- Rules compliance checks;
- Americans with Disabilities Act (ADA) compliance reviews;
- Asset conditions assessments;
- Camera and event recorder reviews;
- Environmental information;
- Safety observations;
- Pre- and post-trip inspections;
- Vehicle, facility and equipment inspections;
- Internal safety investigations;
- Fitness for duty checks;
- Accident reports;
- Compliance programs;
- Safety Committee reviews;
- Via reports from local agencies such as the Hinesville Police Department; and
- Public feedback/complaints.

Liberty Transit emphasizes the timely identification and correction of unsafe conditions, anticipated and reconciled before serious accident, injury, or damage occurs. To ensure we provide as safe and reliable transportation services as possible, we have established a process by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to management and applicable regulatory agencies. All



management, staff, contractors, and suppliers are required to implement high standards of safety and system assurance throughout the design, construction, testing, and operational phases of our projects. Hazards which cannot be eliminated with design mitigations including the implementation of safety warning devices are usually addressed by training, and/or written procedures to prevent mishaps. Most hazards are identified in the field, reported, entered in reports, and are addressed by the responsible departments through routine corrective measures that do not require special attention.

Hazards can be identified through a host of sources ranging from daily experience (accidents, incidents or safety concerns), gathered data, information submitted by patrons, to detailed analyses and assessments of existing conditions, among others. Once hazard causes, consequences, and likelihood of occurrence have been assessed, priorities for resolution can be established. The risks associated with hazards are accepted, minimized, controlled or identified for future remedy. Safety efforts must, however, continue to ensure that the implementation of hazard remedies do not create new safety concerns.

### 3.3 Hazard Assessment

Hazard assessments shall include specific inputs, reviews, and comments from any department and personnel, as necessary. To categorize the severity of a hazard, the likely effects on passengers, employees, general public and equipment must be established. Hazard severity ratings are based on categories from Military Standard 882E (MILSTD-882E) and require system key agency stakeholders to make subjective determinations of the worst case that could be anticipated to result from design inadequacies, human error, component failure or malfunction. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap from resulting from personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system, subsystem or component failure or malfunction. Table 1 below summarizes the hazard severity categories. It reflects the principle that not all hazards pose an equal amount of risk to personnel safety.

**Table 1 – Hazard Severity**

Severity Level	Characteristics			
	People	Equipment/Services	Financial	Reputational
<b>Catastrophic 1</b>	Several deaths and/or numerous severe injuries (per event)	Total loss of equipment or system interruption, requiring months to repair	Estimated loss in excess of \$5 million	Ongoing media coverage, irreparable reputational damage, government intervention (weeks-months)
<b>Critical 2</b>	Low number of deaths and/or severe injuries (per event)	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss in the range of \$500,000 to \$5 million	Prolonged media campaign, serious reputational damage, sustained government involvement (days-weeks)
<b>Major 3</b>	Minor injury and possible serious injury (per event)	Some loss of equipment or system interruption, requiring 7 days or less to repair	Estimated loss in the range of \$50,000 to \$500,000	Adverse media coverage, reputational damage, government involvement
<b>Marginal 4</b>	Possible minor injury (per event)	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss in the range of \$1000 to \$49,999	Local media coverage and some reputational damage
<b>Insignificant 5</b>	No injury	Minor damage to equipment, no system interruption, no immediate repair necessary	Estimated loss is likely less than \$1000	No adverse media or reputational damage

The probability that a hazard will occur during the planned life expectancy of a system element, subsystem, component or daily operational function can be described subjectively in potential occurrences per unit time, event, population, items or activity. A qualitative hazard probability may be derived from research, analysis, and evaluation of historical safety data or a similar system. The CSO, departmental managers or the Safety Committee can assign a probability rating to a particular event or a specific hazard. Supporting rationale for assigning a hazard probability is documented in hazard analysis reports, memos or minutes from meetings. The assessment of the probability of hazard occurrence will consider specific system operations based on the current system configuration. Hazard likelihood levels to be considered are shown in Table 2 below.

