HAMPO 2045 MTP

September 10, 2020

Liberty Consolidated Planning Commission
Approved: September 10, 2020
Administrative Modification #1: December 10, 2020
Administrative Modification #2: October 18, 2021
Amendment #1: February 9, 2023
Amendment #2: August 10, 2023

HAMPO

The Hinesville Area Metropolitan Planning Organization is committed to the principle of affirmative action and prohibits discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental handicap, or disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

The Hinesville Area Metropolitan Planning Organization is committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. The Hinesville Area Metropolitan Planning Organization is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

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

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 appliable 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

RESOLUTION OF THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:

- **ADOPT THE GEORGIA DEPARTMENT OF TRANSPORATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION FY 2023 TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS**

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of date for the State Asset Management Plan for the National Highway System (NHS); and

WHEREAS, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance; and

WHEREAS, the Technical Coordinating Committee at its January 12, 2023 meeting recommended that HAMPO support the 2023 Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1: Safety Performance Management Targets,

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance Management Targets as approved by the Georgia Department of Transportation.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the HAMPO Policy Committee approves the addition to the HAMPO 2045 Metropolitan Transportation Plan to incorporate the 2023 Performance Management Targets PM1 as approved by the Georgia Department of Transportation; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the HAMPO Policy Committee approves the addition to the HAMPO 2021-2024 Transportation Improvement Program to incorporate the 2023 Performance Management Targets PM1 as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 9, 2023.

RECOMMENDED BY:

Joey Brown
TCC Chair/Liberty County Administrator

SIGNED:

Donald Lovette
Policy Committee Chair

ATTEST:

Jeff Ricketson, AICP
LCPC Executive Director

RESOLUTION OF THE
HINESVILLE AREA METRPOLITAN PLANNING ORGANIZATION
ADOPTING AN
AMENDMENT TO THE 2045 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the Metropolitan Planning Organization responsible for conducting transportation planning activities in the Hinesville Metropolitan Planning Area consisting of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization (HAMPO) desires to adopt an amendment to the 2045 Metropolitan Transportation Plan; and

WHEREAS, the proposed MTP amendment is to include the following project updates:

- The US 84 Freight Connector project (PI# 522570) with updated costs for UTL and CST phases that remain in Cost Band One; and
- The CR 171/Lewis Fraiser Road at Peacock Creek Bridge Replacement project (PI# 0016567) ROW, UTL, and CST phases to move from Cost Band Two to Cost Band One; and
- The SR 119/General Screven Access Improvements project (MTP ID# 365) PE and ROW phases to move from Cost Bane One to Cost Band Two; and
- The SR 119/Talmadge Road Multimodal Safety Enhancements project (MTP ID# 325) PE and ROW phases to move from Cost Band One to Cost Band Two; and
- The US 84 at Highway 57 Intersection Upgrade (Long County) (MTP ID# 304) PE and ROW phases to move from Cost Band One to Cost Band Two; and
- The Wallace Martin Realignment project (MTP ID# 413) ROW phase to move from Cost Band One to Cost Band One; and
- The Sandy Run/Patriots Trail Connector Phase I project (MTP ID# 154a) PE and ROW phases to move from Cost Band One to Cost Band Two; and
- The SR 38/US 84 Safety and Access Management from SR 196 to Brights Lake (Liberty County) project (MTP ID# 314) PE, ROW, UTL, and CST phases to move from Cost Band 3 to Cost Band 2; and
- The Coastal Highway/US 17 Widening from Barrington Ferry to EB Cooper project (MTP ID# 250) PE and ROW phases to move from Cost Band 3 to Cost Band 2; and

- The SR 119/EB Cooper Highway Widening from US 84 Freight Connector to Berrington Ferry Road project (MTP ID# 306) PE phase to move from Cost Band 3 to Cost Band 2; and

- The SR 38/US 84 Safety and Access Management from Butler Avenue to Lewis Fraiser Road project (MTP ID# 311b) PE, ROW, UTL, and CST phases to move from Cost Band 3 to Cost Band 2; and

- The SR 38/US 84 Safety and Access Management from Spires Drive to Old Hines Road project (MTP ID# 317) PE, ROW, UTL, and CST phases to move from Cost Band 3 to Cost Band 2; and

- The Phase II SR 38/US 84 Safety and Access Management from Brights Lake Road to John Martin (multimodal enhancements completed in Phase I) project (MTP ID# 315b) PE and ROW phases to move from Cost Band 3 to Cost Band 2; and

- The SR 38/US 84 Safety and Access Management from Bacontown Road to SR 196 project (MTP ID# 313) PE and ROW phases to move from Cost Band 3 to Cost Band 2; and

- The Elim Church Road Upgrade/Multimodal Improvements (Non-Capacity Widening) project (MTP ID# 303) ROW phase to move from Cost Band 4 to Cost Band 2; and

- The Elim Church Road Upgrade /Multimodal Improvements (Non-Capacity Widening) project (MTP ID# 303) UTL/CST phase to move from Cost Band 4 to Cost Band 3; and

- The SR 196 W (from Rye Patch Road) Widening project (MTP ID# 224) PE phase to move from Cost Band 4 to Cost Band 3; and

- The SR 38C/General Stewart Way Widening from Main Street to Memorial Drive project (MTP ID# 255) PE and ROW phases to move from Cost Band 4 to Cost Band 3; and

- The Veterans Parkway Adaptive Signal Upgrades project (MTP ID# 409) PE phase to move from Cost Band 4 to Cost Band 3; and

- The SR 38/US 84 Safety and Access Management from Topi Trail to Airport Road project (MTP ID# 323) PE phase to move from Cost Band 4 to Cost Band 3; and

- The Dunlevie Road Multimodal Safety Enhancements project (MTP ID# 301) PE phase to move from Cost Band 4 to Cost Band 3; and

- The I-95 Intersection/Road Improvements at Exit 67 (MTP ID# 355) PE phase to move from Cost Band 4 to Cost Band 3; and

WHEREAS, the proposed amendment to the 2045 Metropolitan Transportation Plan is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the adoption of an amendment to the 2045 Metropolitan Transportation Plan; and

WHEREAS, it was determined that there shall be no negative fiscal impact to the financial balance of the 2045 MTP through the adoption of the proposed plan amendment; and

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached amendment to the 2045 Metropolitan Transportation Plan.

CERTIFICATION, I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on August 10, 2023.

Donald Lovette, Liberty County BOC Chairman
Policy Committee Chair

August 10, 2023
Date

ATTEST:

Jeff Ricketson, AICP
LCPC Executive Director

August 10, 2023
Date

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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:

Jeff Ricketson, Executive Director — 7/29/2021 Date

Administrative Modification # 2: Addition of Calendar Year 2022 GDOT Safety Performance Measures.

See the appendix for the updated 2022 Safety Performance Measures.

Approved:

Jeff Ricketson, Executive Director — December 7, 2021 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.

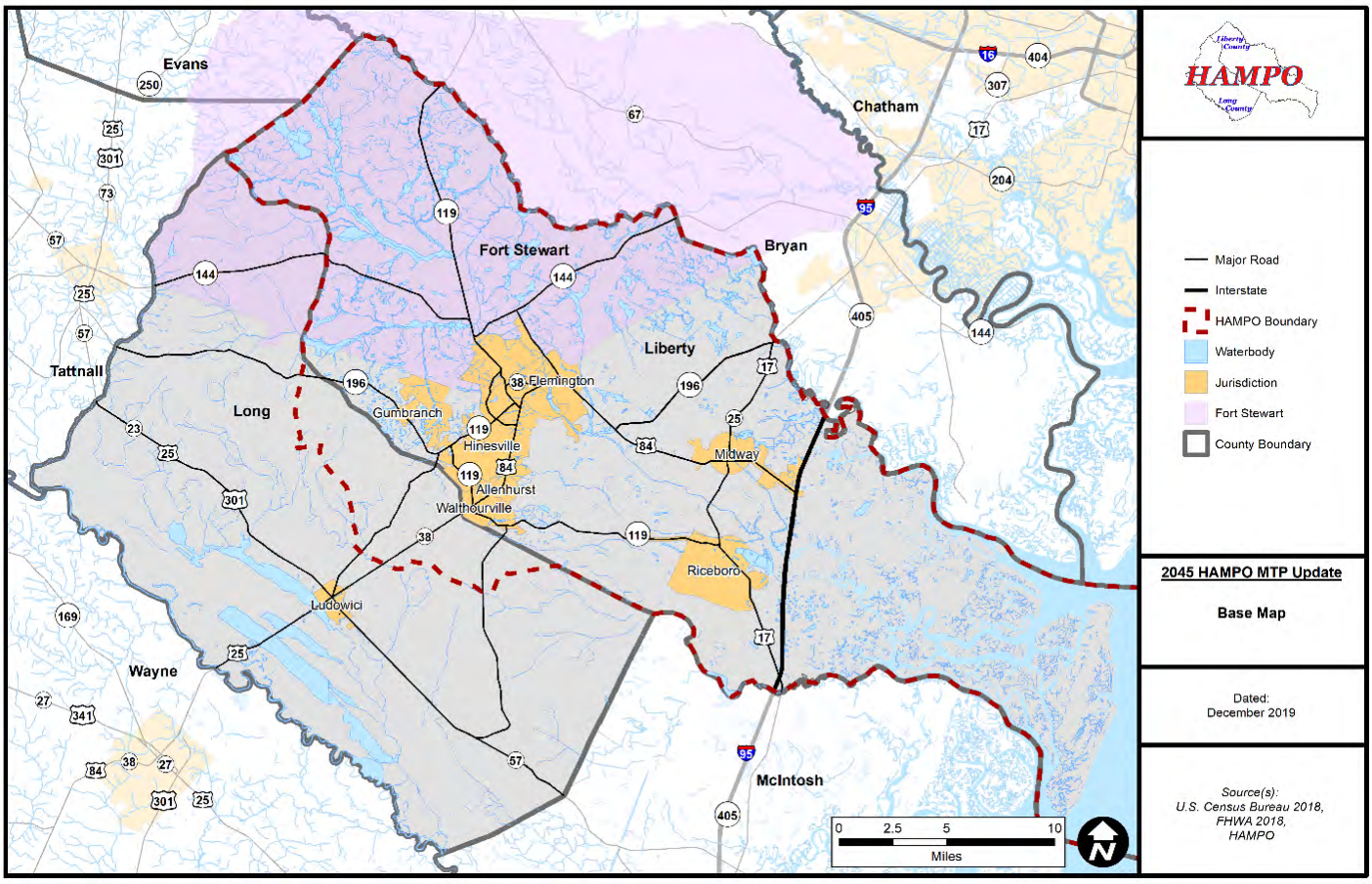
Generally, each MPO consists of representatives from the respective municipalities and agencies within its boundaries to provide feedback and direction on how best to utilize federal state and local transportation funds to achieve the established goals and objectives for the region.

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.

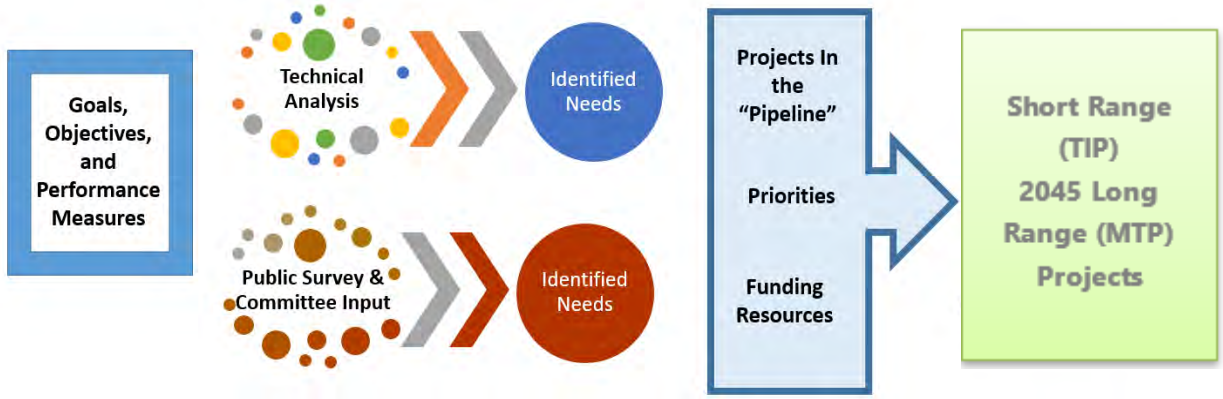
Figure 1. HAMPO Study Area



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

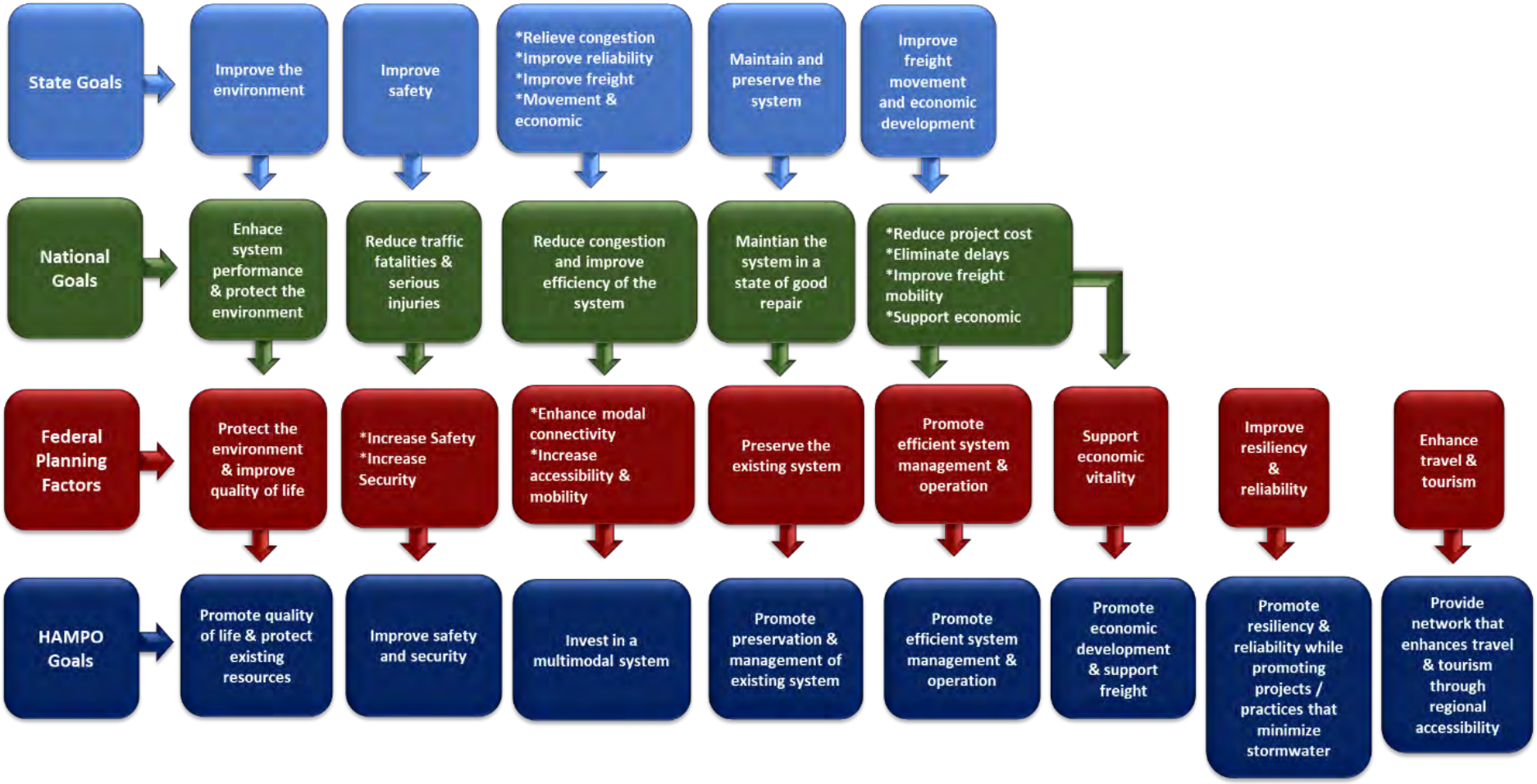
The 2018 GDOT Statewide Strategic Transportation Plan lists state goals for transportation initiatives for the State of Georgia. Along with the national goals, these state goals provide an additional layer to the framework for the MTP goals, ensuring a coordinated approach to transportation investments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

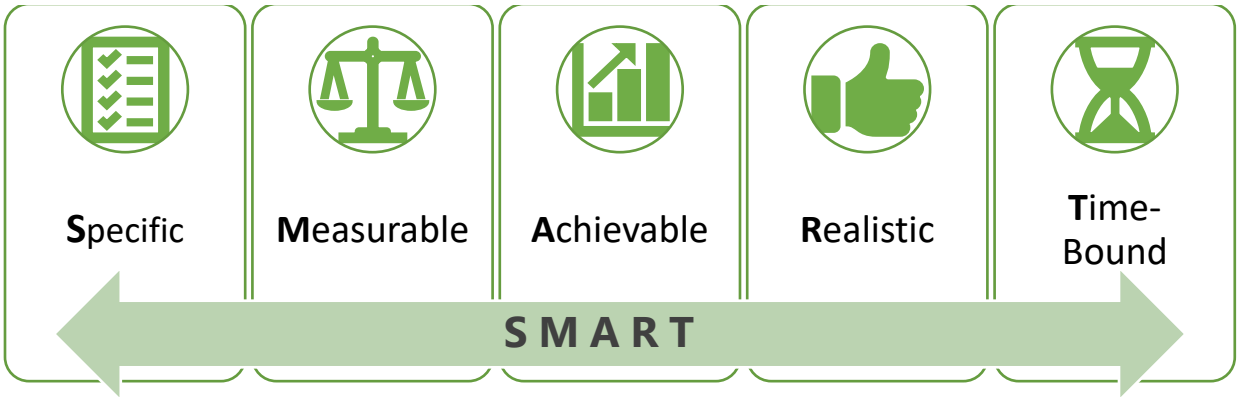
GOALS	OBJECTIVES	PERFORMANCE MEASURES
» **Promote Quality of Life and Protect Existing Resources:** Provide a transportation system that protects the environment and improves the quality of life for all residents	» Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities 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)
» **Invest in a Multimodal System:** 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
» **Promote the Management and Preservation of the existing transportation system:** » 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 ≤ 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
» **Promote Economic Development and Support Freight Movement:** 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 %
» **Improve Safety and Security** » 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
» **Invest in Mobility Options:** 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
» **Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts**	» 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
» **Provide a transportation network that enhances travel and tourism through regional accessibility**	» 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	**Promote Quality of Life and Protect Existing Resources:** Provide a transportation system that protects the environment and improves the quality of life for all residents.	o Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities and other important resources o Support infill development o Provide access to essential services	o Impacts to cultural, historic and community resources associated with transportation projects o Impacts to the natural environment associated with transportation projects o Reduction in Vehicle Miles of Travel (VMT)	o Environmental Justice analysis; US Census o Project review o Local land development actions occurring along State Highway System with documented transportation review and recommendations
Increase the safety of the transportation system for motorized and nonmotorized users. Increase the security of the transportation system for motorized and nonmotorized users.	To achieve a significant reduction in traffic fatalities and serious injuries on all public Rds.	Improve safety	**Improve Safety and Security:** o Ensure the safety of the multimodal transportation system for all users o Ensure the security of the multimodal transportation system for all users	o Ensure all transportation systems are structurally and operationally safe and secure o Minimize frequency and severity of vehicular crashes o Promote continuity with applicable state and local emergency preparedness plans o Prepare Coordinated Incident Responses o Enhance Safe Routes to Schools through multimodal infrastructure improvements o Improve safety and accessibility of the non-motorized transportation network	o Number of crashes (5-year average and CY) o Crash rate per 100 Million VMT » Number /rate of fatalities per 100 million VMT o Number/ rate of serious injuries per 100 million VMT o Number of combined non-motorized fatalities and non-motorized serious injuries o Number of bicycle/pedestrian fatalities Number of bicycle/pedestrian injuries Projects identified to address structural or operational deficiencies o Bridges with sufficiency ratings of < 50 o Projects improving emergency evacuation or emergency first response access corridors o Miles of bicycle/pedestrian infrastructure and/or number of safety features	o GDOT o Georgia Electronic Accident Reporting System (GEARS) o GDOT Traffic Analysis and Data Application

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
			Invest in a Multimodal System: Provide a connected, multimodal transportation system that allows for efficient movement of freight while meeting the needs of all transportation users	o Provide for a connected bicycle and pedestrian network
				o Maximize accessibility for populations to employment and activity centers
				o Minimize network deficiencies and impacts on efficient freight mobility and access
					o Reduce gaps within modal networks
					o Increase connectivity and access between modes
					o Projects that include multimodal or complete Streets elements
						o Environmental Justice analysis; US Census
						o Project review and identification of connections
						o Public Works/Engineering Depts.
						o Transit Systems
						  o Inventory of Capital Assets
						  o Ridership data
						  o Remix access density reports
						  o NTD reporting data

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	**Invest in Mobility Options:** Maximize mobility for all users through an integrated, connected, and accessible transportation system	o Minimize congestion delays o Maximize accessibility for populations to employment and activity centers o Provide efficient and reliable freight movement o Encourage transportation services for the transportation disadvantaged o Encourage multimodal use	o Projects that improve existing or planned transit service routes o Projects with existing or projected LOS D - E o Projects that include multimodal / complete Streets infrastructure	o National Performance Management Data Research Set o GDOT Traffic Analysis and Data Application o Public Works/Engineering Depts o Transit Service Profiles: Routes, Service Area, Route Miles, Bus Stop Improvement Program Inventory
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	**Promote the Management and Preservation of the existing transportation system:** Preserve and maintain the existing transportation system Promote the efficient management and operations of the transportation system	o Require improvements necessary to accommodate future growth in the development review process o Coordinate with state, regional, and local planning partners o Maximize efficiency of signalized intersections o Expand the use of Intelligent Transportation Systems o Maintain the existing transportation system	o NHS Bridges with sufficiency rating of < 50 o Projects with ITS elements identified o Projects identified to address roadways that do not meet state and/or local maintenance standards	o GDOT Traffic Analysis and Data Application o National Performance Management Research Data Set o Public Works/Engineering/Traffic Depts.

