



Hinesville Area Metropolitan Planning Organization

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BOC Chairman Donald Lovette, Policy Committee Chair

Jeff Ricketson, AICP, Executive Director

MEMORANDUM

DATE: December 2, 2020
TO: Participants, GDOT District 5 Coordination Call via Zoom for EG Miles Pkwy
FROM: Jeff Ricketson, Executive Director
RE: December 1, 2020 Zoom Meeting Summary Notes

Present:

State Representative Al Williams
Liberty County BOC Chairman Donald Lovette
Hinesville Mayor Allen Brown
LCPC Director, Jeff Ricketson
Liberty County Administrator, Joey Brown
Hinesville City Manager, Kenny Howard
Liberty County Engineer, Trent Long
Hinesville City Engineer, Paul Simonton
GDOT District 5 Preconstruction Engineer, Troy Pittman
GDOT District 5 Traffic Engineer, Cynthia Phillips
GDOT District 5 Traffic Operations Manager, Donnie Boyd
LCPC/HAMPO Staff, Mardee Sanchez
LCPC/HAMPO Staff, Rachel Hatcher

Notes:

GDOT completed a Signal Warrants Analysis at the intersection of Arlington and SR 119 / EG Miles Pkwy. Donnie Boyd provided a summary and presented the findings and recommendations.

- None of the 9 signal warrants were met
- Volumes on SR 119 warrant a signal, but Arlington is significantly below the threshold
- Crashes on SR 119 Northbound are significant in number (15 in two years 2018 – 2019) and are predominantly rear-end collisions.
- Does not factor in future development or the potential rerouting of the Hinesville Housing Authority access from SR 119 to Arlington.
- Recommendations are for the intersection to remain unsignalized and to install a left turn lane on SR 119.
- ROW will need to be evaluated to determine what approach should be taken
 - Symmetrical widening and restriping
 - Narrowing of 12' lanes to 11' lanes
 - Reduction of standard 14' turn lane to 12' turn lane
 - ROW acquisition on one or both sides of SR 119

Cynthia Phillips discussed the potential of presenting this corridor to the TMC at their monthly safety meeting as a potential location for a corridor safety audit.

Donnie Boyd seconded this option and recollected that a safety audit was done from Veterans Parkway to 15th Street and some of the recommendations had been implemented with safety funds.

Discussion focused on the difference between a signal warrants analysis, an ICE analysis, traffic impacts analysis required by developers, corridor traffic studies, and safety audit studies.

- GDOT will present the corridor to the TMC at their next monthly meeting as a potential location for an audit.
 - Chairman Lovette specifically requested that GDOT District move forward with this.
- TSPLOST funding has been prioritized for the Main St. extension project due to schedule timing, etc. There will need to be additional discussion regarding the timing of SR 119/EG Miles Pkwy improvements and available TSPLOST funding.
- GDOT District recommends that all new developments in this corridor be assessed for the need for an impacts analysis and close coordination with GDOT.
- Rachel Hatcher was asked to provide an overview of the MPO's recent work on this corridor. The MTP found that there was LOS and V/C degradation for base year 2015 volumes which worsened for 2045 projected volumes. The SE data for this corridor did take into account the commercial and multifamily development potential and called for access management median improvements, multimodal safety improvements, and signal upgrades to facilitate freight. In addition, the safety data indicated that there was a higher volume of crashes for the entire corridor from General Screven to 15th Street. The MTP made 3 Band 1 project recommendations for this corridor as a result of the technical analysis and public/stakeholder engagement process.
- Rachel also mentioned to the committee that there is Special PL funding available through the GAMPO Committee. If there was local will and the timing worked for the proposed developments, etc. there could be an application opportunity in the March 2020 call for projects. While developer funded impacts analysis studies should be completed, an overall corridor analysis needs to be conducted to consider all factors for the corridors and not just isolated studies focused on individual generators and attractors.
- Developer impact fees were also discussed and were generally favored as an item for additional analysis and discussion. The pros of reducing the individual burden of traffic impacts studies could outweigh the cons of the impact fees and disproportionate requirements for developers that tip the scale on needed improvements.
- Consensus and next steps:
 - GDOT District will move forward with recommending that a safety audit be conducted for SR 119 from General Screven to Veterans Pkwy.
 - The HAMPO TCC Subcommittee will be convened with HAMPO taking the lead on the following tasks:
 - Schedule a meeting with a Cc to Chairman Lovette and Mayor Brown

- Gather all pertinent materials pertaining to roadway performance, safety, land use development, and funding and package in a digestible way for summary to the committee.
- Continue to monitor zoning and land use and inform GDOT if any new developments are proposed.
- Present information to the HAMPO PC to keep them informed.