Table 2 – Hazard Likelihood

Probability	Specific Item	Fleet / Inventory	Frequency
<b>A</b> Frequent	Likely to occur frequently in the life of an item	Continuously experienced	26 or more events in a year
<b>B</b> Probable	Will occur often in the life of an item	Will occur frequently in the system	13 to 25 events in a year
<b>C</b> Occasional	Likely to occur sometime in the life of an item	Will occur several times	6 to 12 events in one year, or less than 24 events in 5 years
<b>D</b> Remote	Unlikely but possible to occur in the life of an item	Unlikely, but can be expected to occur	1 to 5 events in one year or less than 10 events in 10 years
<b>E</b> Improbable	Unlikely to occur but possible	Unlikely to occur, but possible	1 event in 25 years
<b>F</b> Eliminated	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.		

The Hazard Risk Index (Table 3) combines hazard categories, severity and probability to constitute a chart to assist in the evaluation of specific hazards and their associated levels of risk.

Table 3 – Hazard Risk Index

Frequency	Hazard Categories				
	1 Catastrophic	2 Critical	3 Major	4 Marginal	5 Insignificant
<b>A</b> Frequent	1A	2A	3A	4A	5A
<b>B</b> Probable	1B	2B	3B	4B	5B
<b>C</b> Occasional	1C	2C	3C	4C	5C
<b>D</b> Remote	1D	2D	3D	4D	5D
<b>E</b> Improbable	1E	2E	3E	4E	5E
<b>F</b> Eliminated					

Hazard Risk Index	Risk Decision Criteria
Unacceptable	Hazard must be mitigated
Undesirable	Requires acceptance from management
Acceptable with Review	Hazard may be accepted with management review
Acceptable	Risk level is acceptable
Eliminated	No hazard remains

### 3.4 Safety Risk Mitigation

Once a risk has been evaluated, the agency will determine a course of action to address a given risk. As per the process above, a risk may be eliminated by eliminating the source of the hazard. For example, if a special service route has experienced incidents, such hazards will be eliminated when such special service is also eliminated. In other instances, for example, the CSO and Safety Committee may utilize accident/incident data over time to discuss the hazards of vehicle rear-endings and evaluate the type, severity and probability of these accidents, and mitigation measures to prevent these mishaps in the future. Such mitigations may include new standard operating procedures, policies, additional training requirements, public awareness campaigns, or even vehicle design changes.

This methodology may be applied for the analysis of risks of day-to-day operations as well as for preliminary hazard assessments (PHA) when designing new system infrastructure. During the safety certification process to develop system expansions, identified hazards can be addressed by designing system elements for minimum risk, and/or incorporating safety and warning devices.

### 3.5 Hazard Tracking

Some more complex hazards may require the use of a Safety Risk Register which may consist of the following information:

- Assigned hazard number;
- Date hazard identified;
- Hazard title;
- Hazard description;
- Sources from which a hazard was identified;
- The element of operation affected by the hazard;
- Initial hazard classification;
- Current hazard classification; and
- Corrective Action Plan (CAP).

The Register, when used, is updated regularly until the hazard CAP has been closed out. All captured data is analyzed for the identification of developing trends to ensure future safety risks/hazards can be mitigated and/or eliminated.

Other departmental records and oversight of issues are routinely maintained to track issues as matter-of-course office processes. For example, the tracking of complaints and concerns regarding Liberty Transit; these issues are processed by the City of Hinesville via its online tracking software, and complaints and concerns may also be made to the Assistant City Manager and/or City Manager



## 4. Safety Assurance

The purpose of Safety Assurance is to evaluate the overall effectiveness of safety risk controls established under safety risk management program. The City Manager and CSO are responsible for monitoring and evaluating day-to-day operations to ensure that: 1) emerging risks are identified, 2) Liberty Transit is in compliance with regulatory requirements applicable to the Safety Plan, and 3) that our safety programs are meeting our safety goals and objectives. Safety Assurance programs provide important feedback and data into the risk management process and vice versa to promote safer operations. Through our Safety Risk Management and Safety assurance Activities, we will evaluate the adequacy of procedures, processes, personnel performance, our data collected, and compliance with procedures and programs.