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	To maintain the highway infrastructure asset system in a state of good repair To enhance the performance of the transportation system while protecting and enhancing the natural environment	The 2040 SWTP/2015 SSTP do not currently address this federal goal.	**Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts**	o Minimize delays due to recurring and non-recurring congestion o Coordinate with local and state emergency management agencies o Identify vulnerable areas of the system that impact the reliability of travel and identify strategies to address o Review transportation projects to ensure minimal stormwater impacts	o Projects identified along corridors with documented flooding o Projects improving emergency evacuation or emergency first response access corridors o NPMRDS bottlenecks	o GDOT and Public Works/Engineering Depts.; Project Review o National Performance Management Research Data Set o Local Stormwater Management Departments o Local Emergency Management Agencies o Project Review o Transit providers AVL data
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.	**Provide a transportation network that enhances travel and tourism through regional accessibility**	o Promote regional connectivity o Promote transportation investments and strategies that provide access to tourist attractions	o Connections to regional tourist attractions o Multimodal transportation services and/or infrastructure targeted to visitors	o GDOT and Public Works/Engineering Depts.; Project Review o Project Review o Local Convention and Visitors Bureau
Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. To improve the efficiency of the surface transportation system	Improve freight movement and economic development opportunities	o **Promote Economic Development and Support Freight Movement:** Support the economic vitality of the area through efficient transportation systems that support local and global competitiveness and productivity	o Minimize work trip and congestion delays o Enhance Freight Connections o Provide Transportation Alternatives	o Projects address existing and future development for the region o Projects that improve freight routes or projects identified in HAMPO Freight Plan o Projects that improve existing or planned transit service routes o Projects with existing or projected LOS D - E » AADT and Truck %	o GDOT Traffic Analysis and Data Application o National Performance Management Research Data Set o Project Review o GDOT Project Review

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 27th. 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

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

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

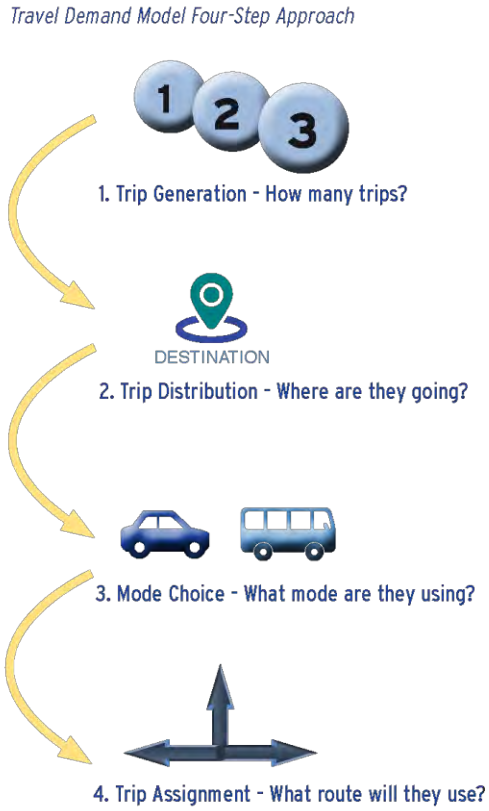
Transit Performance Management

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:

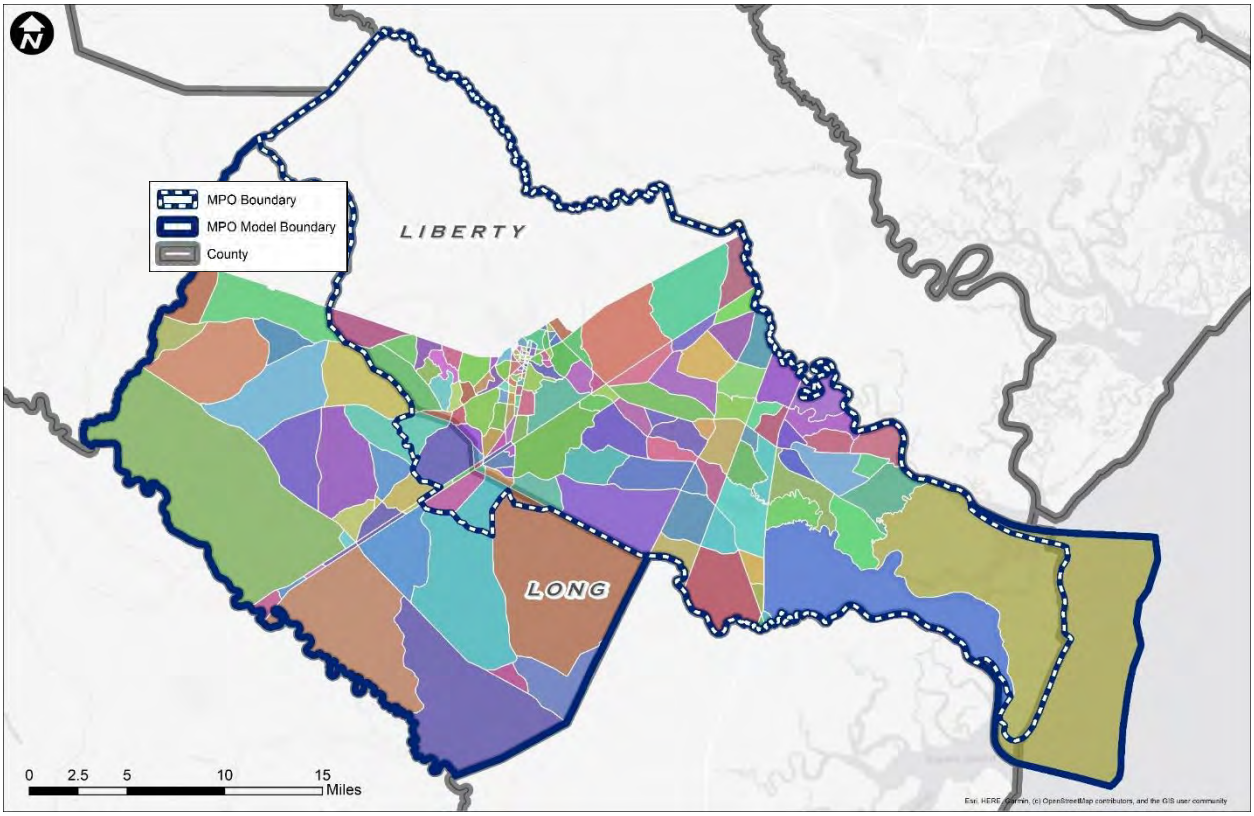
- Trip Generation
- Trip Distribution

- 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 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.

Source: GDOT Modeling

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.

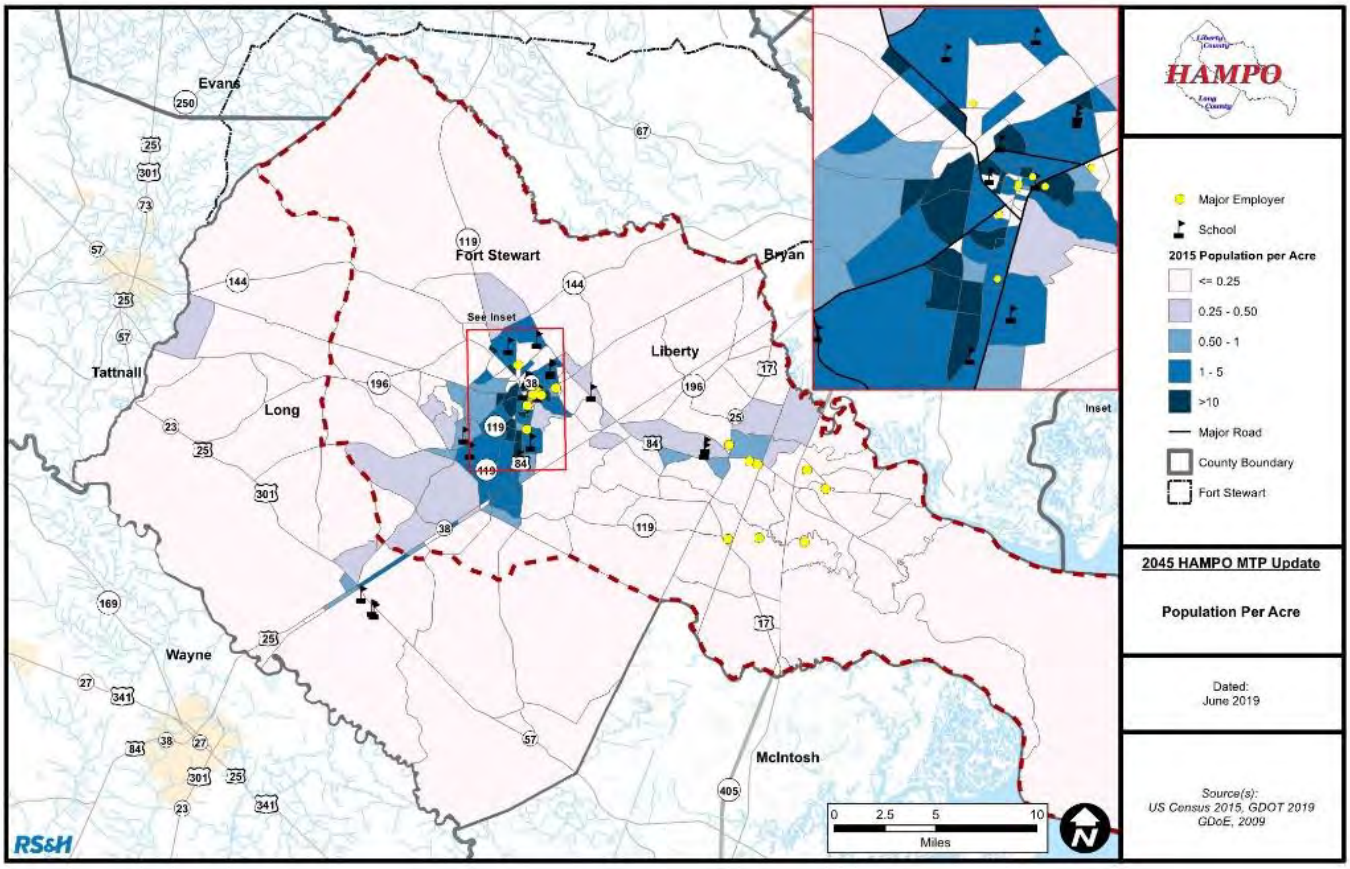
Table 6: HAMPO 2015 Base Year Population

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 summarizes the OPB and REMI regional population projections. OPB regional population grows at an average annual growth rate (AAGR) of 0.71% from 2015 to 2045, compared to 0.14% for REMI over the same period. These control totals are shown in Table 7 below for comparison purposes.

Figure 6: Regional Population Projections

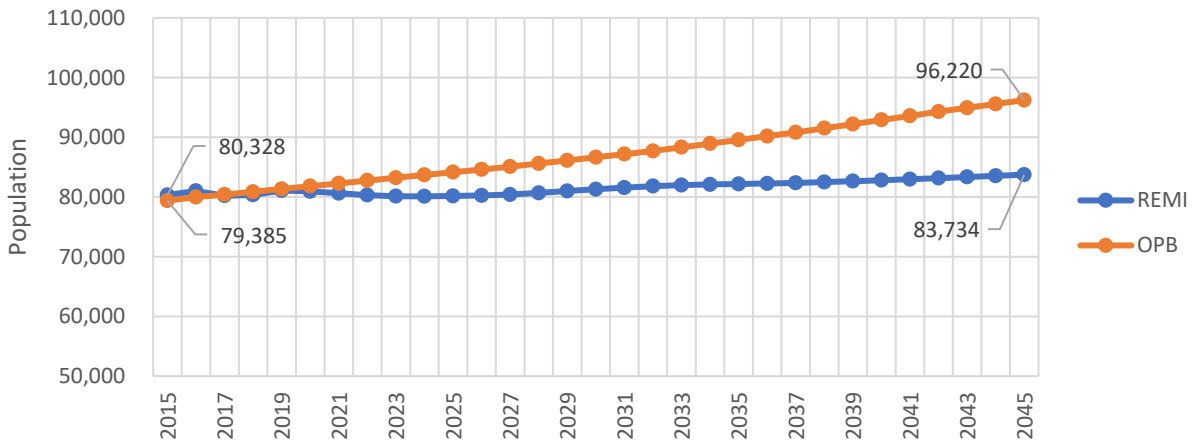


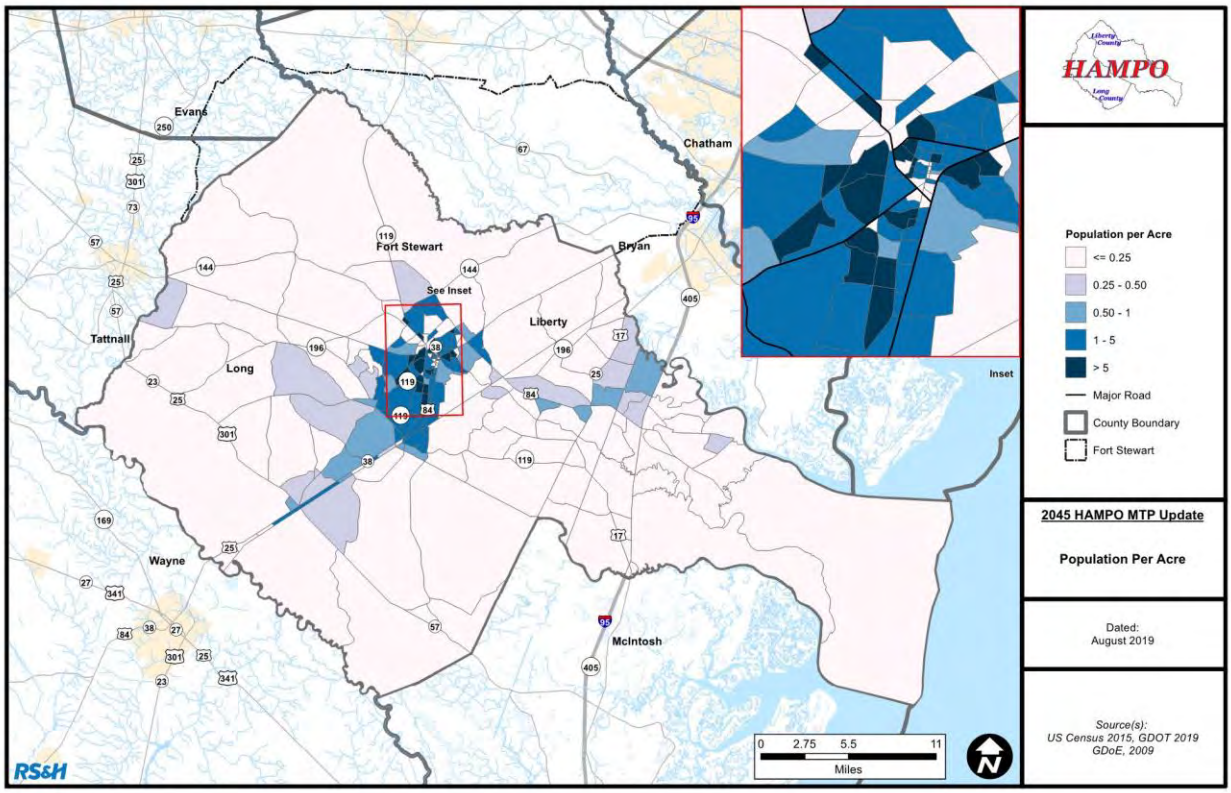
Table 7: Regional Population Growth

Source	2015	2045	AAGR
OPB	79,385	96,220	0.71%
REMI	80,328	83,734	0.14%

Geographic distribution of future population was developed by building on the base year population scenario and incorporating two local comprehensive plans, Fort Stewart troop strength projections, and local planned development data sourced from the LCPC.

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)



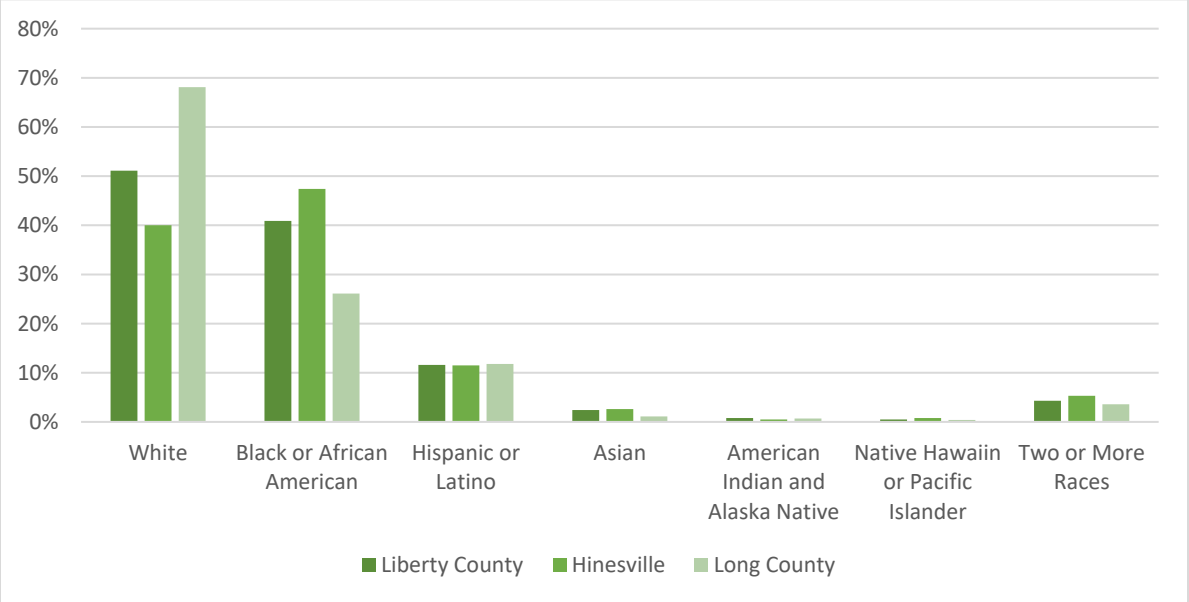
B. Title VI/Environmental Justice

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 disproportionally 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

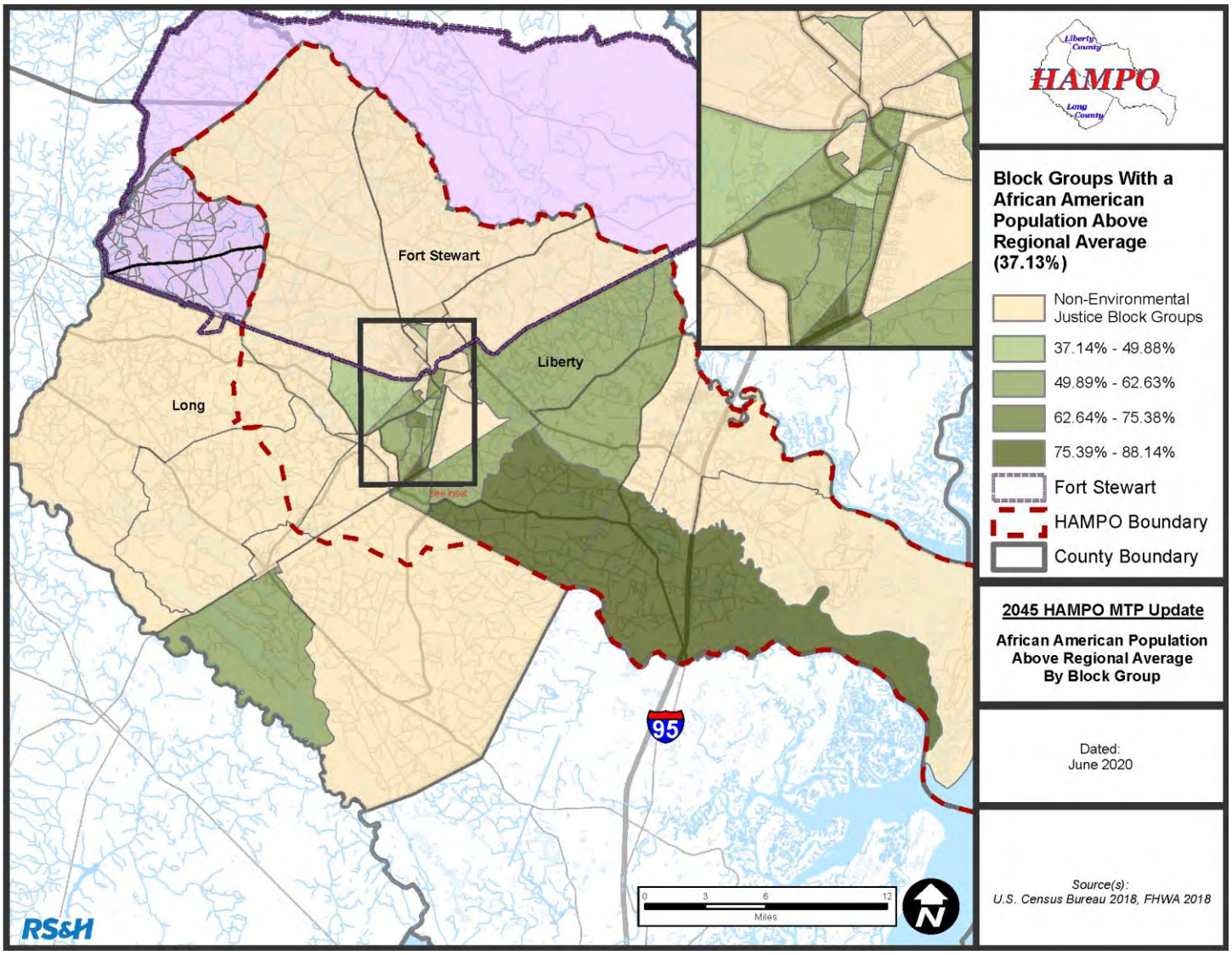
Using the US Census American Community Survey data, affected communities were identified and the regional average for the following population categories were determined:

- 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.

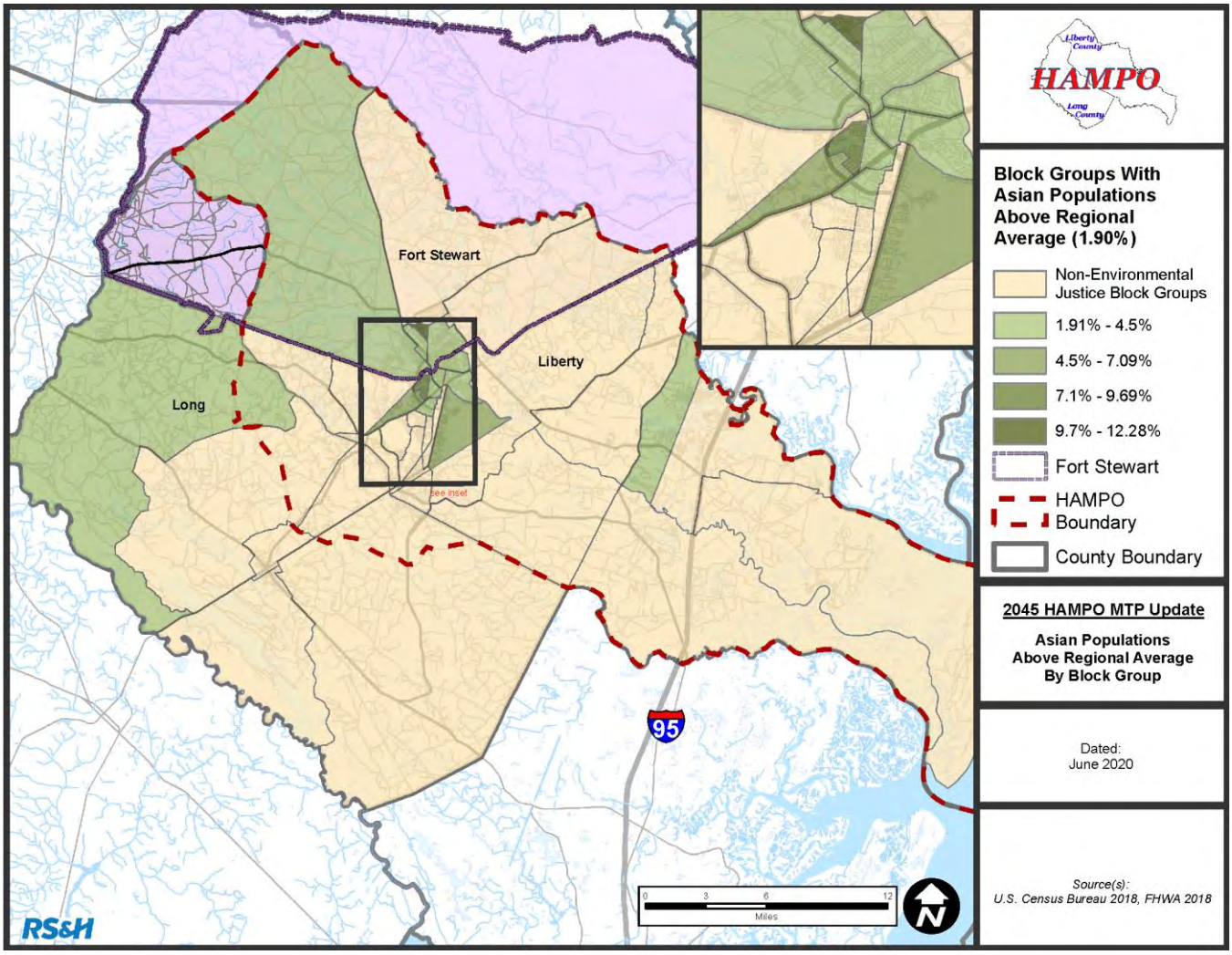
The block groups with an African American population above the regional average of 37% is primarily located in Riceboro, with one block group in the City of Walthourville.

Figure 9: HAMPO Demographics - African American Population



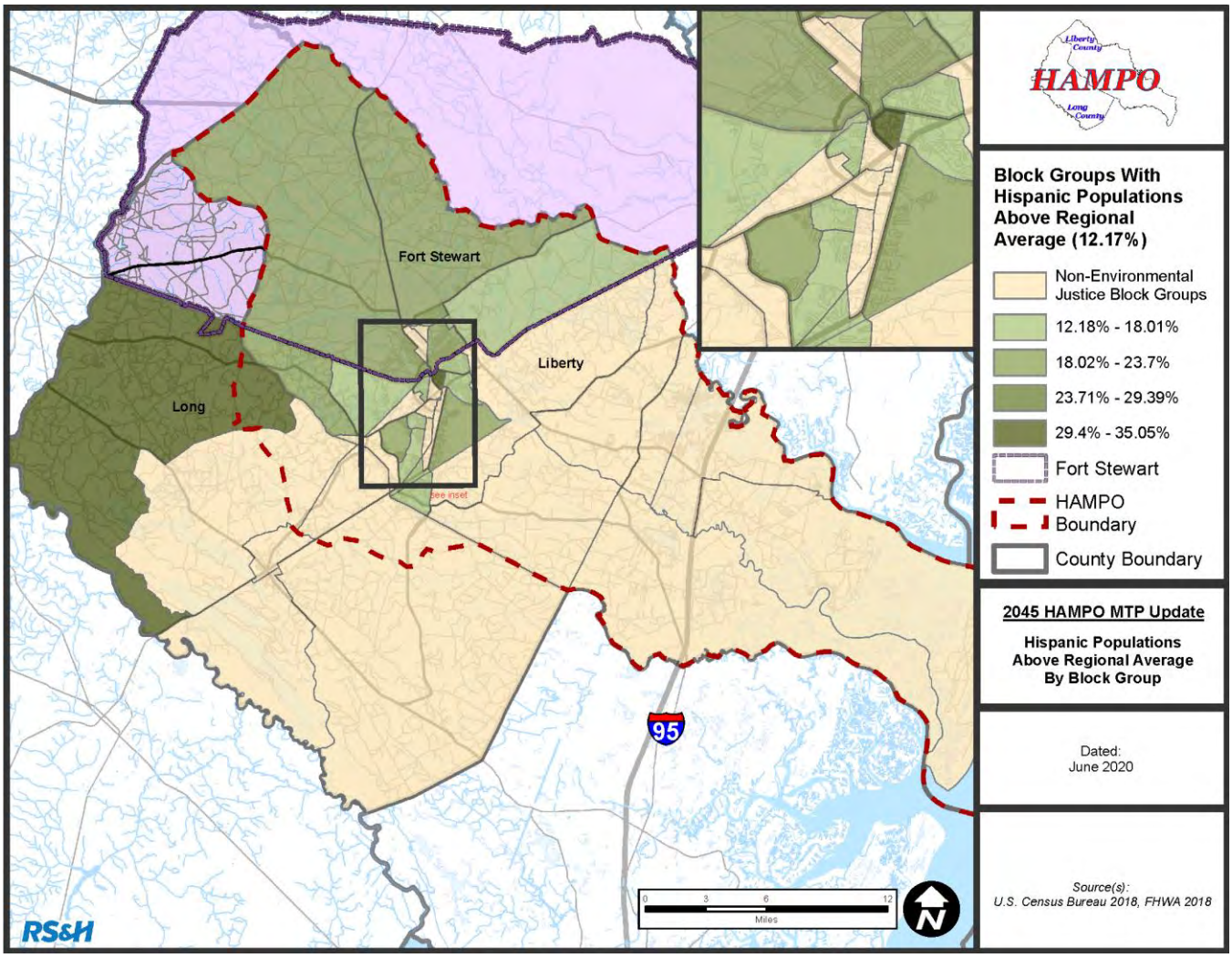
The block groups with an Asian population above the regional average of 2% is concentrated in Hinesville, with some block groups in Midway and unincorporated Liberty and Long Counties.

Figure 10: HAMPO Demographics - Asian Population



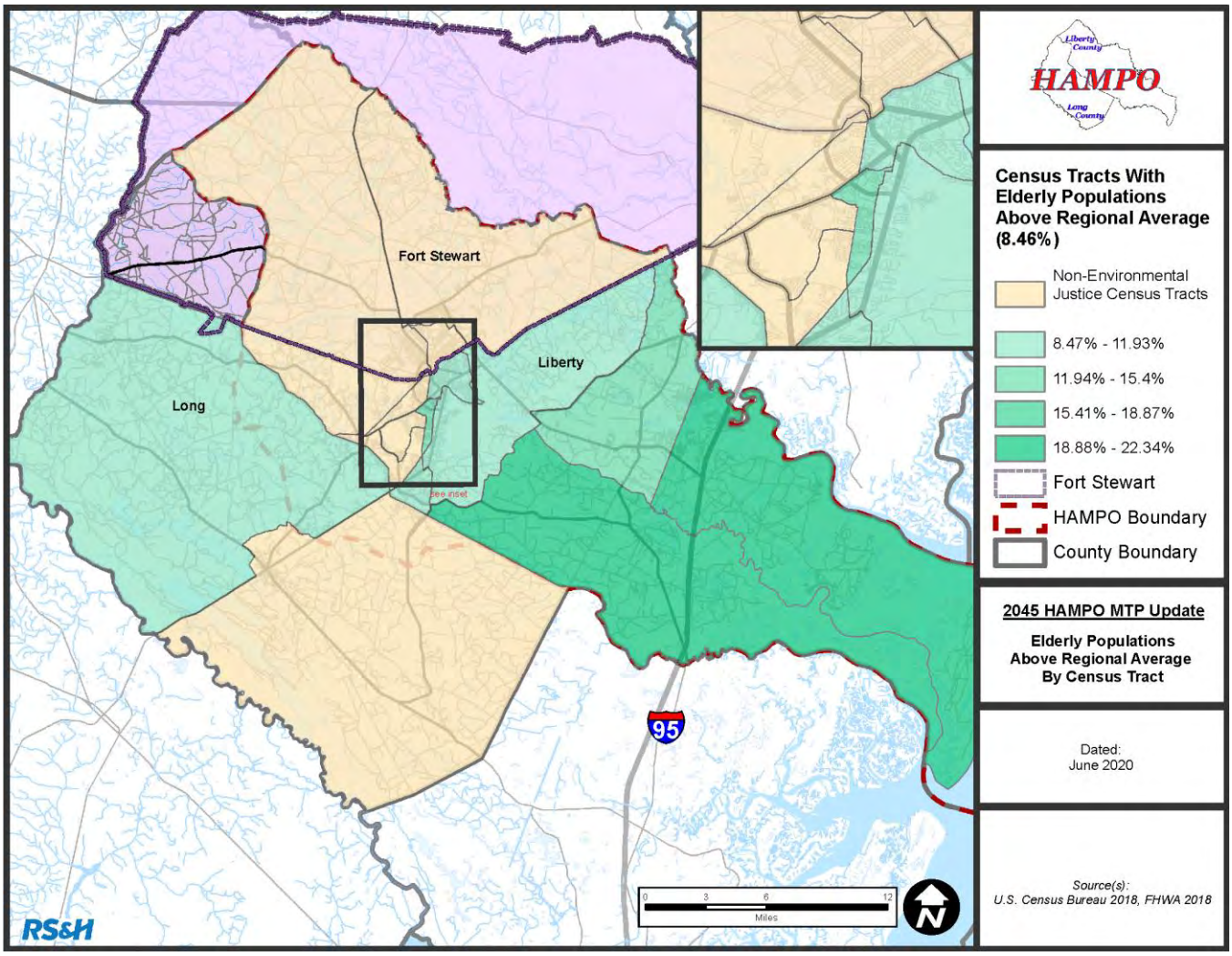
The block groups with Hispanic populations above the regional average of 2% is concentrated in Hinesville and Fort Stewart, with some block groups in unincorporated Long County having a high percentage of Hispanic residents.

Figure 11: HAMPO Demographics - Hispanic Population



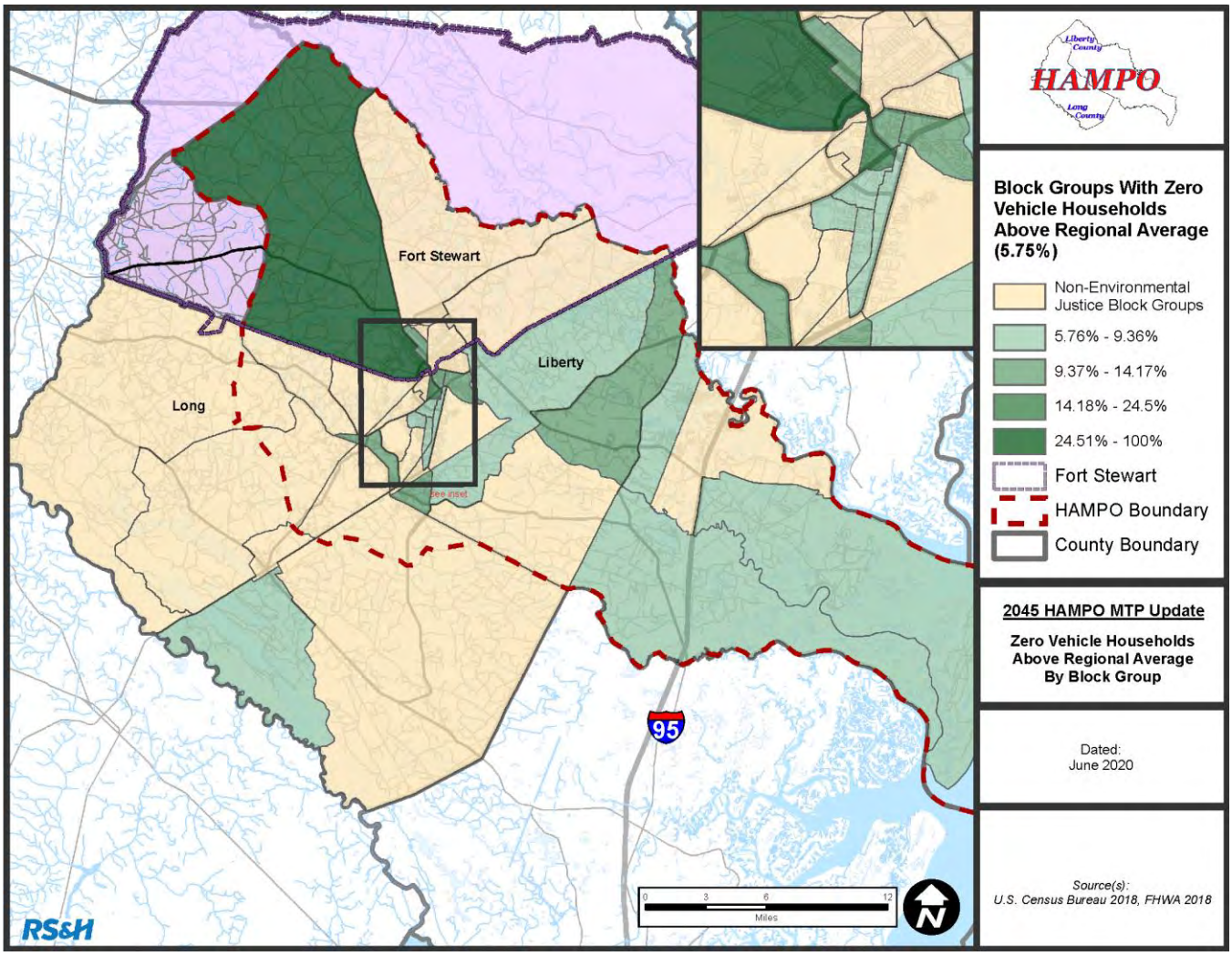
Census tracts containing elderly populations (65+) above the regional average are primarily in Riceboro and Midway. Hinesville also has an elderly population above the regional average.

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



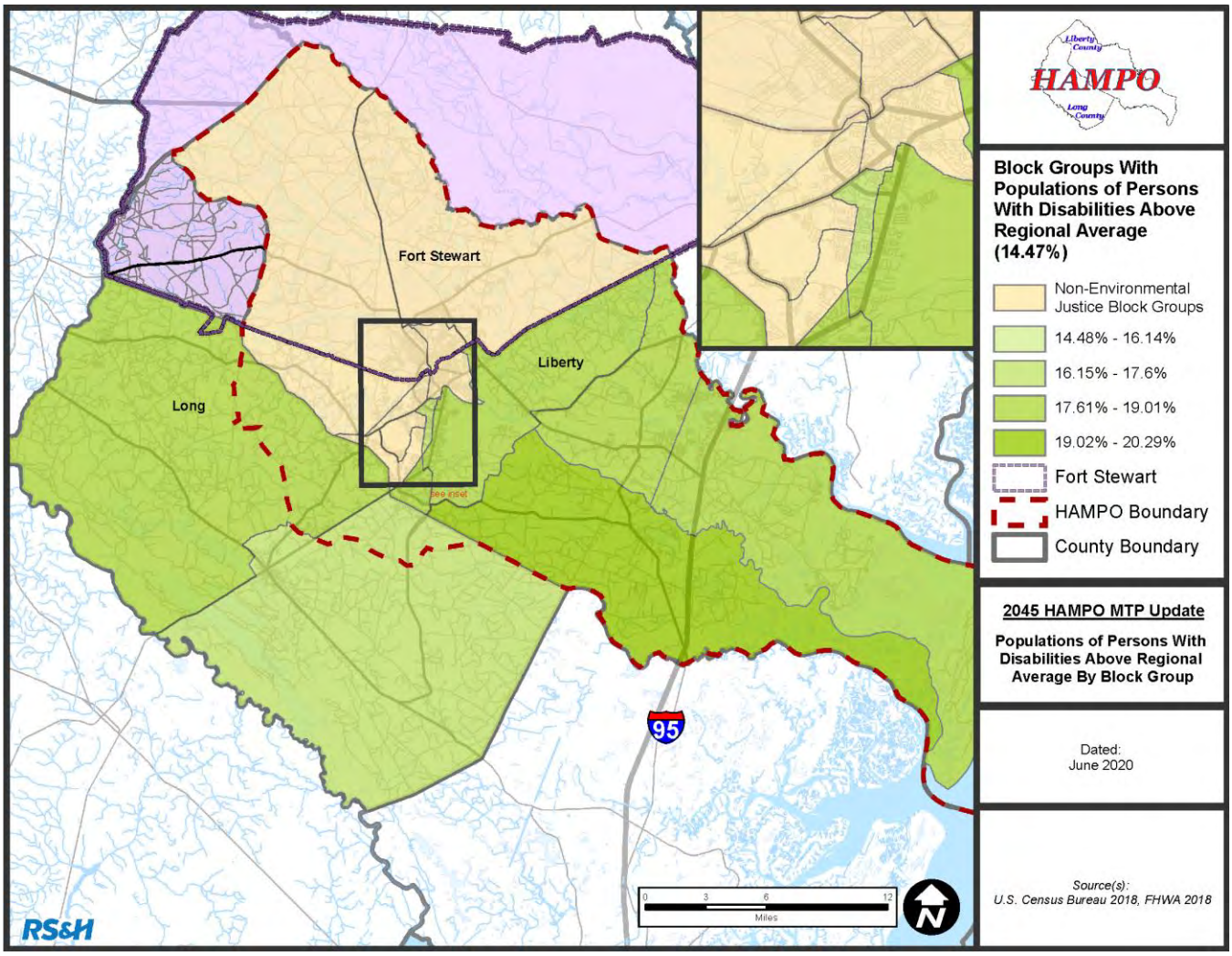
Block Groups with Zero Vehicle Households are located near Liberty Transit Routes, with Midway containing zero vehicle households above the regional average.

Figure 13: HAMPO Demographics - Zero Vehicle Households



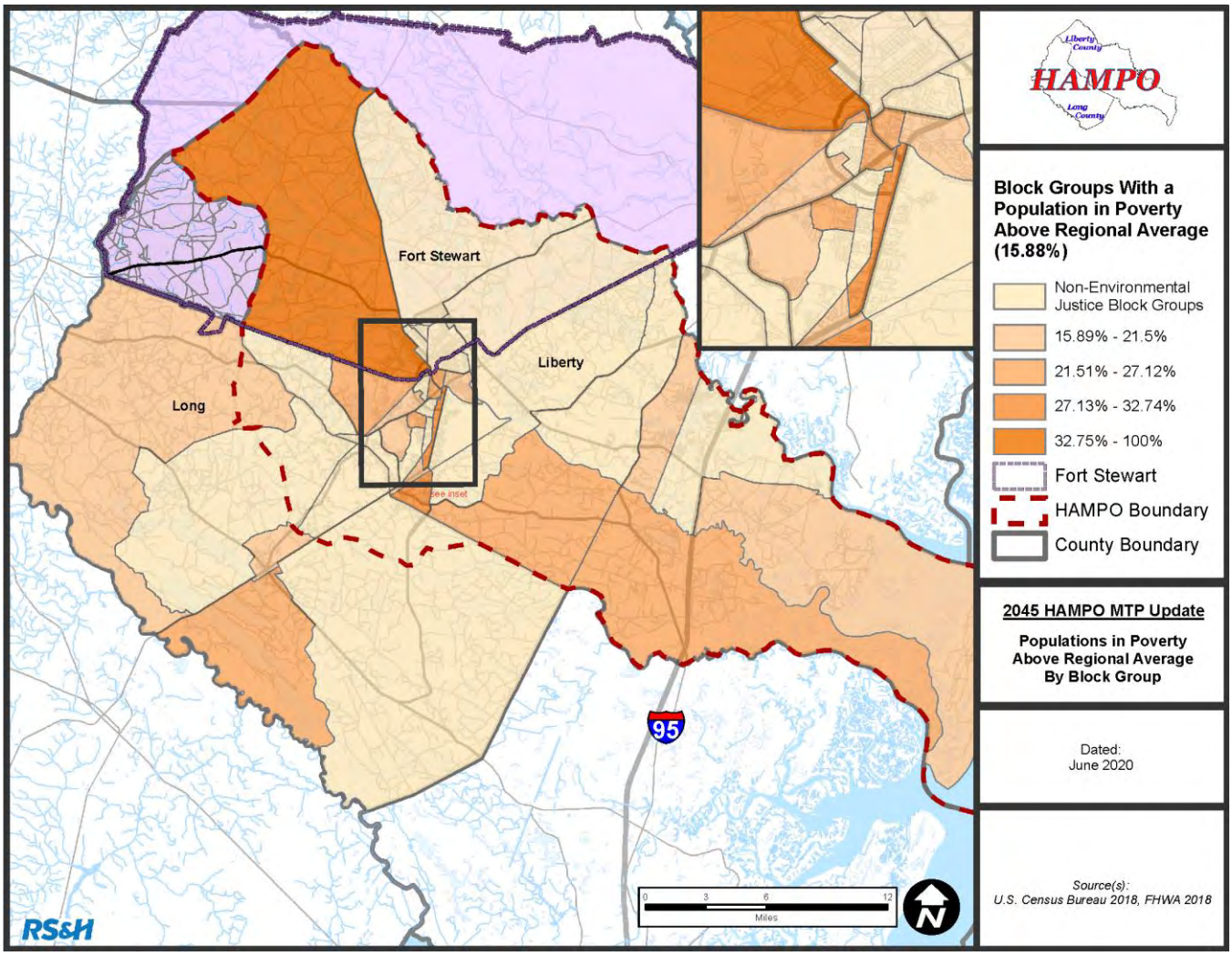
Liberty and Long County contain a high percentage of block groups with populations of persons with disabilities above the regional average. As Fort Stewart is a military base, there are no block groups with populations of persons with disabilities above the regional average.

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
Liberty County	15,307	17,462
Long County	2,799	956
Fort Stewart	22,184	28,108
Total	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

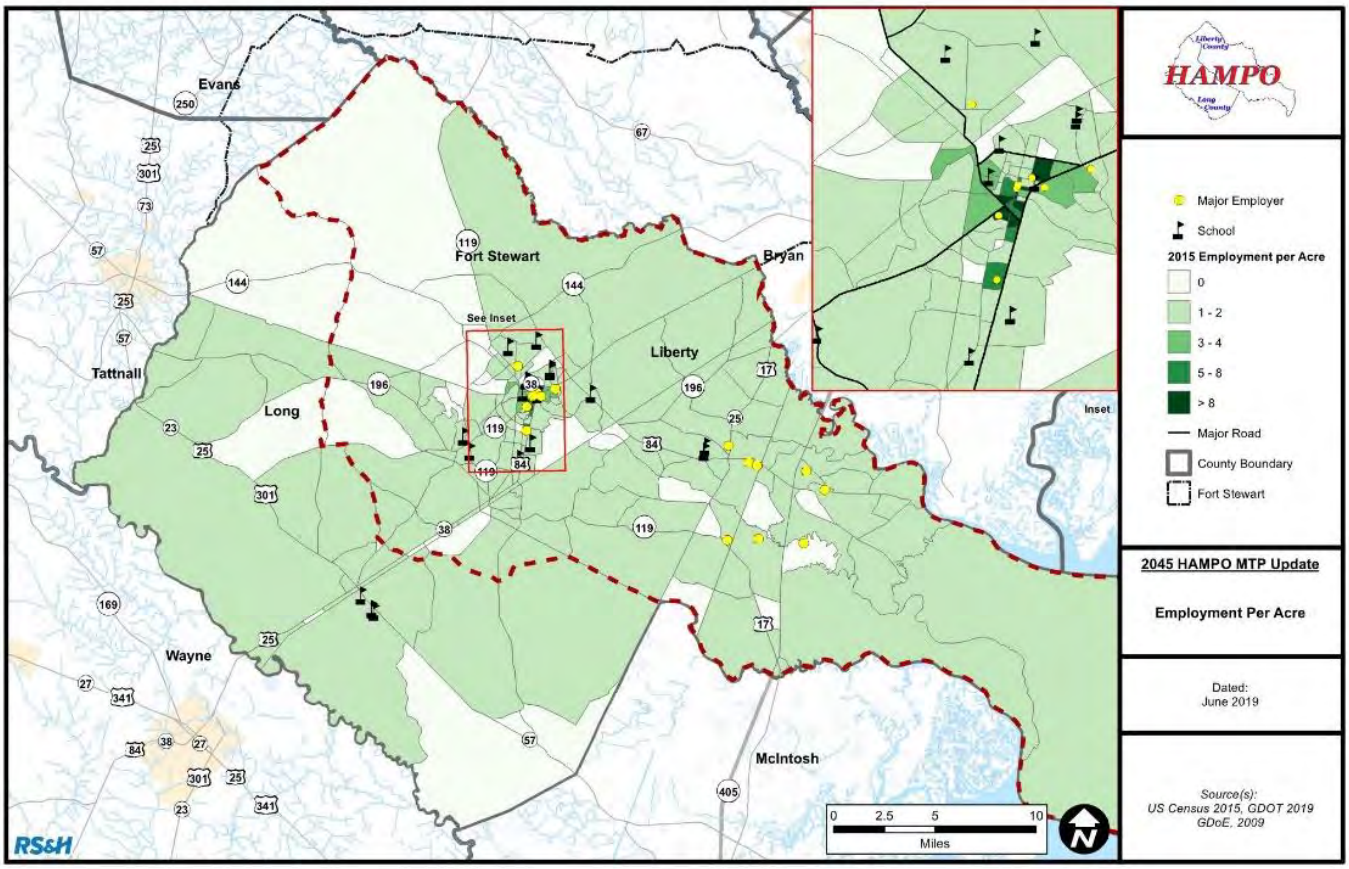
SE Variable	Liberty County	Long County	Total
Total Non-Fort Stewart Employment	18,208	1,046	19,254
Service	11,827	811	12,638
Retail	2,061	55	2,116
AMC*	561	148	709
MTCUW**	3,759	32	3,791
Fort Stewart Employment	31,145	-	31,145

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.