### 4.1 Safety Performance Monitoring and Measurement of Risk Mitigations

The City Manager has the ultimate responsibility of affording the riding public and employees safe and secure operations. Each employee is required to carry out specific system safety responsibilities in compliance with their job specifications, agency rules and regulations and this Safety Plan. Each department generates its own performance data used for the detection of trends or problems in operations and maintenance prior to the development of a major safety concern. Among the various safety assurance activities overseen by the City Manager and CSO include:

- Fleet operations;
- Road supervision;
- Fleet maintenance;
- Drug and Alcohol Program;
- TAM;
- Resource planning;
- Internal operations reviews;
- Accident/incident investigations and other means to determine causal factors;
- Contractor safety efforts;
- Data collection and analysis; and
- Security activities.

It is the task of the CSO to monitor and measure the safety performance of operations through data provided from the various departments and report to the City Manager and Safety Committee periodically. Using collected data and assessing trends, we develop minimum performance standards to meet agency safety targets and goals. From there, we may create KPI that show us whether or not we are achieving our safety targets and goals. Selected data is accumulated and analyzed for ongoing trending and performance measurement, including fatalities, injuries to passengers and/or personnel, system reliability, and other safety related events. This data comes from various sources including, but are not limited to:

- Event reports;
- Observations of operations reports;
- Internal and external inspection, survey, and audit reports;
- Safety suggestions from employees and customers;
- Historical knowledge;

- Seasonal events and effects;
- Environmental considerations;
- New equipment or facility deployments;
- Fleet issues;
- Process reviews and audits;
- Training efforts; and
- Peer reviews.

For example, Liberty Transit conducts safety investigations of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of the event. An investigation report is prepared and sent to the Safety Committee for integration into their analysis of the event. The Safety Committee determines whether:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

Monitoring and measurement of our Safety Assurance program establishes a baseline which we can use to compare criteria and conditions at other specific points in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operations to reduce risk and overall safety objective/goal achievement. Ongoing monitoring is built into our operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

The CSO maintains a list of safety risk mitigations in a Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation. The CSO establishes one or more mechanisms for monitoring safety risk mitigations as part of the mitigation implementation process and assigns monitoring activities to the appropriate director, manager, or supervisor. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports; conducting job performance observations; or other activities. The CSO will endeavor to make use of existing processes and activities before assigning new information collection activities.

The CSO and Safety Committee review the performance of individual safety risk mitigations during Safety Committee meetings, based on the reporting schedule determined for each mitigation, and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Safety Committee will propose a course of action to modify the mitigation or take other action to manage the safety risk. The CSO will approve or modify this proposed course of action and oversee its execution.

#### 4.2 Safety Performance Measures and Targets

Among the various KPI that we use are the four safety performance measures that are required by the National Public Transportation Safety Plan (NPTSP): Fatalities, Injuries, Safety Events and System Reliability, as defined below:

- Fatalities – Total number of reportable<sup>1</sup> fatalities and rate per total vehicle revenue miles (VRM) by mode;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM by mode; and
- System Reliability – Mean distance between major mechanical failures by mode.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures for FY 2021 are as below on Error! Reference source not found.. These safety performance targets will be shared with HAMPO to aid in the planning process. Liberty Transit will coordinate with GDOT and HAMPO in the selection of State and MPO safety performance targets as requested. A member of HAMPO regularly attends the Liberty Transit Monthly Steering Committee Meeting to provide staff support. The CSO and representatives of the City also attend monthly HAMPO meetings. These various meetings are used as a way for Liberty Transit and HAMPO to stay in contact and connected.