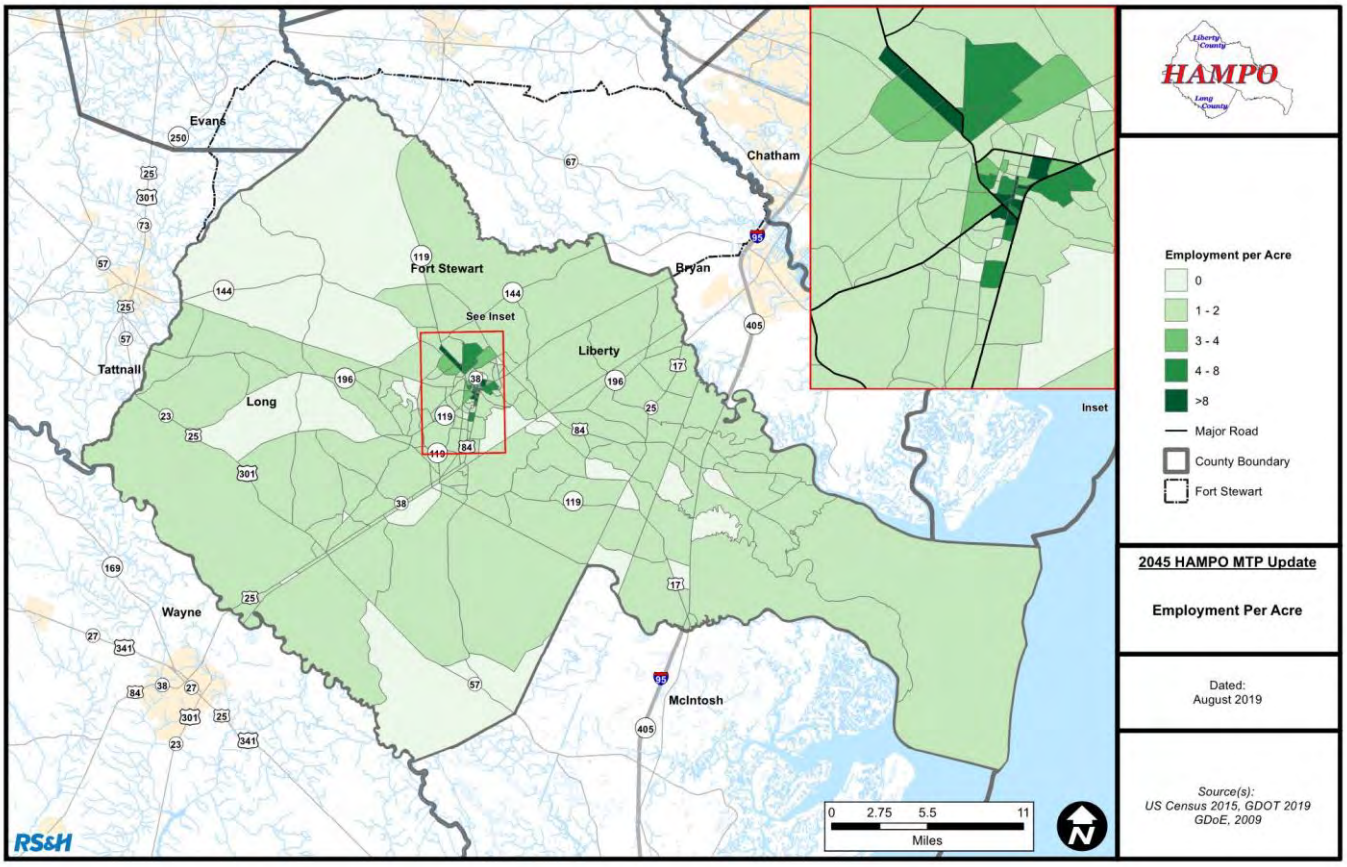
Table 11: Regional Employment - Future Projections

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

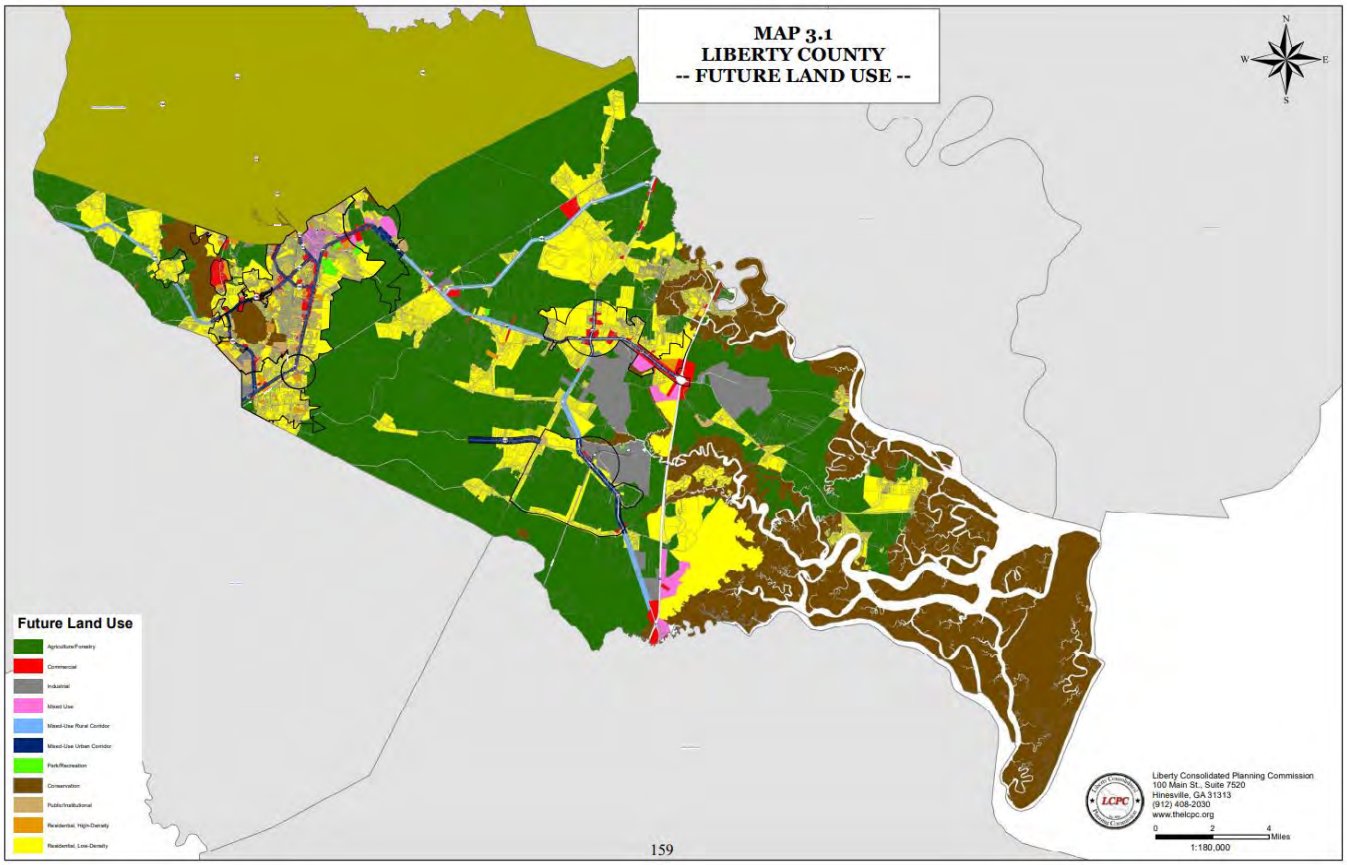


D. Land Use

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.

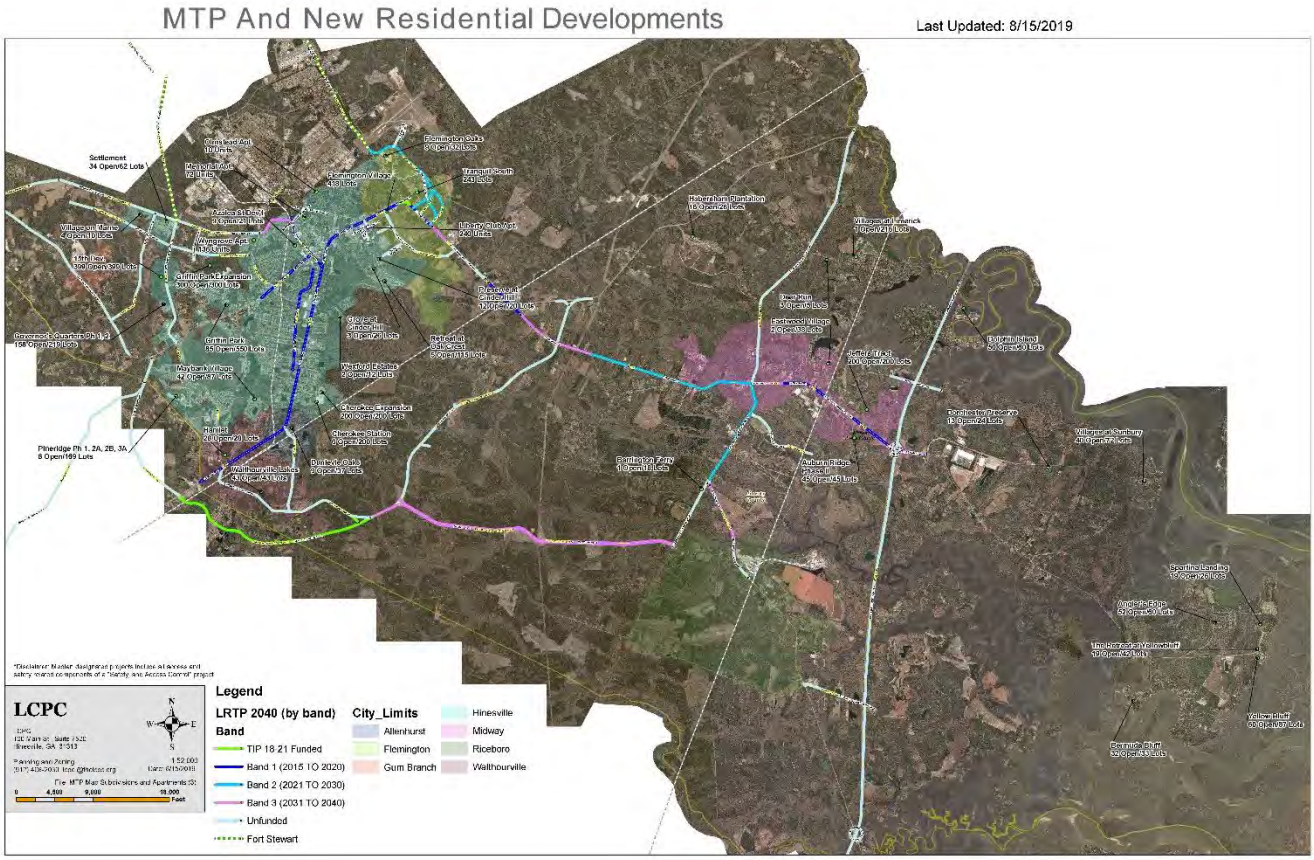
There are different types of land uses in Liberty County, including low-density and high-density residential, commercial, industrial, public/institutional, park/recreation, agriculture/forestry, mixed-use, conservation, and transportation. There are mixed-use urban corridors and mixed-use rural corridors 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

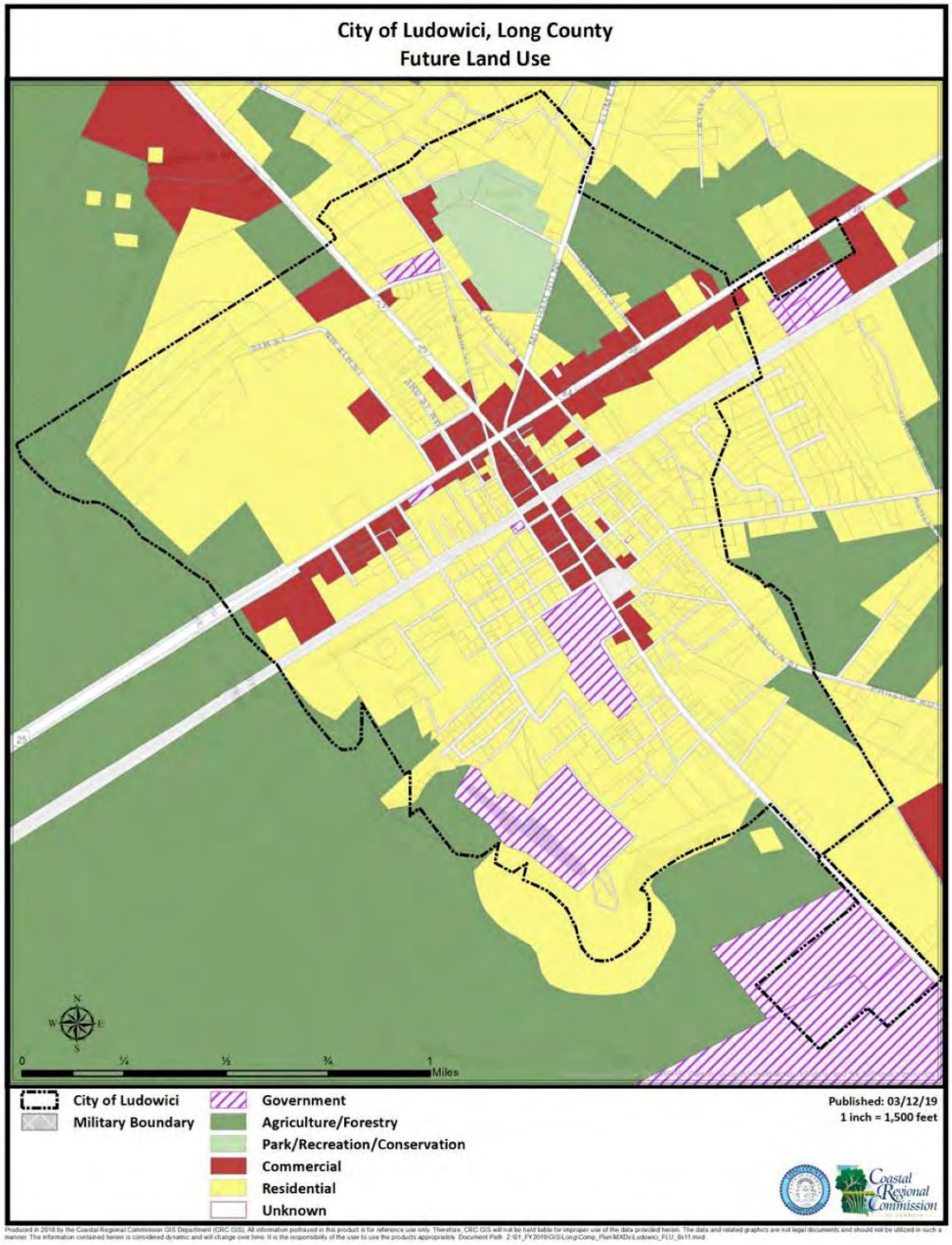
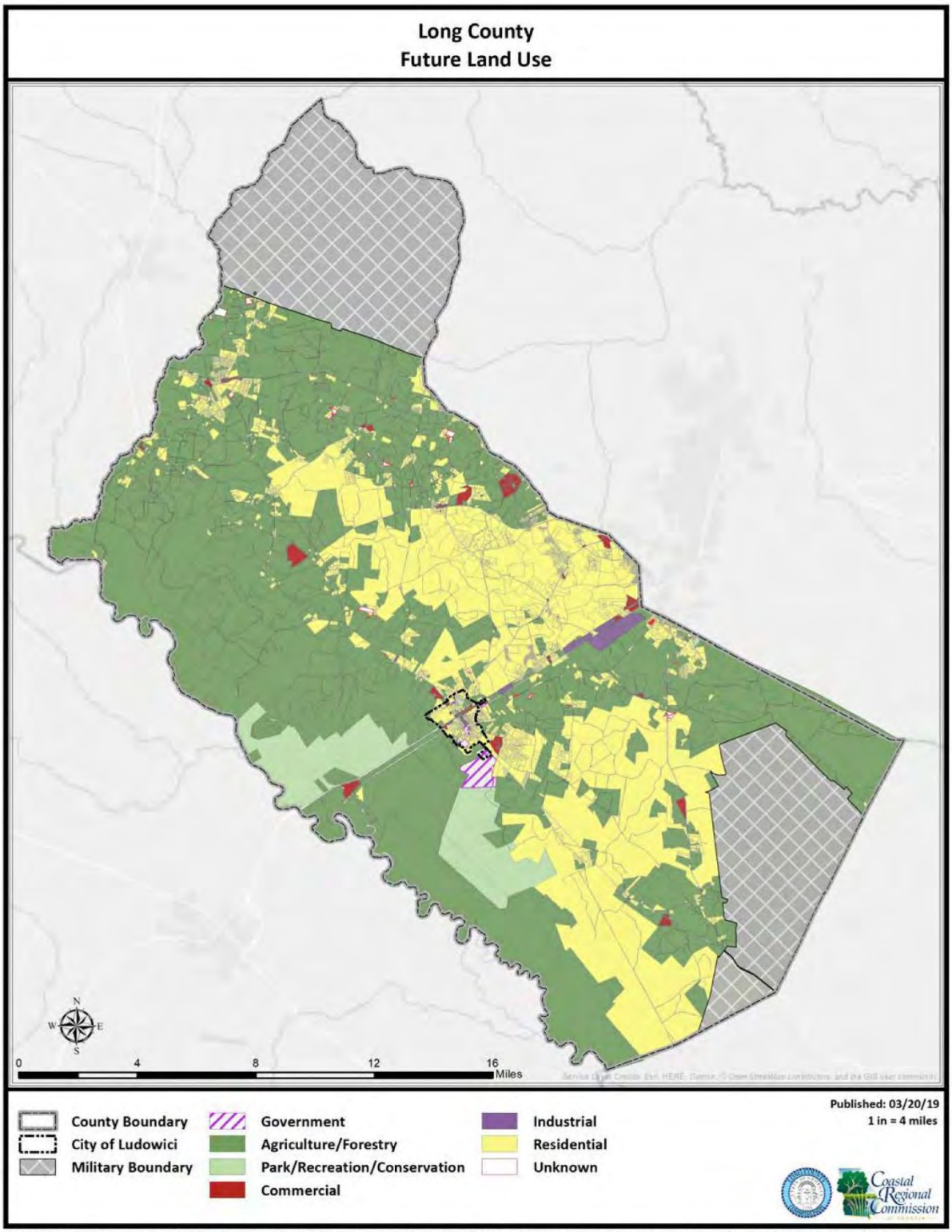


Figure 21: Long County Future Land Use



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.

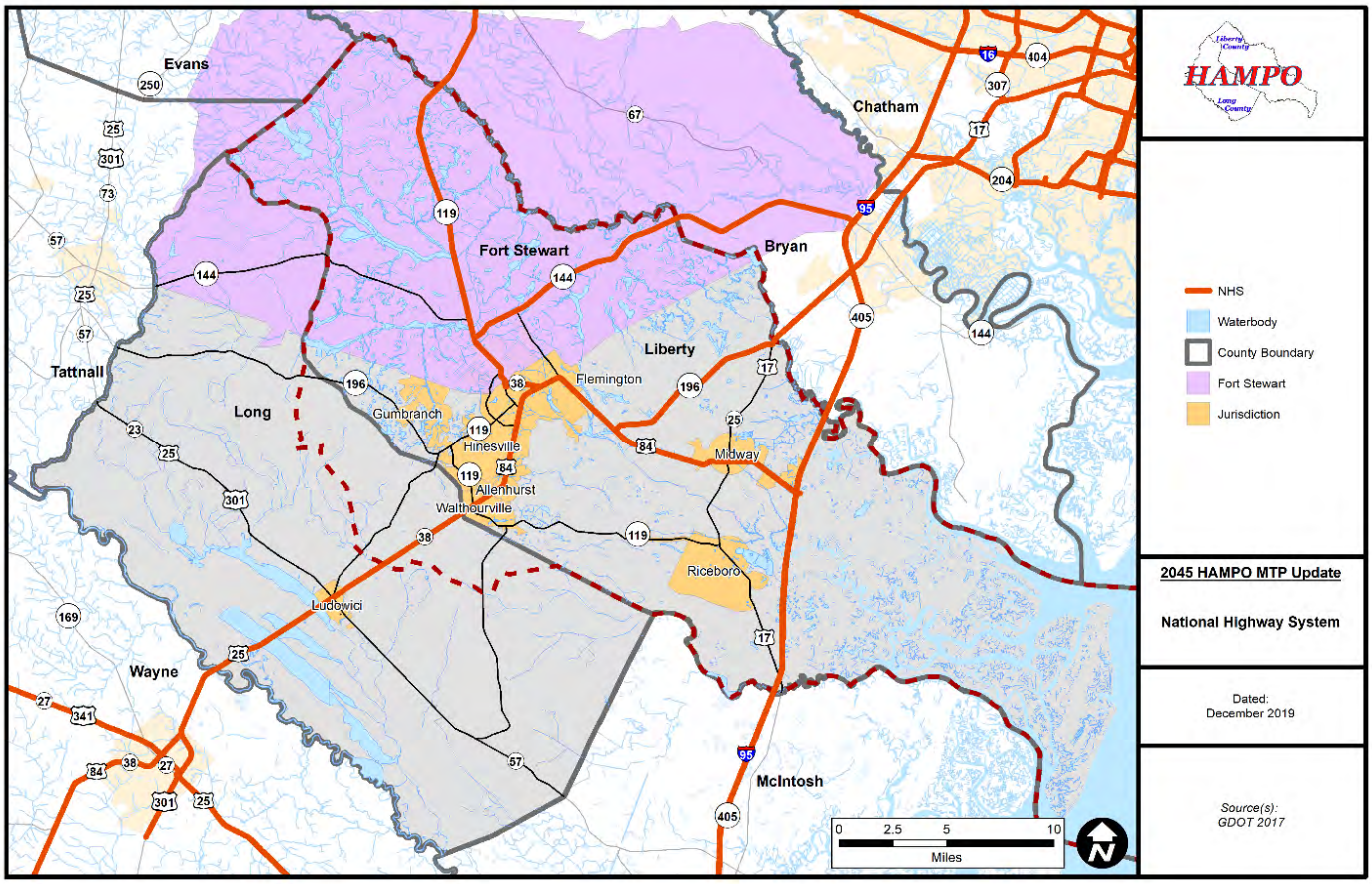
Table 13: HAMPO Facilities and Mileage

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

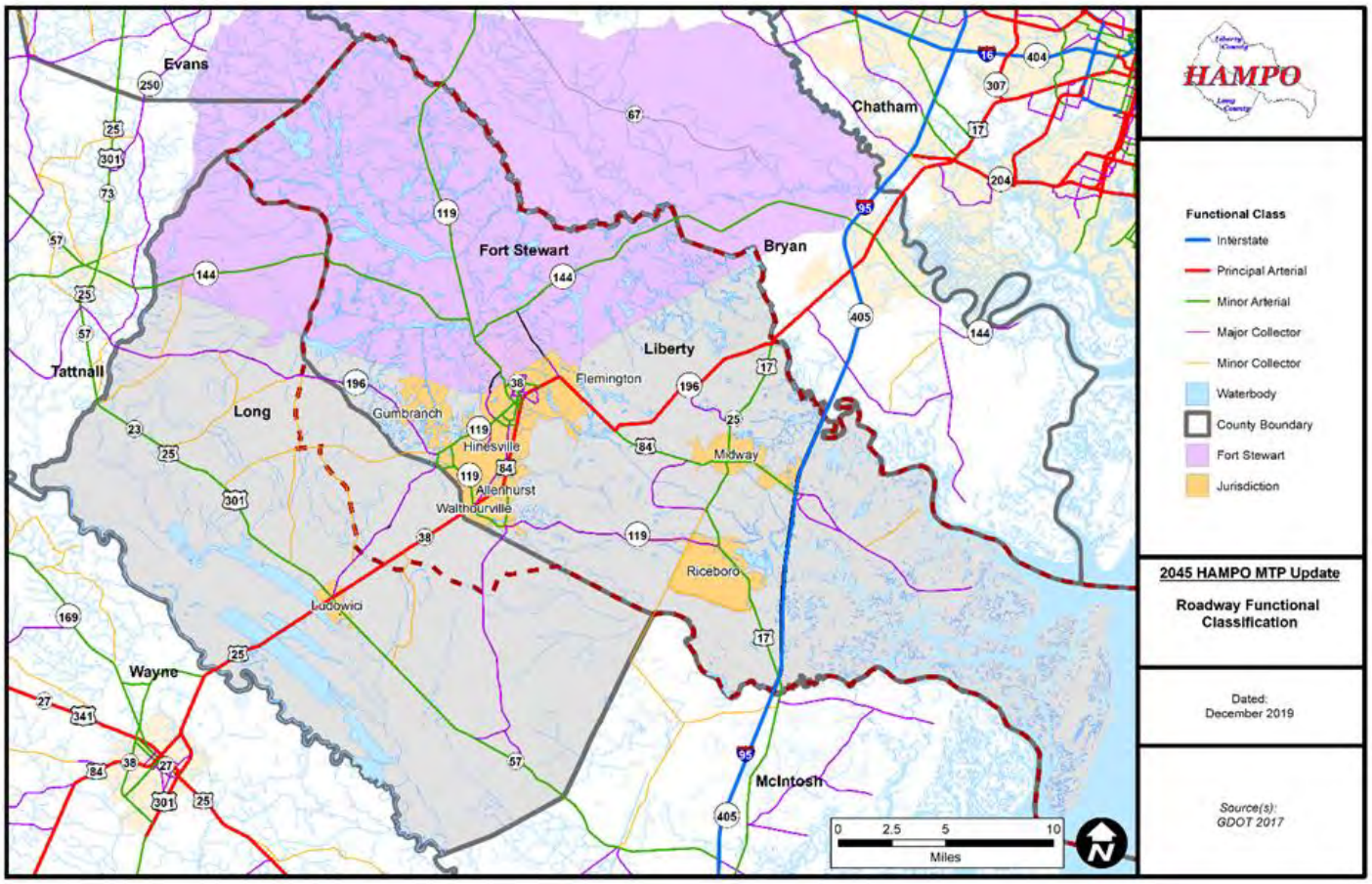


Each of the roadways are also defined by their size and usage through the functional classification system. GDOT has assigned a functional classification to all the roadways which fall into the following categories:

- 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

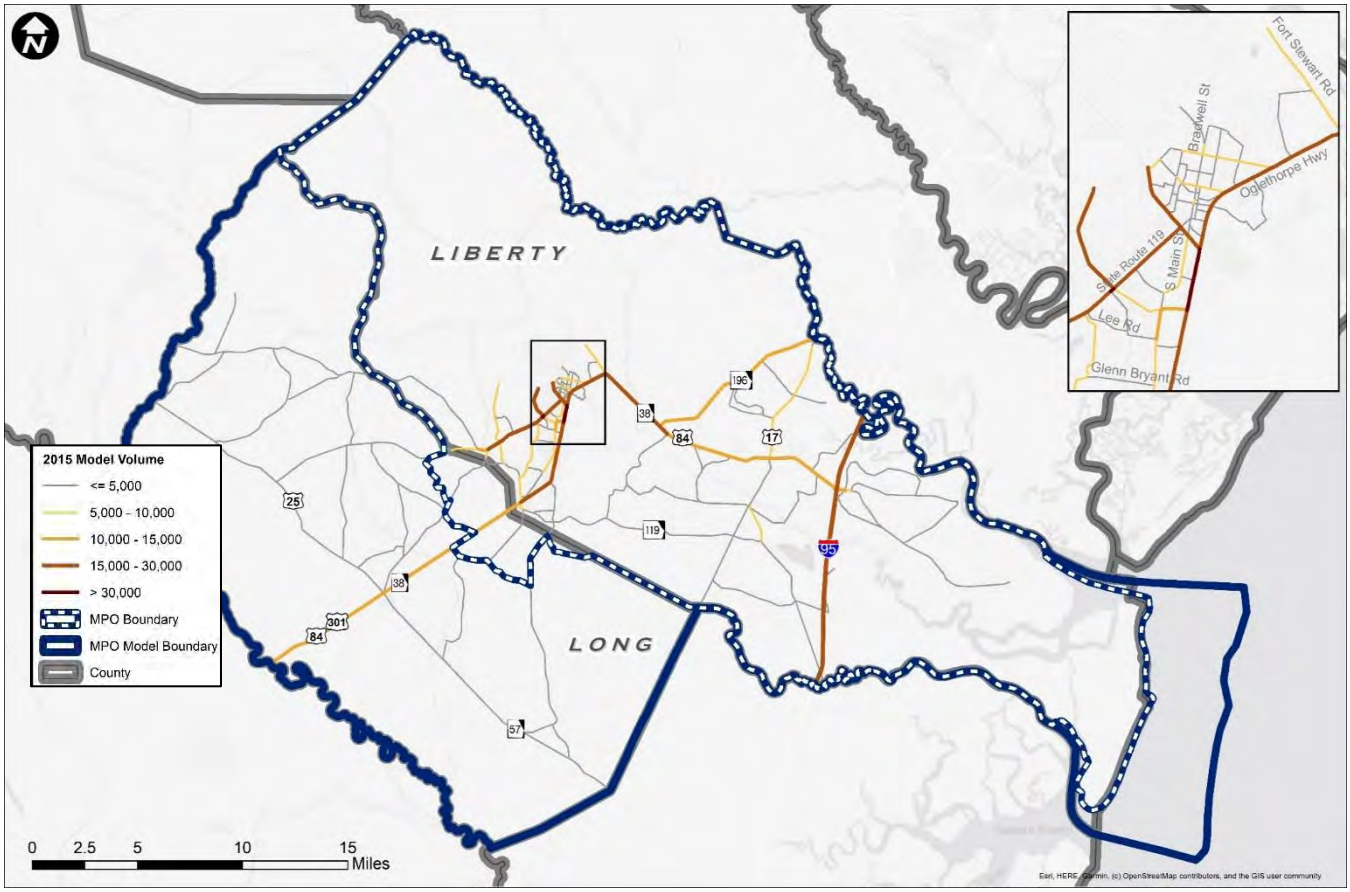
Number of Through Lanes	Approximate Number of Miles
1-2 Lanes	854
3-4 Lanes	62
5+ Lanes	13
All Roads (Total)	929

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 15shows the letter grades for each Level of Service and provides a brief description of the associated traffic flows.

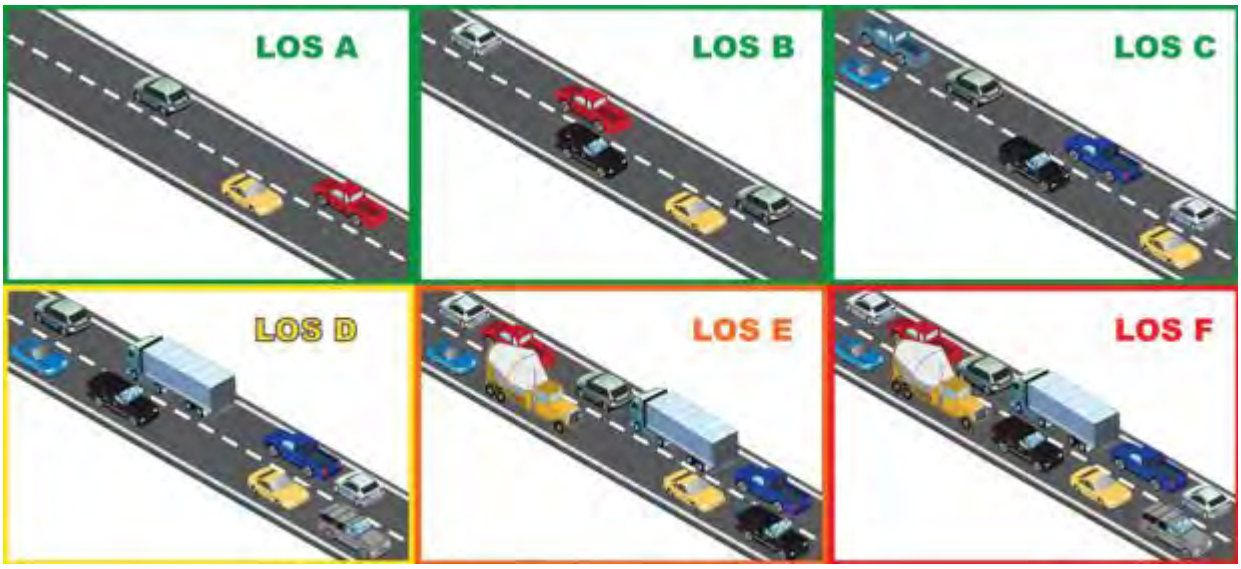
Table 15: Level of Service (LOS)

Level of Service Designation	Description
A	Free flow with individual users virtually unaffected by the presence of others in the traffic stream.
B	Stable flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.
C	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.
D	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.
E	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
F	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

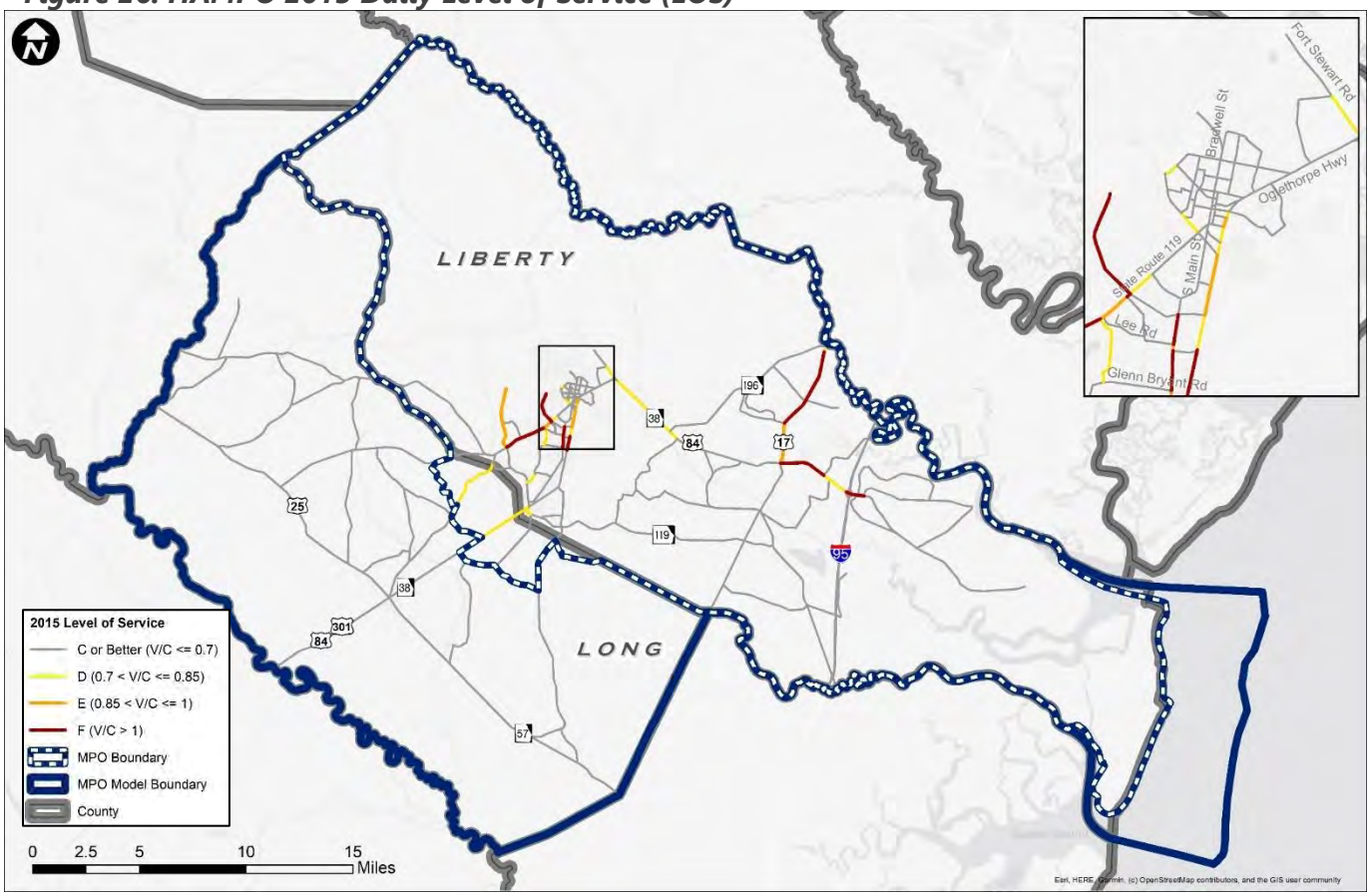
A daily Level of Service is calculated by the traffic on a facility derived from the model and dividing that number by the daily capacity of the roadway. A daily Level of Service of less than 0.7 indicates that the roadways are operating at LOS C or better. LOS D has an operational value between 0.7 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 16shows 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

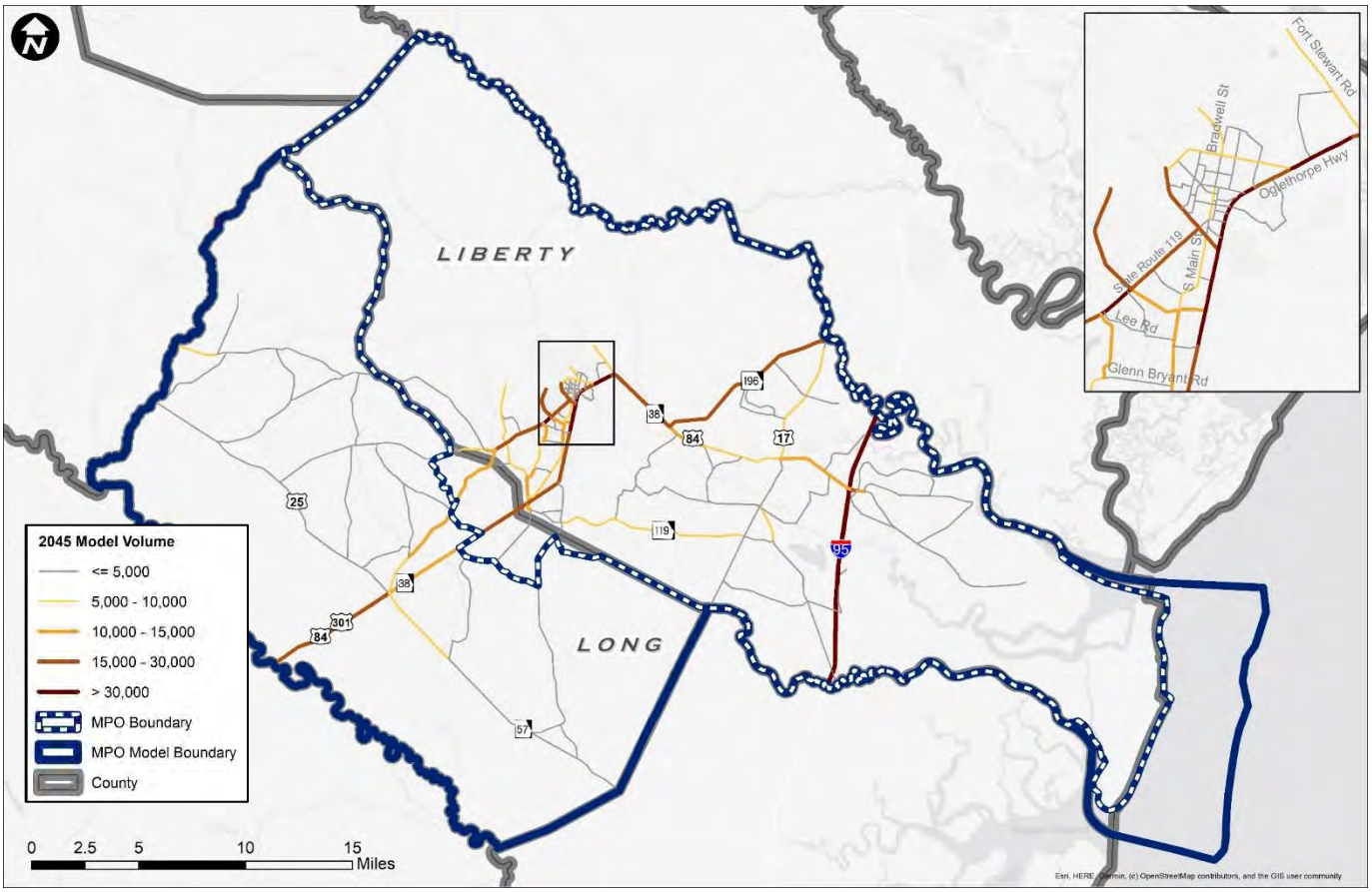
Corridor	Volume to Capacity Ratio
Elam Rd. between Devereaux Rd. and County Line	0.9
Elim Church Rd NE between County Line and Horse Creek Rd. NE	0.9
W. Oglethorpe Hwy between Carter St. and Liberty St.	0.9
Glenn Bryant Rd. between Pineland Ave. and Kelly Dr.	1.0

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

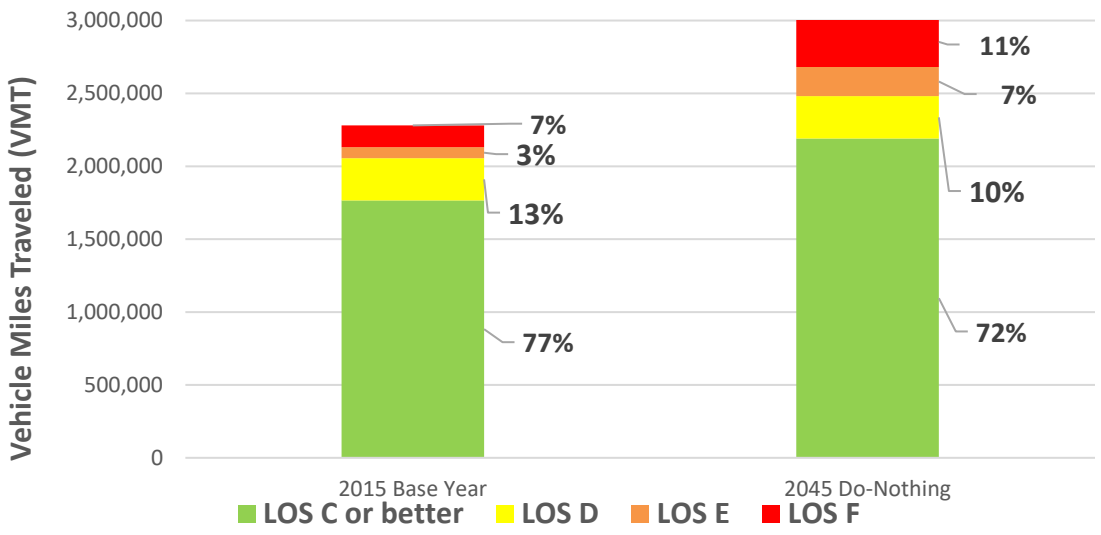
Figure 27: 2045 "Do-Nothing" Total Daily Traffic Volumes



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.

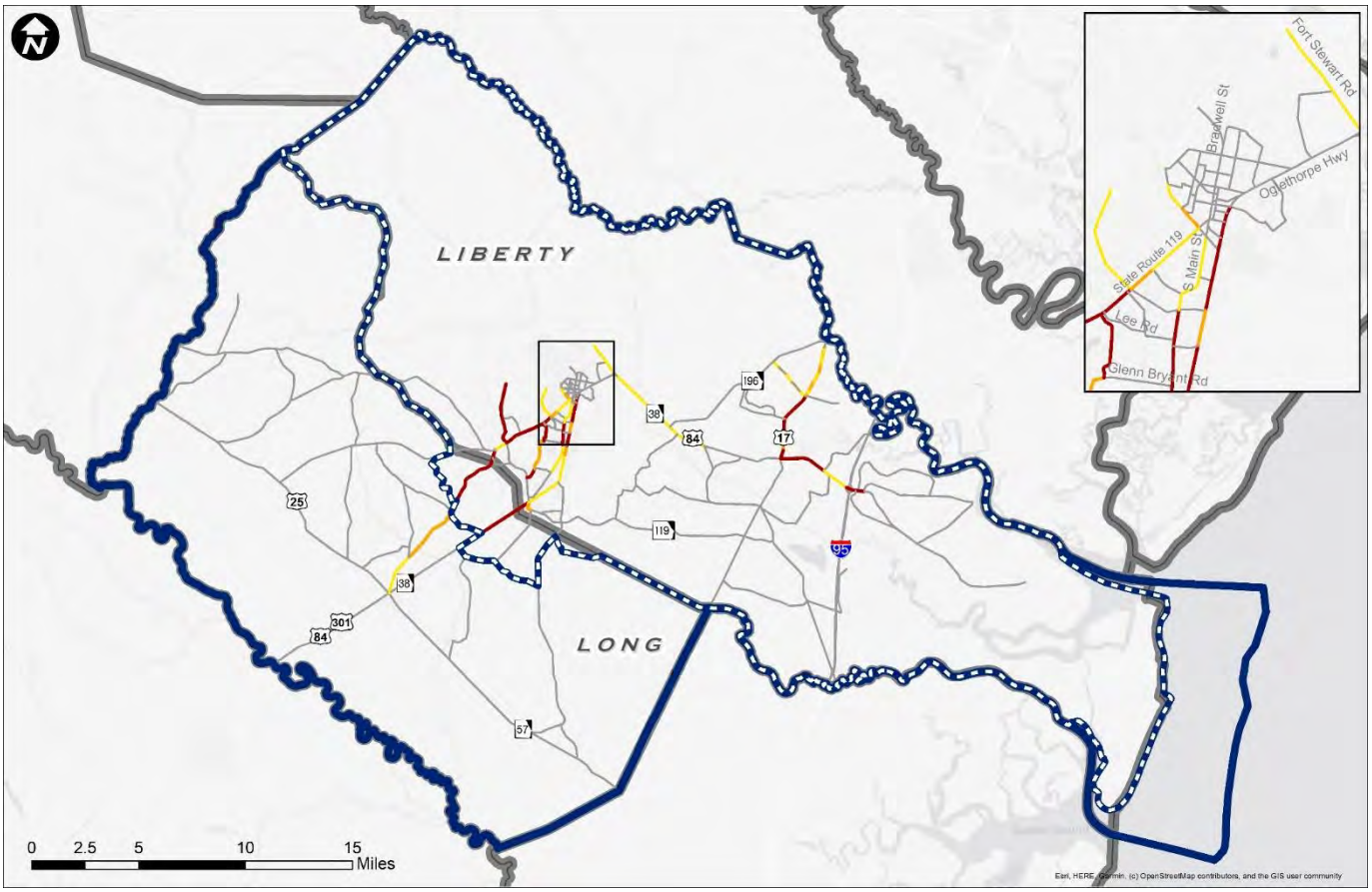
Figure 28, developed by the GDOT Modeling Division, provides a summary of this model output data.