Table 4 – FY 2021 Safety Performance Measures and Targets

Mode of Transit and Service	Fatalities (total)	Fatalities (per 100,000 VRM)	Injuries (total)	Injuries (per 100,000 VRM)	Safety Events (total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	0	3	4.5	3,982 miles
Demand Response ADA Paratransit	0	0	0	0	1	5.9	1,690 miles <sup>2</sup>

<sup>1</sup> The thresholds for “reportable” fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

<sup>2</sup> The Demand Response ADA Paratransit service is still in its first year of operation, therefore the System Reliability performance target was estimated based in part on the Fixed Route VRM.



## 5. Safety Promotion

Safety Promotion fosters a positive safety culture and improves safety performance by increasing safety awareness through training and communication. Appropriate training for all employees regardless of their position within the agency provides knowledge for a successful safety program. Through communication of lessons learned and safety performance data, employees are made aware of safety priorities and concerns as they relate to their individual job tasks and the entire organization.

### 5.1 Safety Training

All new and existing transit employees whether contracted or in-house undergo Safety Plan familiarization training. Employees at all levels of the agency (defined as both in-house and contracted) need to understand 1) what the Safety Plan is, 2) how it supports the agency's mission, and 3) what their specific individual Safety Plan responsibilities are. This core element of our comprehensive safety training program applies to all Liberty Transit employees directly responsible for safety, including:

- City Manager and CSO;
- Bus operators;
- Dispatchers;
- Maintenance technicians; and
- Managers and supervisors.

Liberty Transit has developed job specifications for all job classifications which require certain skills training in order for personnel to perform job functions safely. For certain positions this will include initial as well as refresher training. Our safety training programs include, but are not limited to, the following:

- Bus operator training;
  - Transdev is responsible for 40 hours of driver training in a classroom setting, and 80 hours in the vehicle. This training includes learning the following items:
    - Basic class in first aid
    - Driver sensitivity training with respect to meeting the needs of persons with disabilities
    - Passenger assistance techniques or comparable training
    - Drug and alcohol awareness training
    - Blood-borne pathogen training
    - National Safety Council defensive driving course
  - Refresher training is conducted monthly in which supervisors are on the vehicle to conduct a safety inspection
  - Operator Development Program (ODP) Classroom Training
- Bus maintainer training;
- Dispatcher training; and
- Supervisor training.

Refresher training programs are outlined in our individual departmental training syllabi. Liberty Transit and Transdev maintain records of all employees upon hire and manage their progress through training, annual recertification and retraining if required.

## 5.2 Safety Communication

All employees, from the City Manager to frontline personnel, shall communicate the virtues and requirements of our Safety Plan and program elements. Safety communication activities ensure that all employees and contractors are aware of the following goals and responsibilities:

- The observance of all agency standard operating procedures, policies, and plans;
- The need to systematically identify safety hazards, mitigate risk and reduce fatalities and injuries resulting from transit operations;
- The need to reduce the injury incidence rate by minimizing exposure to unsafe conditions and reducing hazardous employee behavior;
- Providing safe and efficient transit services by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed; and
- Achieving 100 percent of scheduled routine inspections, preventative and regular maintenance work is completed on time, and essential repairs addressed in a designated time.

Further, we encourage employees and contractors to be mindful of their safety responsibilities, and we review various safety issues, recommendations, policies, etc. by various means which include but are not limited to:

- Employee Safety Reporting Program;
- Safety meetings;
  - Transdev currently holds monthly safety meetings. The Liberty Transit Steering Committee meets and addresses any issues brought and reviews a safety report including Drug and Alcohol testing, accident reports, and any complaints;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails;
- Text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

A positive safety culture focuses on finding and correcting systemic issues rather than finding someone or something to blame. A positive safety culture flourishes in an environment of trust, encouraging error-reporting and discouraging covering up mistakes. The need to address behavior that is malicious or recklessly negligent must be balanced with the need for a just culture that is not excessively punitive. A positive safety culture goes beyond simply adhering to procedures. It is demonstrated when employees carry out their duties correctly, with alertness, full knowledge, sound judgment, and a sense of accountability.