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 17lists 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

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

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 Discription				
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
Total Project Cost	$ 415,177.00	$ 425,469.48	$ 436,019.26	$ 446,832.79
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

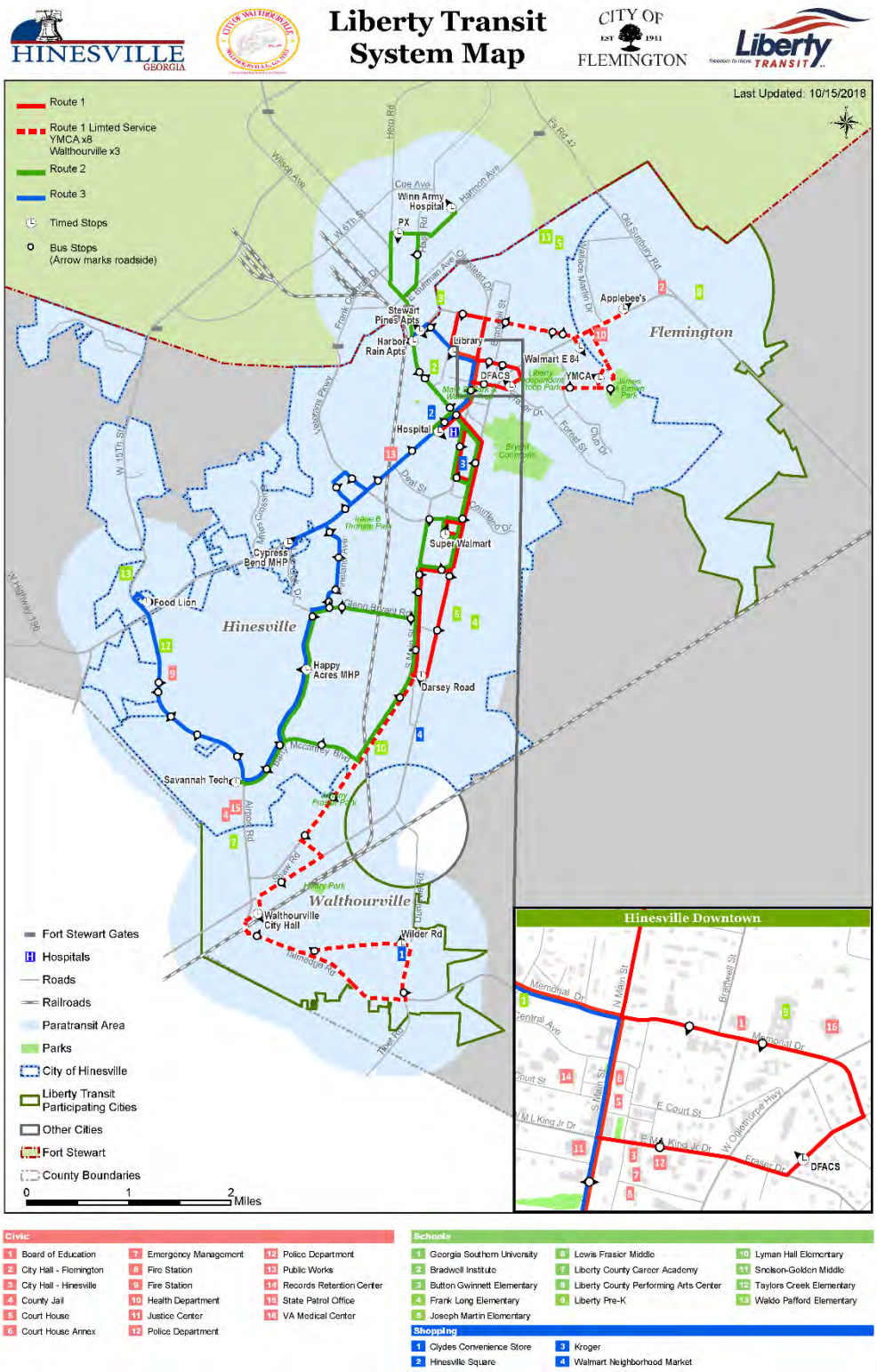
The HAMPO planning area is also home to Liberty Transit, a fixed route and paratransit bus service that serves Fort Stewart and the Hinesville urbanized area within Liberty County. The service area for the system includes the municipalities of Hinesville, Flemington, and Walthourville, as well as the 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.

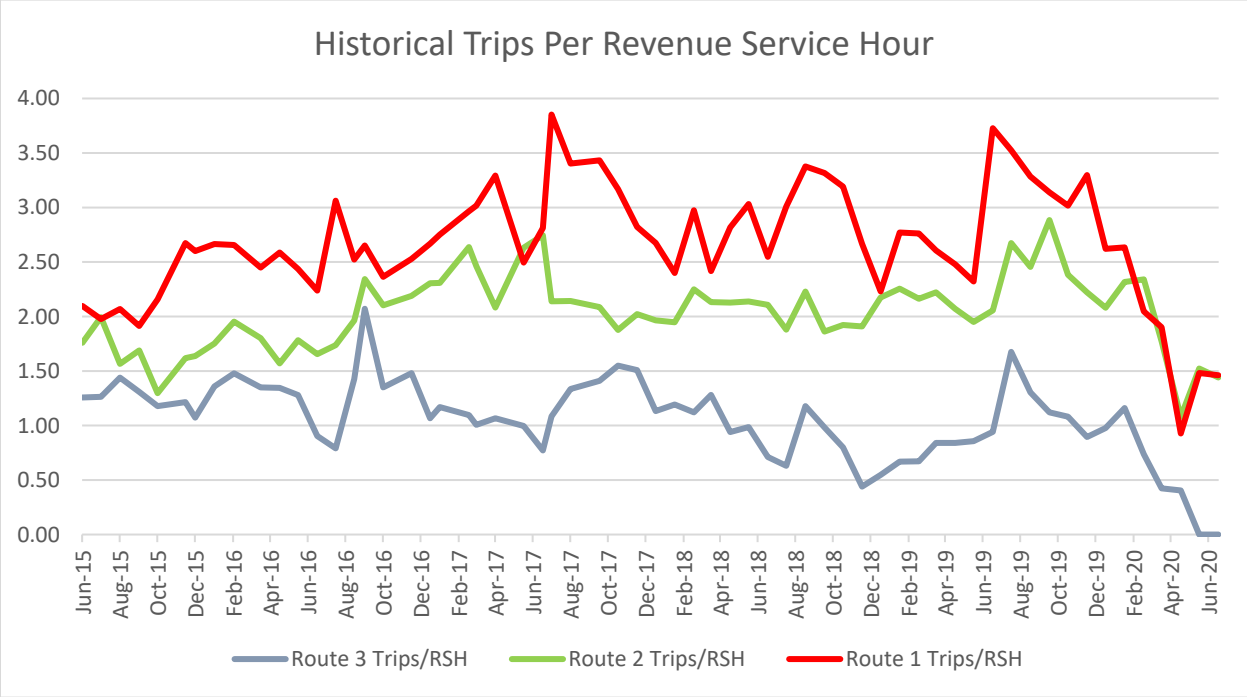
Figure 30: Liberty Transit Fixed Route Service Map



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.

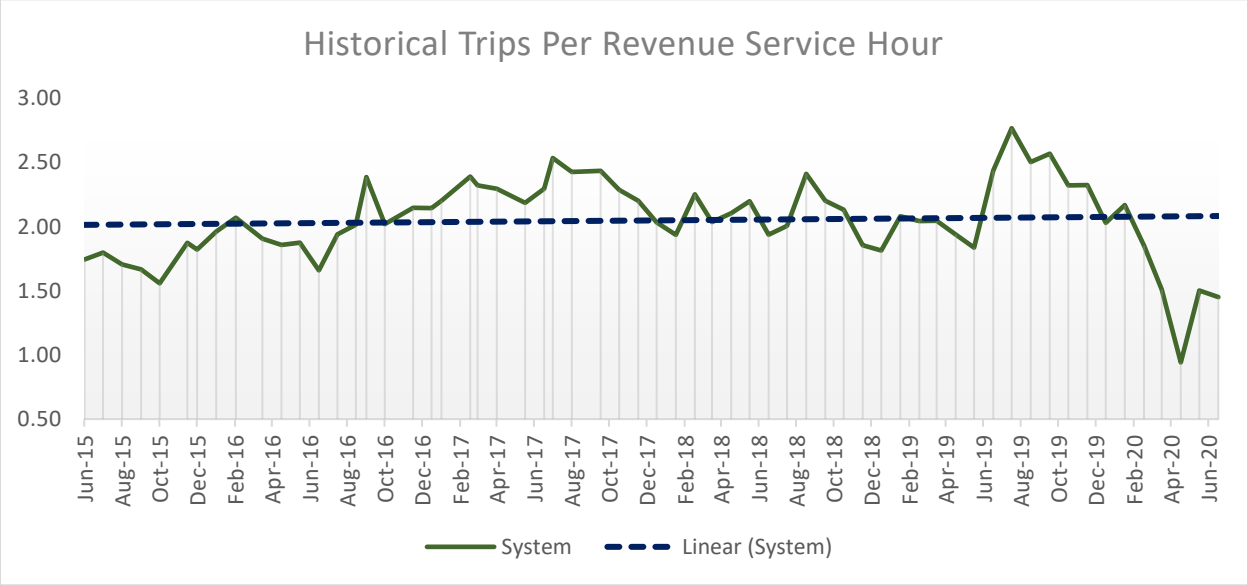
According to the Center for Disease Control (CDC) "COVID-19 is an illness caused by a virus that can spread from person to person with symptoms ranging from mild (or no symptoms) to severe illness". [1] Despite implementation of safety and infection prevention measures, Route 3 suspended operation in 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



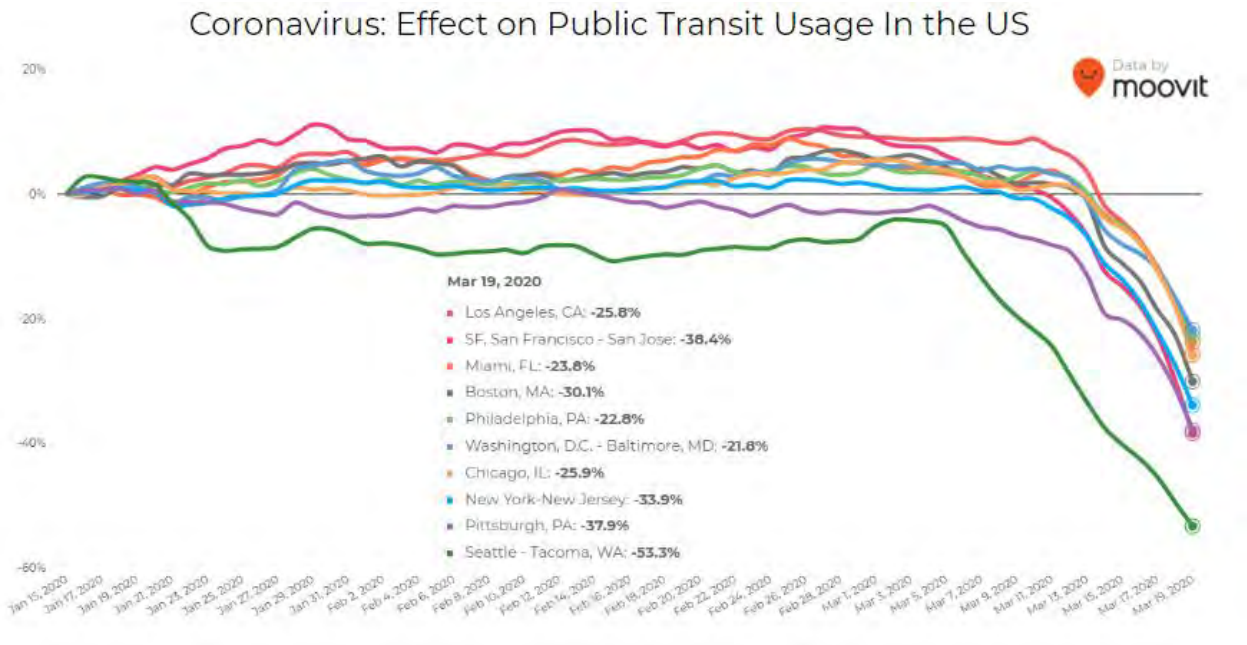
[1] Source: https://www.cdc.gov/coronavirus/2019-ncov/index.html

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

Capital Schedule for Liberty Transit				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Capital Item Discription				
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			
Total Project Cost	$ 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

Operating Schedule for Liberty Transit				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Operating Item Discription				
Operating	$ 473,626.00	$ 485,466.65	$ 497,603.32	$ 510,043.40
Total Project Cost				
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 comlementary 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

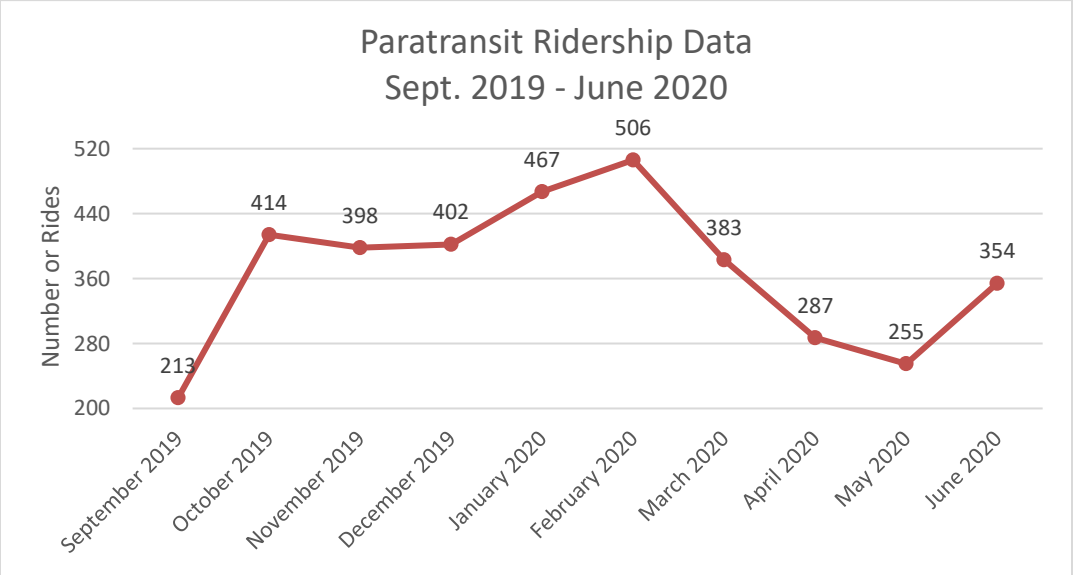
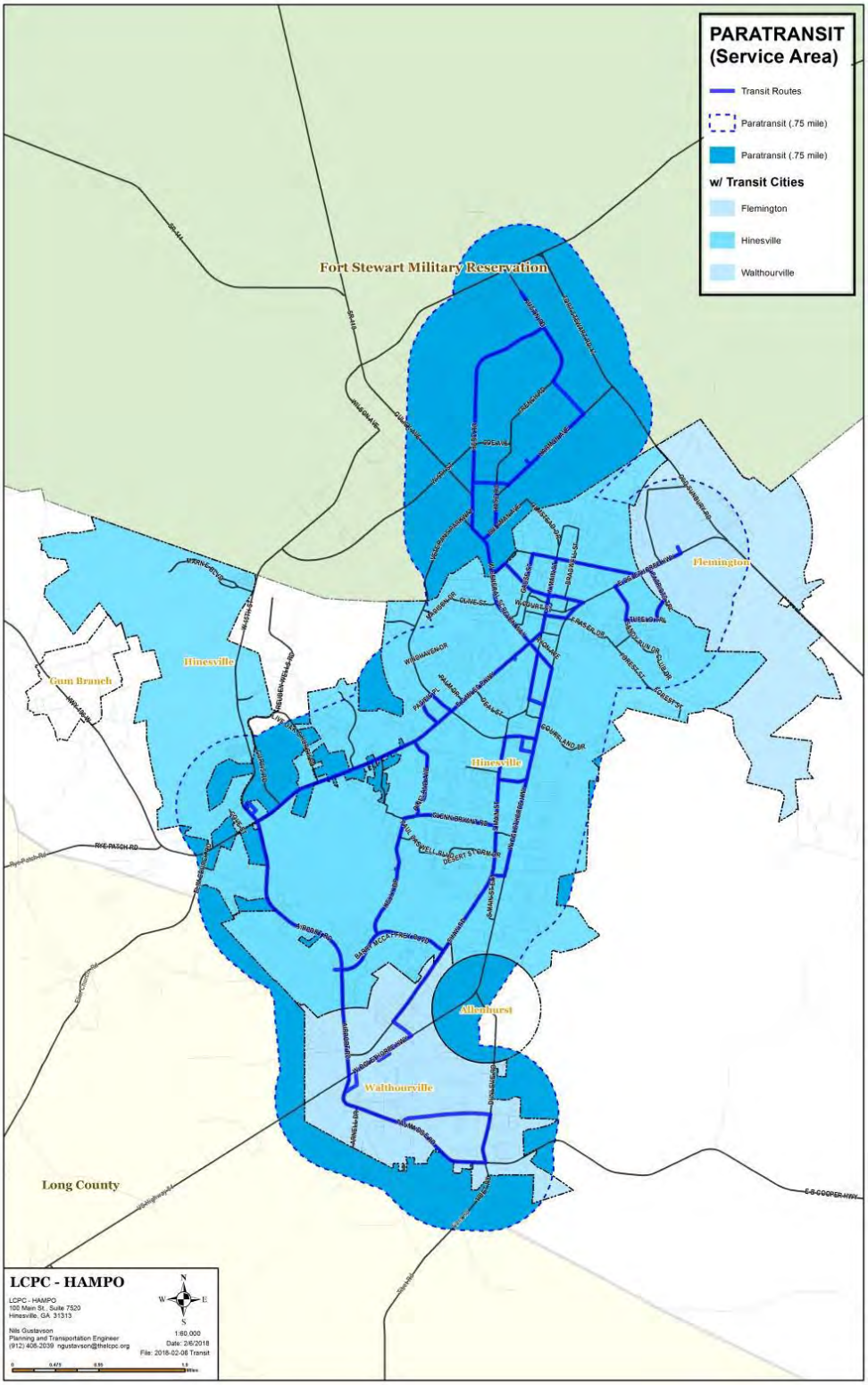
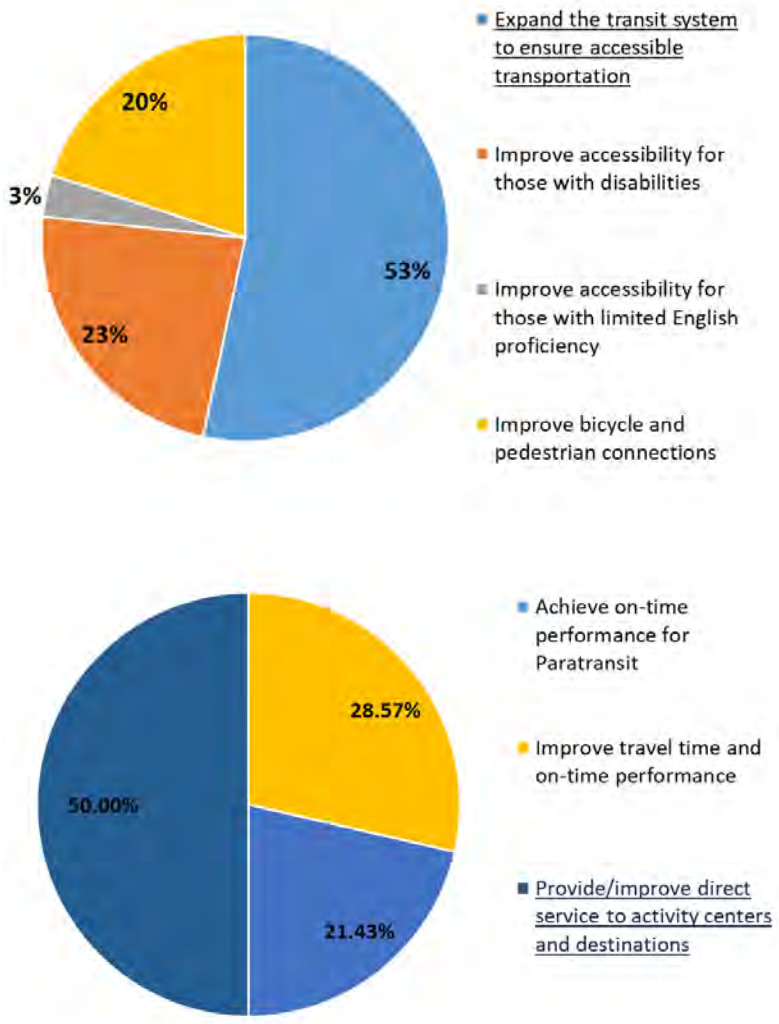


Figure 35: Liberty Transit ADA Paratransit Service Area



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
• **Expand ridership through strategic system modifications and targeted outreach.**	• Use engagement and marketing strategies to build ridership within existing service area.	• Increase unlinked passenger trips by 10% over base year value.
• **Explore partnerships with municipalities in the HAMPO urbanized area to expand transit service where transit supportive densities have been identified.** • **Coordinate with local planning agencies to identify opportunities for service expansions to support new transit-oriented developments and employment destinations.**	• Use regularly updated development data and 2020 Census data to identify service expansion opportunities and evaluate for transit service potential.	• Demonstrate minimum household and employment density thresholds for new service expansions in the urbanized area.
Goal	**Objective**	**Performance Measure**
• **Complete shelter installation efforts and procure additional shelters for prioritized stop locations within the service area.**	• Improve service satisfaction by providing comfortable and safe bus stop conditions for riders.	• Install all remaining shelters housed in storage prior to FY 2020. • Define remaining infrastructure needs and establish implementation timeline and funding strategies by FY 2020.
• **Identify opportunities for regional transit partnerships to provide connectivity of surrounding urban areas.**	• Establish regional transportation connections allowing expanded mobility options.	• Define key targets for regional mobility and engage with surrounding providers by FY 2020.

• **Identify key non-motorized infrastructure improvement projects within the transit service area and implement utilizing 5307 transit capital funding.**	• Improve first and last mile connectivity to transit services, by implementing bicycle and pedestrian infrastructure projects.	• Annual report demonstrating current status of defined projects, % complete, and anticipated completion date. Active projects should demonstrate progress towards completion.
• **Identify strategies to reduce system operating costs and improve service efficiencies.**	• Reduce operating costs through improved ridership performance, and contractual rates per service hour/mile. • Identify operating vehicles appropriately sized for demand to reduce maintenance and insurance costs. •	• Improve Operating Cost / Unlinked Passenger Trip performance by 25% over base year value.

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

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

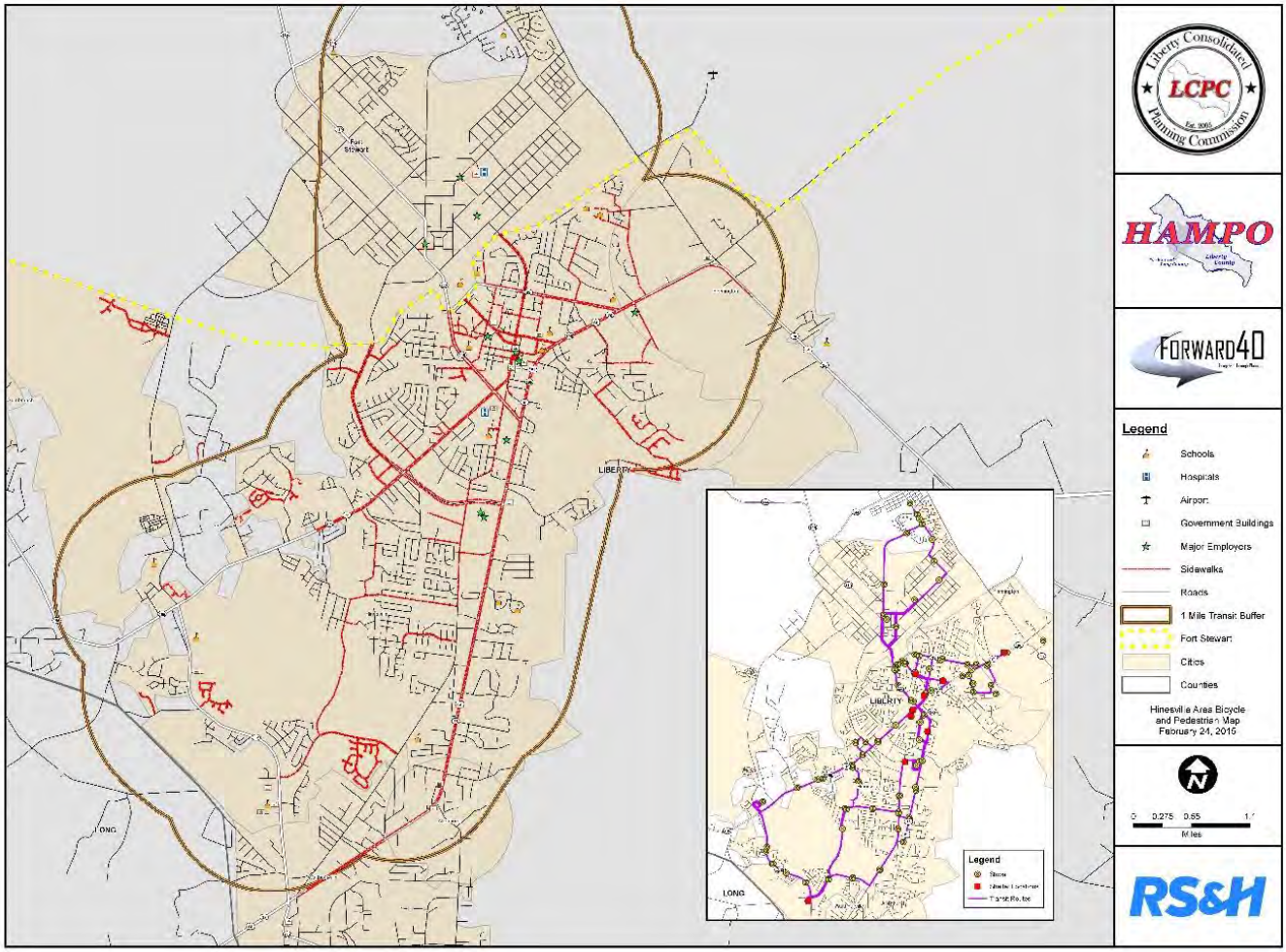
Following the adoption of the 2040 MTP, the Non-motorized and Transit Operations Plan was completed in 2017. The Non-Motorized Plan outlines recommended projects and organizes them by their applicable municipality. During the development of the HAMPO Non-Motorized Plan, an important step early in the 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 ¾ 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 Coffer 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

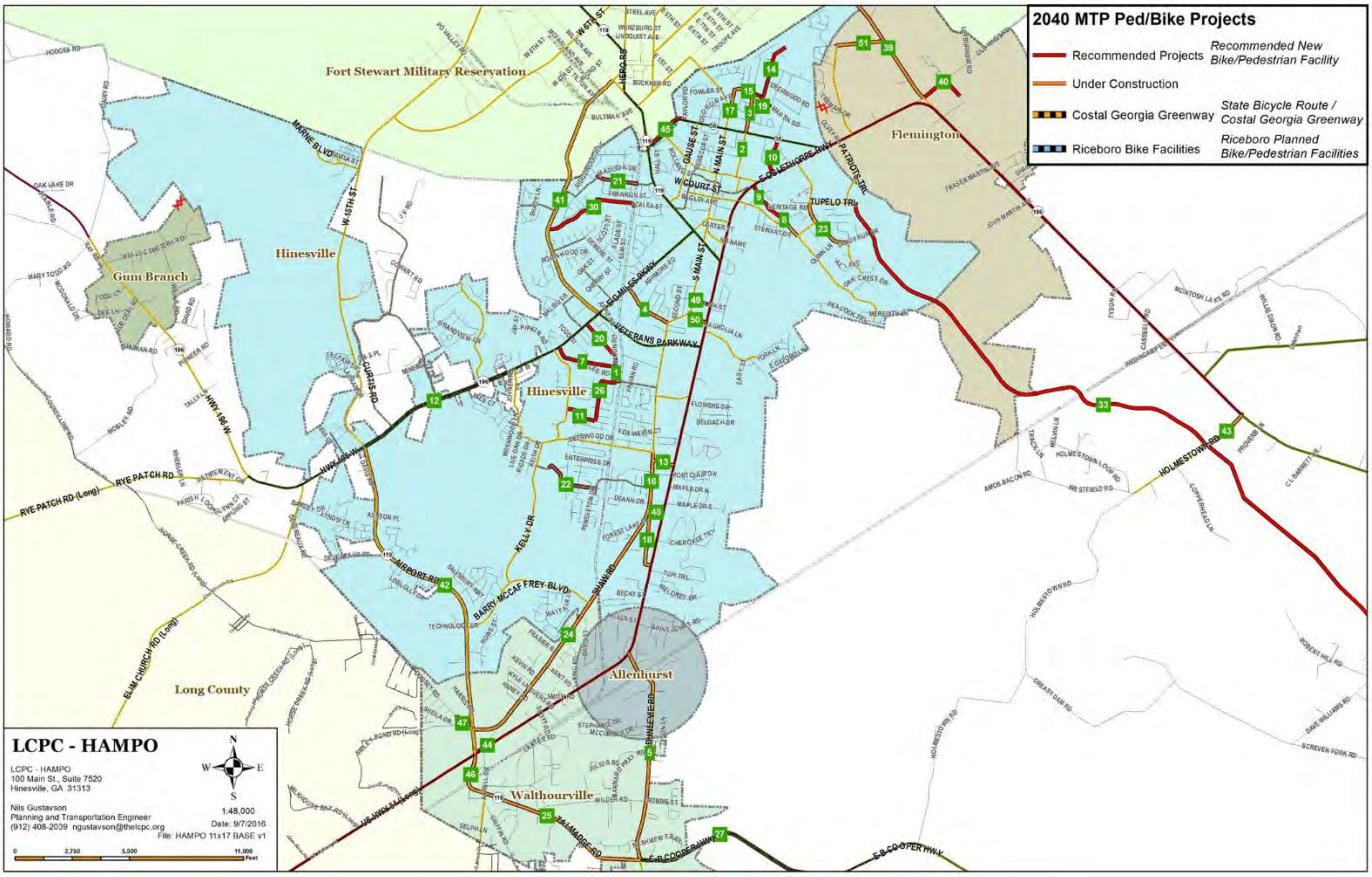


Table 24 lists the bicycle and pedestrian facilities included in the Non-Motorized Plan. It should be noted that this list only includes standalone bicycle and pedestrian facility projects and does not include roadway projects where a multimodal cross section is recommended. The list also excludes projects 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

	Project Type	From	To	Location
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	Talmadge 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 Coffer 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:

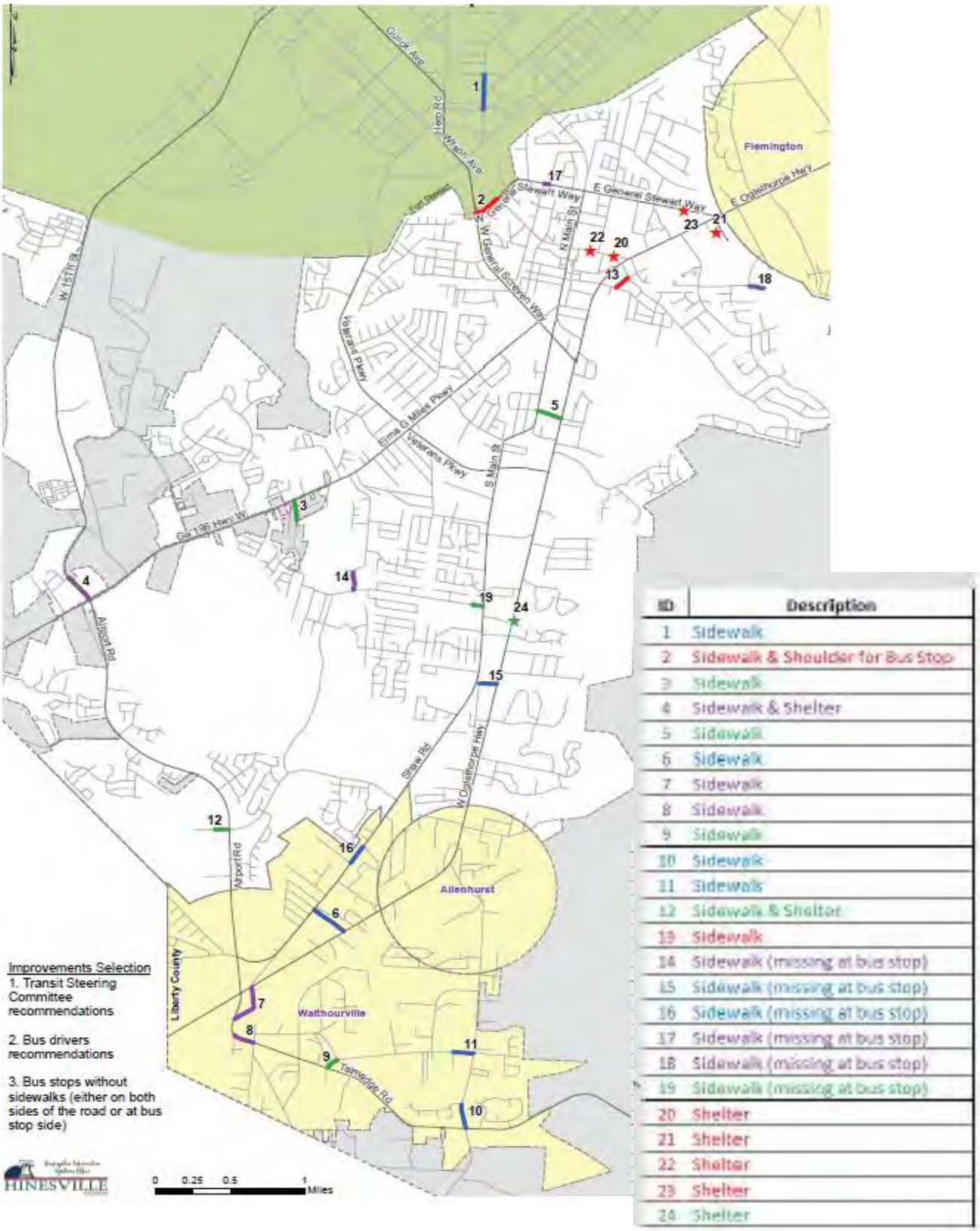
- **Ryon Avenue Realignment / Main Street Multimodal:** The design phase of this project is currently underway with a combination of local SPLOST and GDOT TAP funding. The project includes upgrades to the existing multimodal network, including ADA enhancements, lighting, and the installation of sidewalks 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 15th 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 39shows 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" [1] 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



ID	Description
1	Sidewalk
2	Sidewalk & Shoulder for Bus Stop
3	Sidewalk
4	Sidewalk & Shelter
5	Sidewalk
6	Sidewalk
7	Sidewalk
8	Sidewalk
9	Sidewalk
10	Sidewalk
11	Sidewalk
12	Sidewalk & Shelter
13	Sidewalk
14	Sidewalk (missing at bus stop)
15	Sidewalk (missing at bus stop)
16	Sidewalk (missing at bus stop)
17	Sidewalk (missing at bus stop)
18	Sidewalk (missing at bus stop)
19	Sidewalk (missing at bus stop)
20	Shelter
21	Shelter
22	Shelter
23	Shelter
24	Shelter

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:

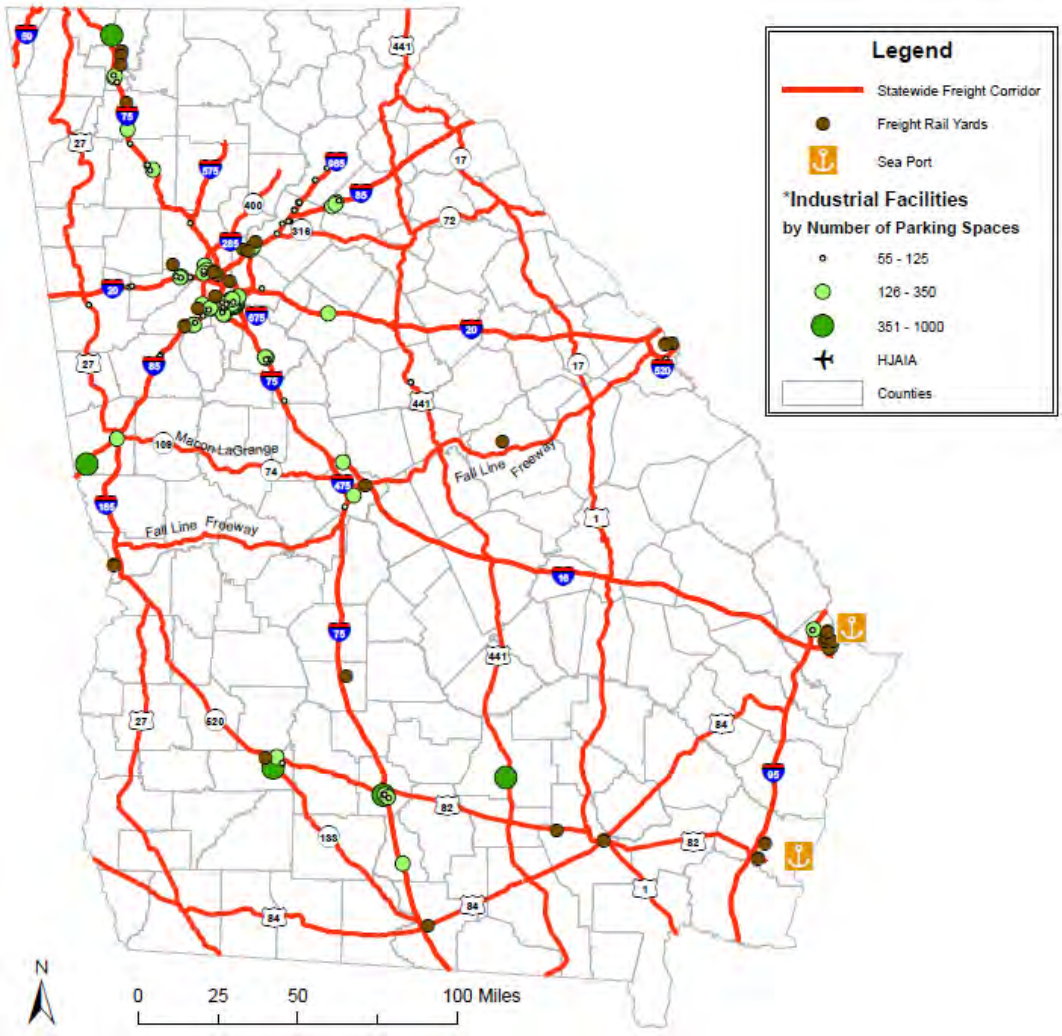
- GDOT Georgia State Rail Plan
- HAMPO 2040 Metropolitan Transportation Plan
- HAMPO 2035 Sustainable Mobility Plan
- HAMPO US 84 Comprehensive Corridor Study

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.

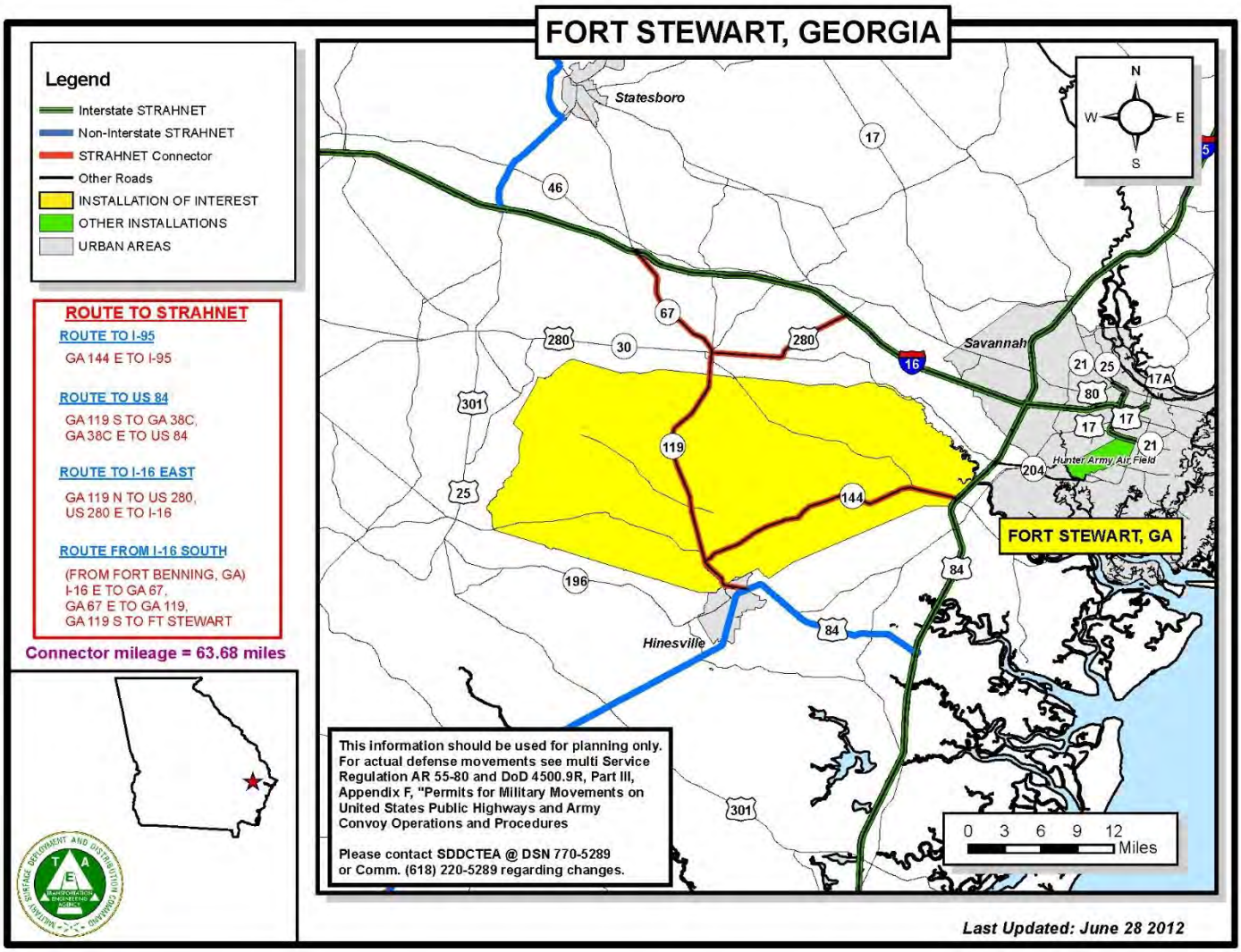
Figure 40: Statewide Freight Network



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 43 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 [2]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 15th Street (Closed)
- Gate 7C: West 15th street (Open 5:00 A.M. – 5:00 PM)
- Gate 8: Veterans Pkwy (Open 5:00 AM – 5:00 PM)

[2] *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

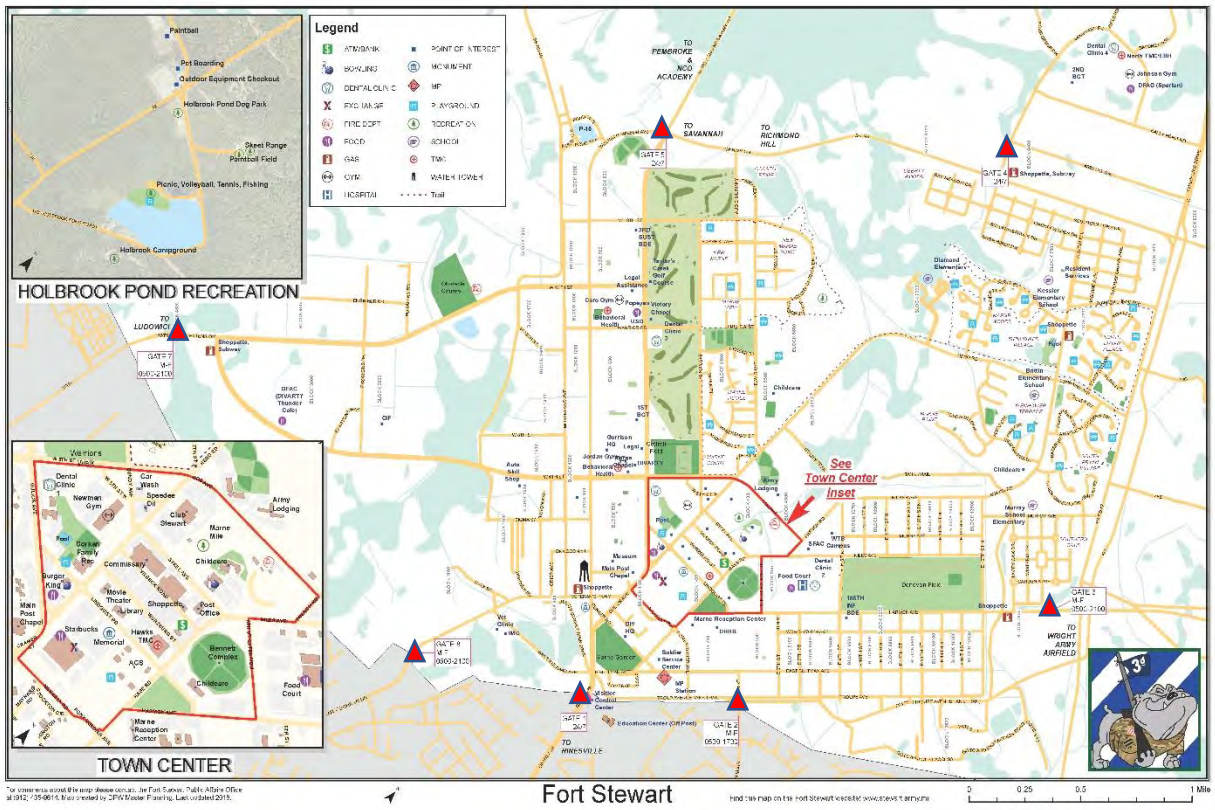
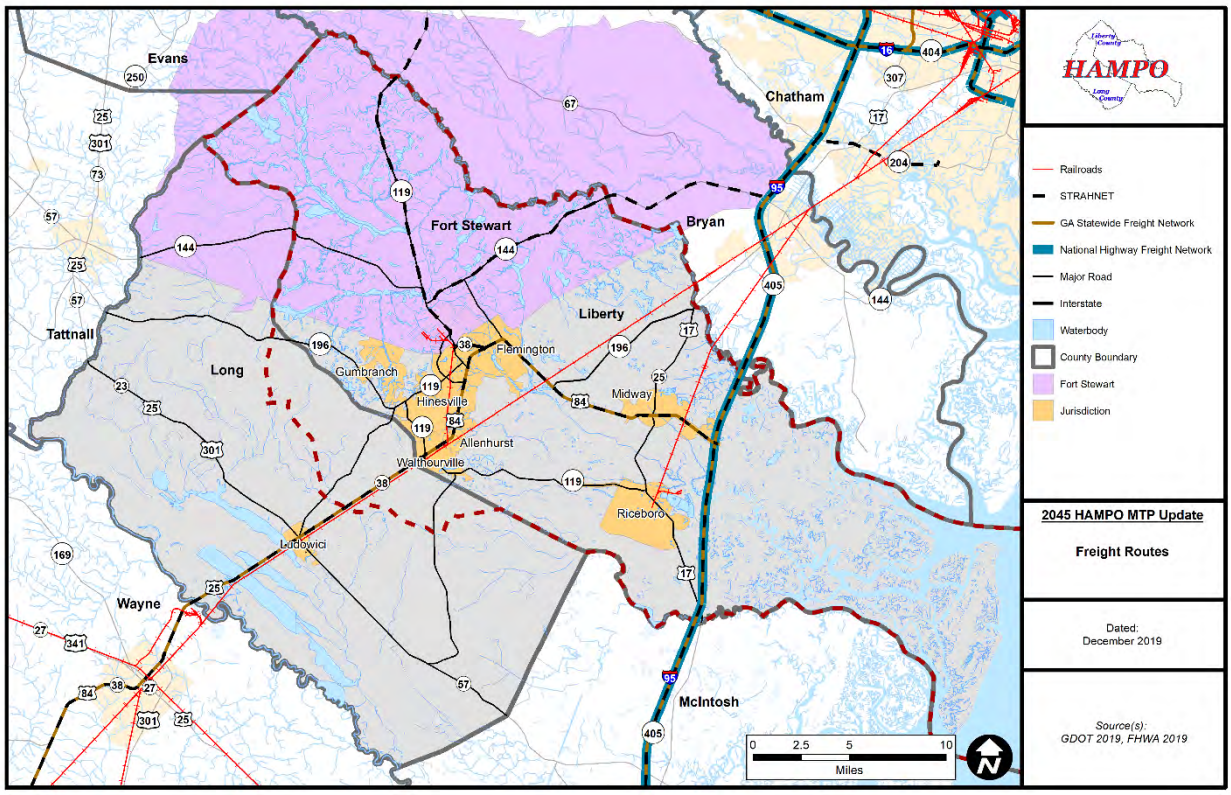
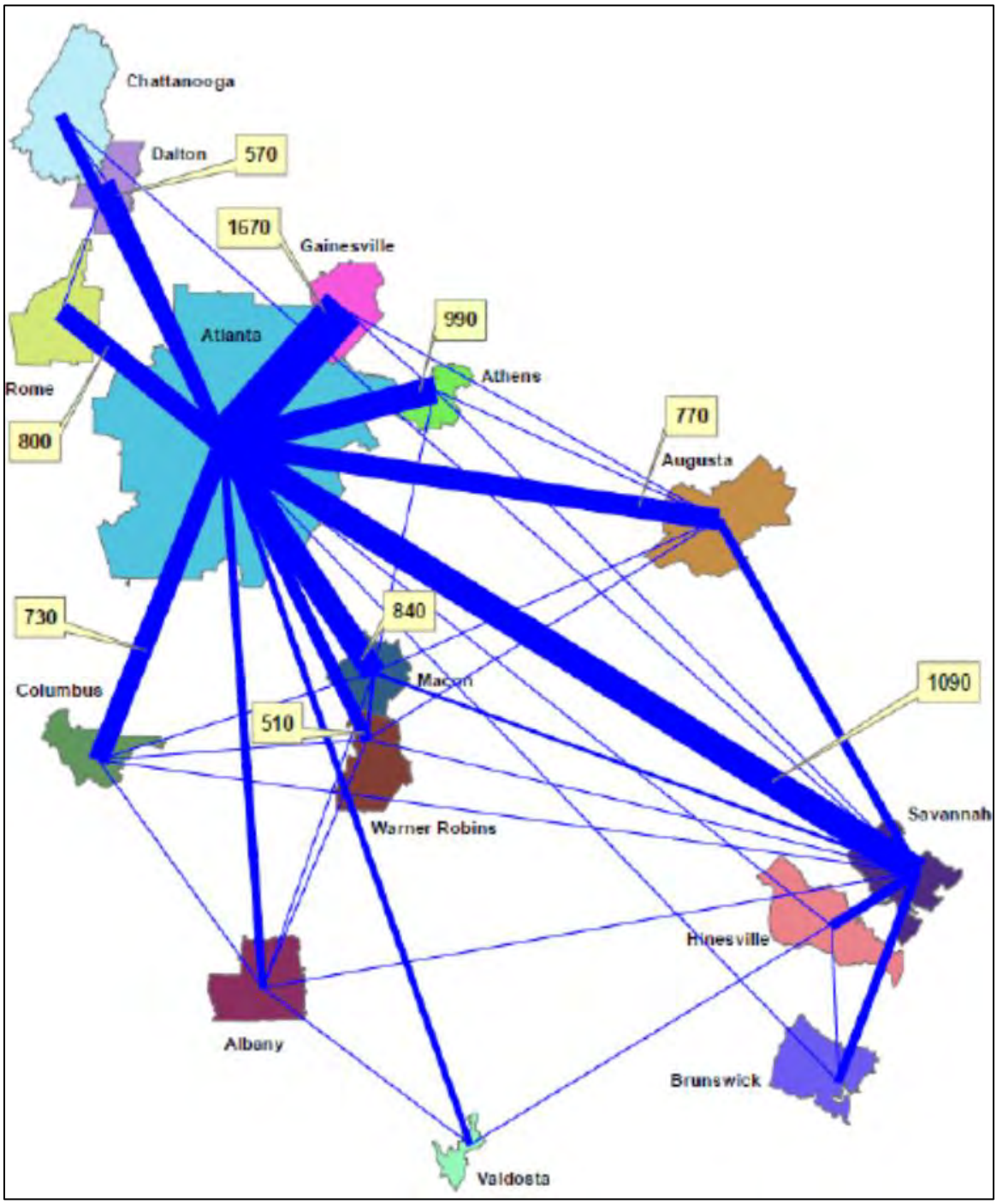