## 6. Annual Update Process

The CSO will review and update this Safety Plan annually. The updated version of the Plan will be signed by the City Manager and approved by the agency's Board of Directors. The newly authorized version will be reissued to all transit personnel for their perusal and comprehension. The Governing Body of Liberty Transit consists of a Steering Committee made up of the Mayors of the Three Cities that contribute to the program on a per-population based share (City of Hinesville, City of Walthourville, and City of Flemington). The Steering Committee is responsible for approving all items and reports. The City of Hinesville serves as the Transit System's Fiscal Agent and grant administrator and approves contracts and agreements after approval of the Steering Committee has been received.

Liberty Transit will maintain all documents that are related to the implementation of this Safety Plan and results from SMS processes and activities. These documents will be made available upon request by the FTA or other related federal entity. All such documents will be maintained for a minimum of three years after they are created.



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## Appendix A: PTASP Relationship to Other Federal Laws & Regulations

### 1. Public Transportation Safety Program Rule - 49 U.S.C. § 5329

The Public Transportation Safety Program Rule establishes substantive and procedural rules for FTA's administration of the Public Transportation Safety Program authorized by 49 U.S.C. § 5329. The rule establishes FTA's SMS approach to the development and implementation of the Safety Program. Further, it sets rules of practice for the FTA's enforcement authority and describes the contents of a National Public Transportation Safety Plan.

#### *National Public Transportation Safety Plan (NPTSP)- section 5329(b)*

Through the NPTSP, the FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. The NPTSP is a policy document, communications tool, and a repository of standards, guidance, best practices, tolls, technical assistance, and other resources.

This Safety Plan was written in accordance to the Public Transportation Safety Program Rule and the NPTSP.

### 2. Public Transportation Agency Safety Plan (PTASP) Rule - 49 CFR Part 673

The Federal Transit Administration (FTA) published a final rule for PTASP as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This final rule requires States and certain operators of public transportation systems that receive Federal financial assistance under Urbanized Area Formula Program (49 U.S.C. § 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Transit operators must certify they have a safety plan, meeting the requirements of the rule, in place by July 20, 2020.

### 3. Transit Asset Management (TAM) Rule - 49 CFR Part 625

The PTASP final rule applies to only Section 5307 recipients and sub-recipients, and the TAM rule applies to all operators of public transit. However, the two plans can support one another by providing useful data for agency use and NTD reporting. Pursuant to 49 C.F.R. Part 625, condition assessments were performed as part of safety risk management and safety assurance activities. The results of TAM condition assessments, and subsequent SMS analysis can help prioritize a transit agency's TAM Plan elements. Condition assessments help identify potential safety issues, which could undergo a safety risk assessment as part of safety risk management. Further, TAM data and analysis can also be used for performance monitoring and measurement as part of safety assurance. Results of safety risk assessments and safety performance monitoring and measurement can guide the prioritization of an asset for repair or replacement.


### 4. National Transit Database (NTD) Rule 49 U.S.C 5335(a)

Transit agency's receiving funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories. Agencies submit reports to NTD each fiscal year. The PTASP rule and NTD reporting rule are related, as both rules require agencies to track data based on the same data points; fatalities, injuries and safety events per total revenue vehicle mile by mode, with the additional requirement of mean distance between major mechanical failures.

## Appendix B: Approval by Governing Body

Agency Name: **Liberty Transit**I hereby certify on behalf of Liberty Transit,  
(Agency Name)that on June, 2020, the 18thCity of Hineville approved the enclosed  
(Name of governing Board)

Agency Safety Plan in accordance with 49 CFR 673.11(a)(1).

Signature of Authorized Official: Printed Name and Title: Kenneth Howard, City ManagerDate: 6/14/20



## Appendix C: GDOT Plan Certification

[ATTACH CERTIFICATION LETTER]