Figure 43. HAMPO Freight Network



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 44.

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

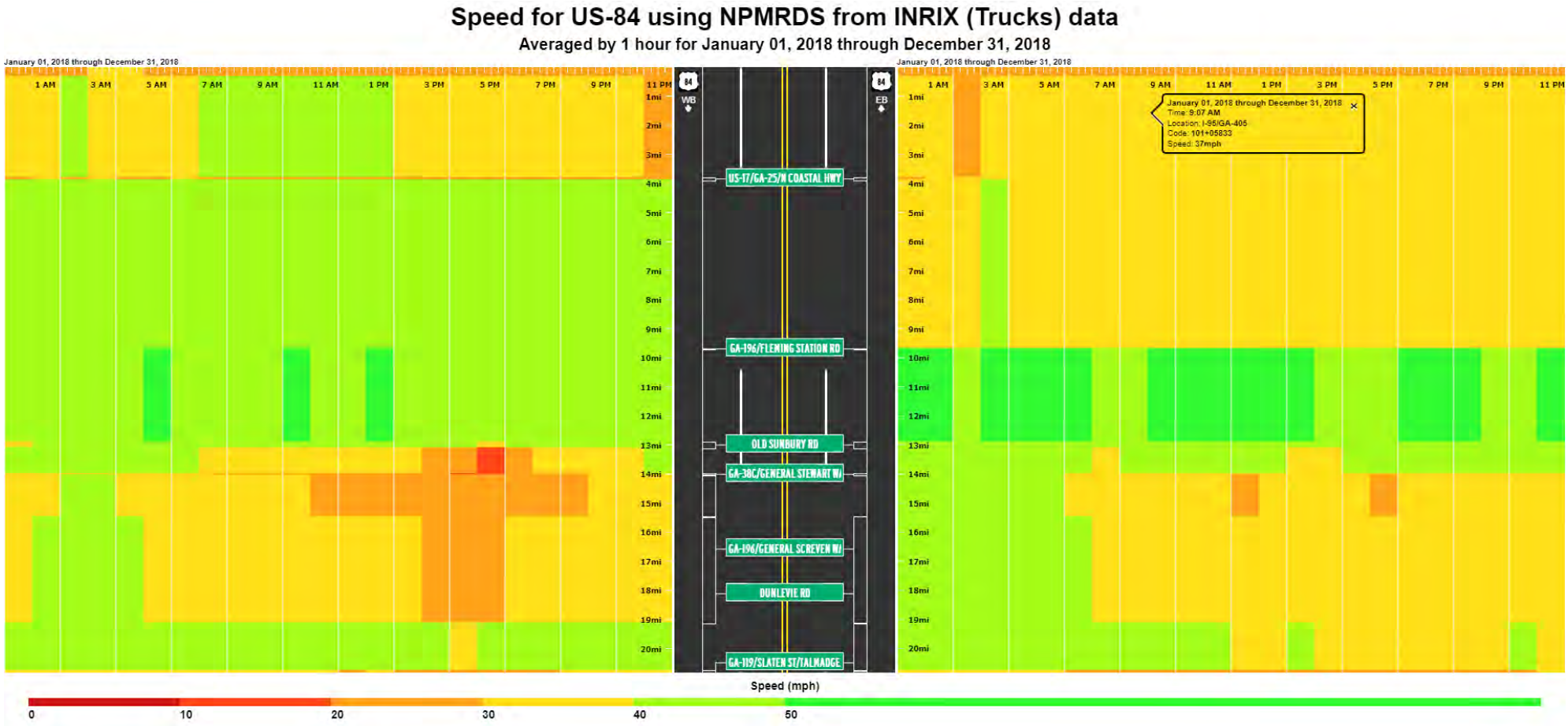
Freight Route	2016		2017		2018	
I-95						
Near McIntosh County Line	51,500	20%	54,100	20%	53,300	22%
US 84						
West of I-95	7,390	9%	7,720	10%	7,700	9%
At Flemington	28,900	7%	29,100	7%	31,400	7%
West of General Screven Way	30,700	6%	30,900	7%	30,700	7%
Near Long County Line	10,200	15%	10,300	---	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 45 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



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 26provides the list of these freight intensive uses

Table 26. Freight Intensive Lane Uses

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

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

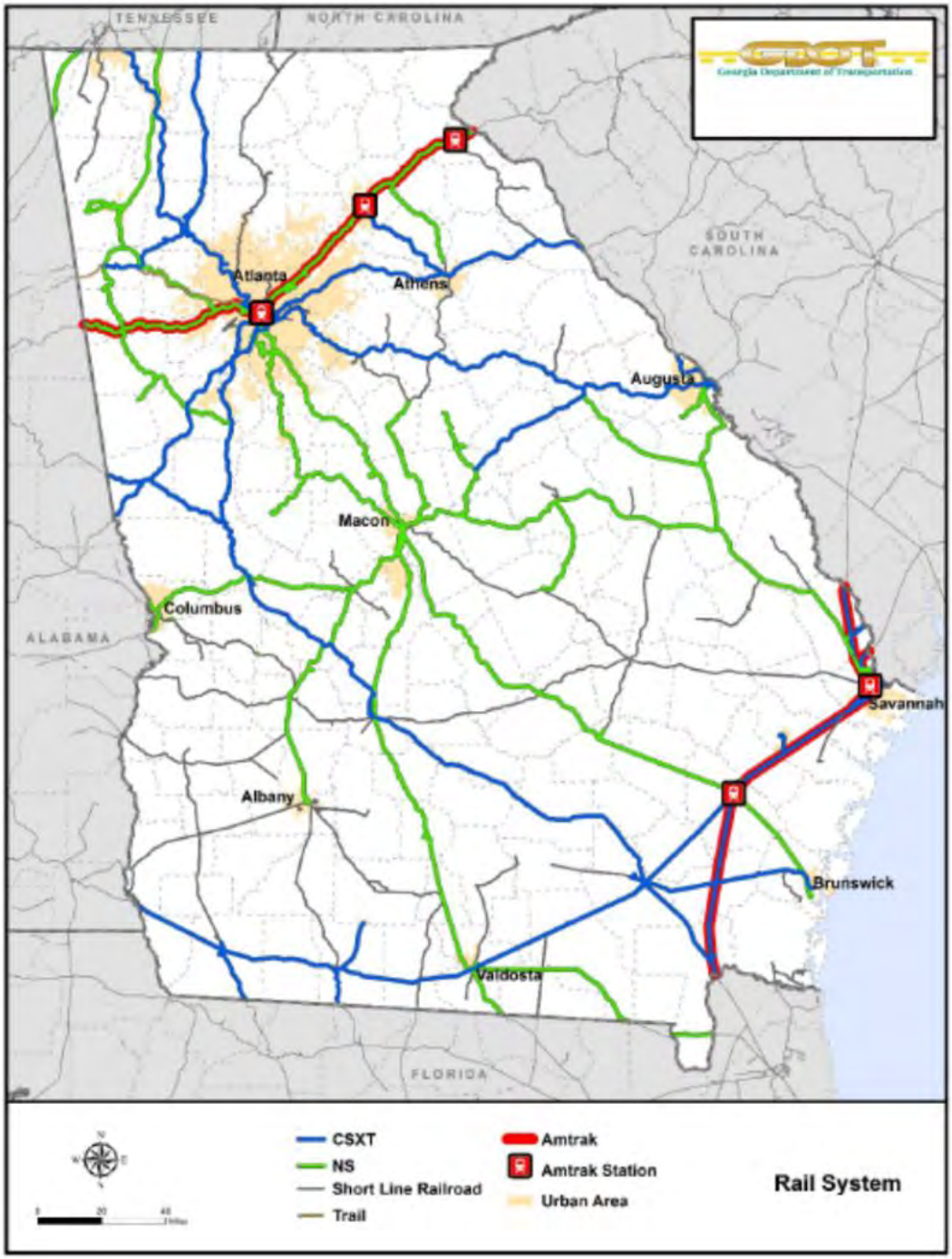
Allen Stokes Trucking
Enterprise Transport
Angel's Pride Trucking
P&A Logistics
Fletch Transportation
Associated Freight Haulers
Atlantic Trucking
Blackshear Enterprises
C A Sittle, Inc
C McAvenna Transport
Carter J Trucking
DeLoach Trucking
Wright Enterprises
G C Specialized Carriers
Howard and Sons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

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.

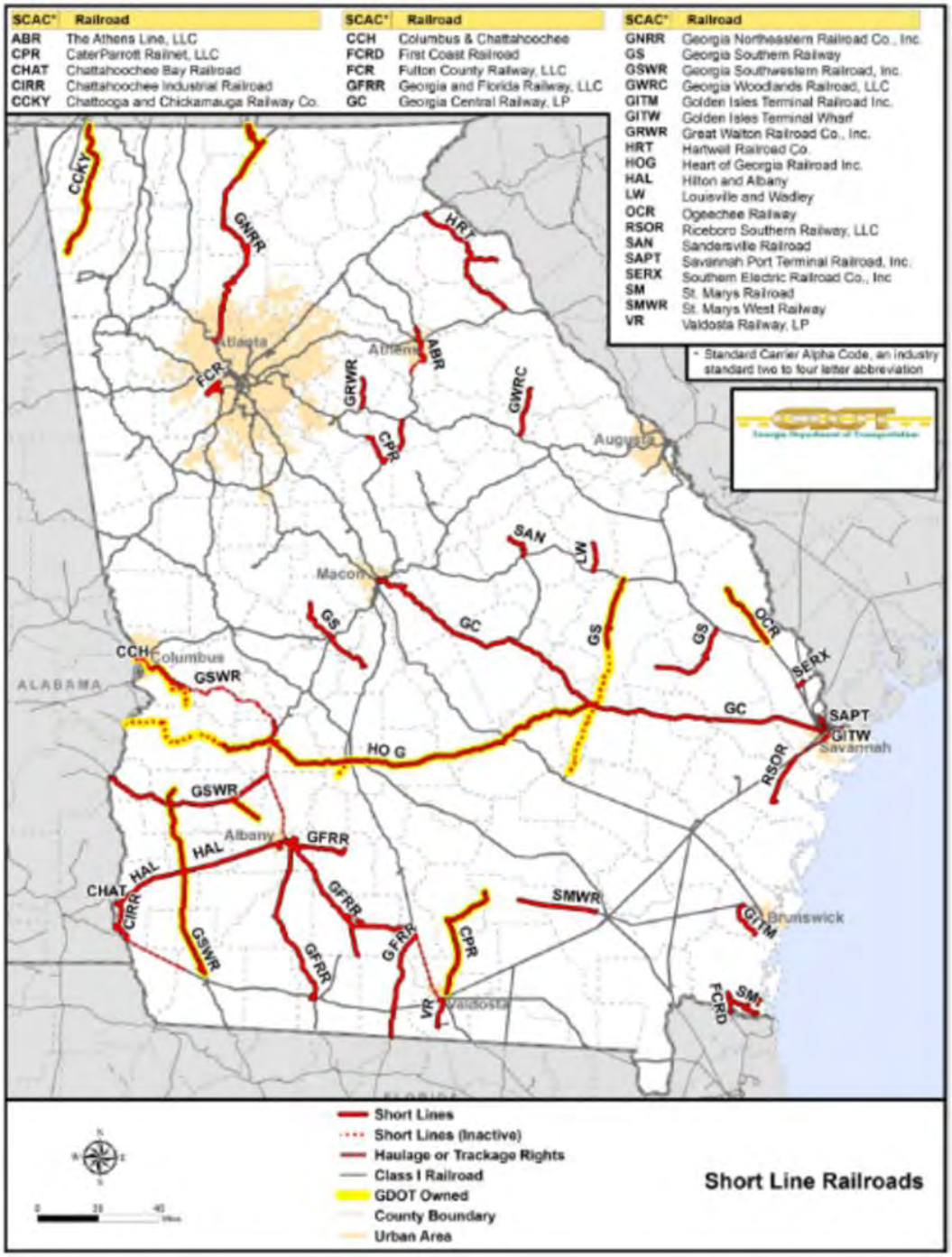
The Class I rail lines within the state of Georgia are shown in Figure 46 and the Short Line Railroads are found in Figure 47.

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 Coffer 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.

Source: mcra.us

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. 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

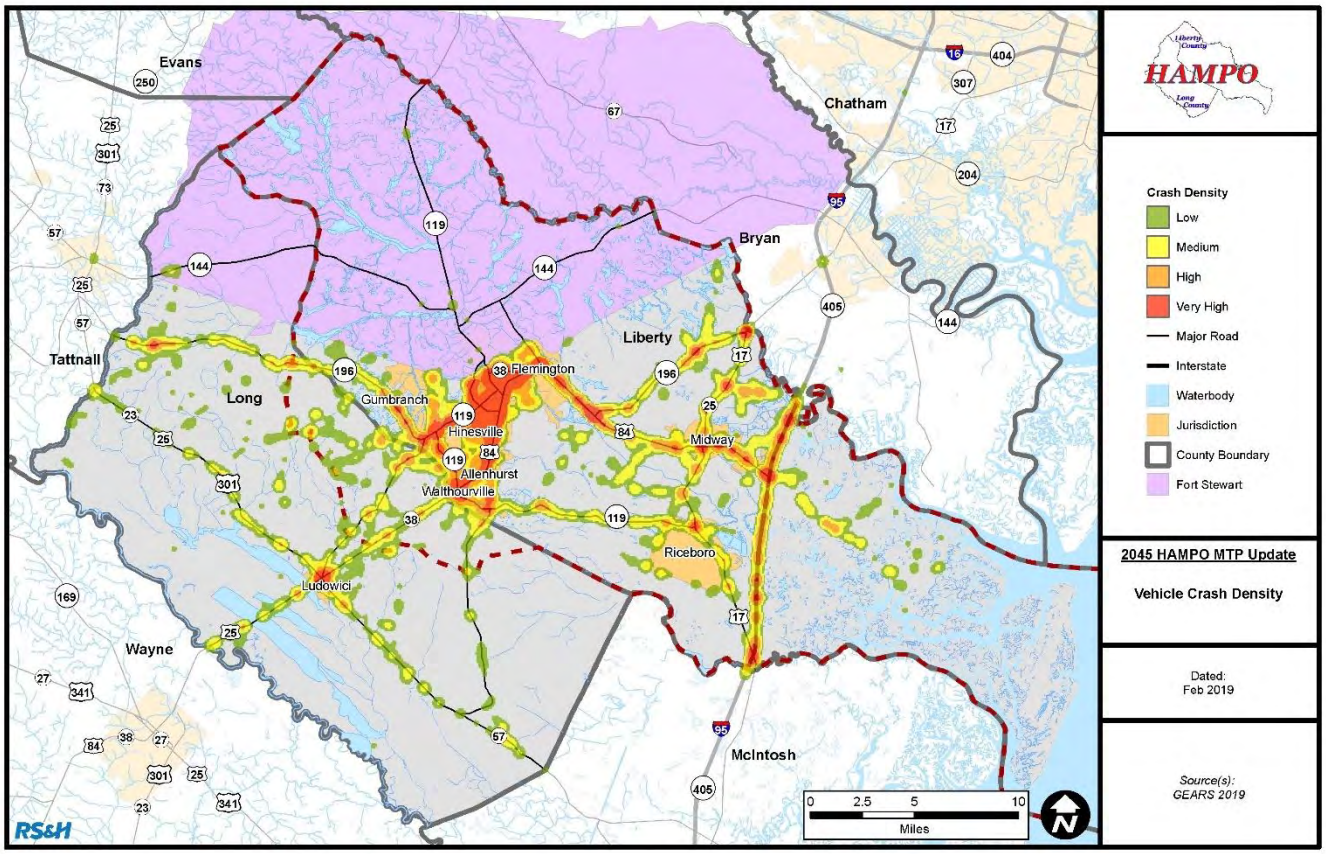
be further identified within the HAMPO planning area along with the ability to identify higher crash areas. An analysis over the period between 2014 and 2018 allows for five years of accident reporting and the identification of concentrations or trends within the network. Over the five-year period, there 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 48 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.

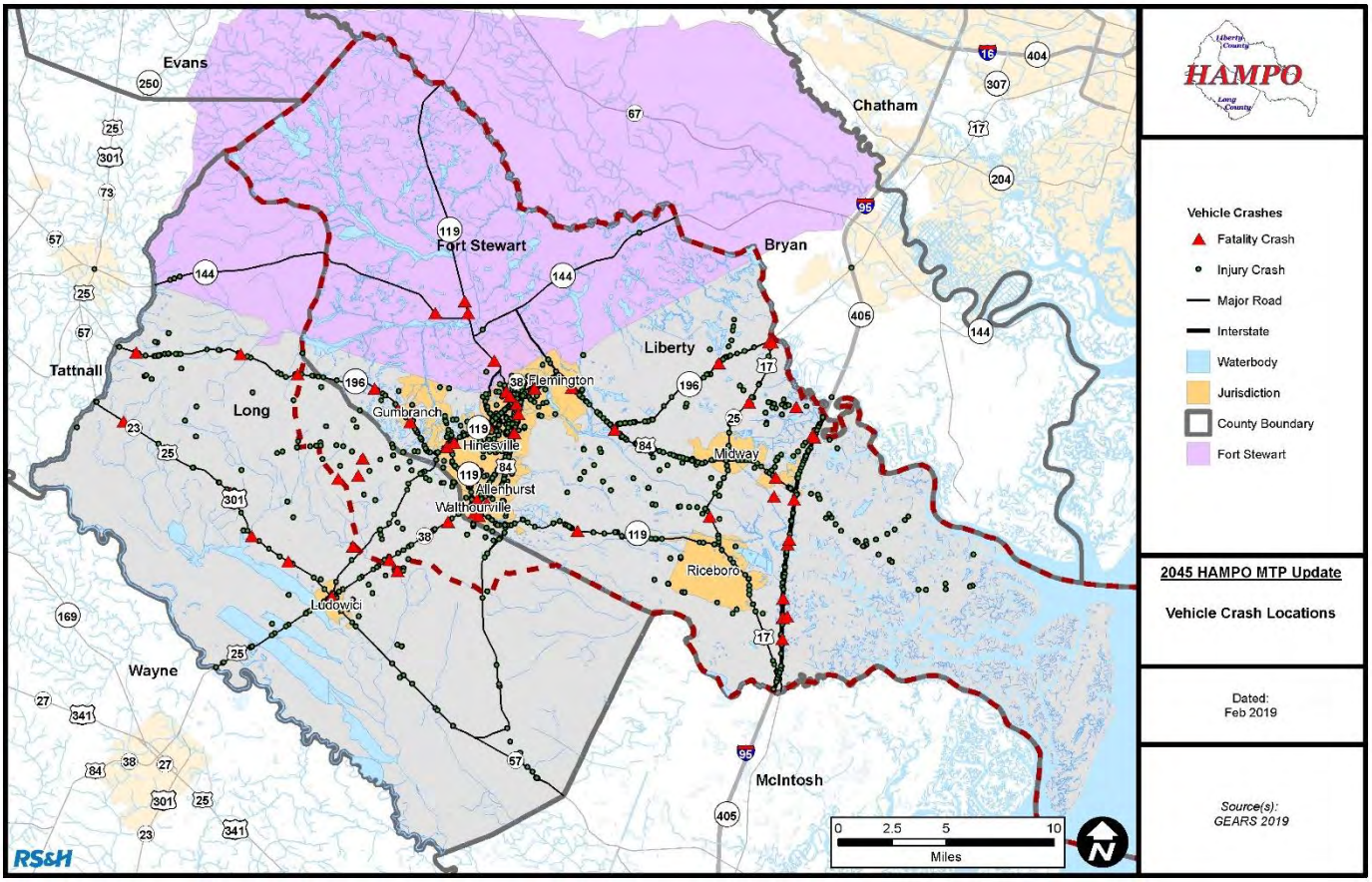
Figure 48: Vehicle Crash Density



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 49.

Figure 49: Vehicle Injury and Fatality Crash Locations



Intersection Crashes

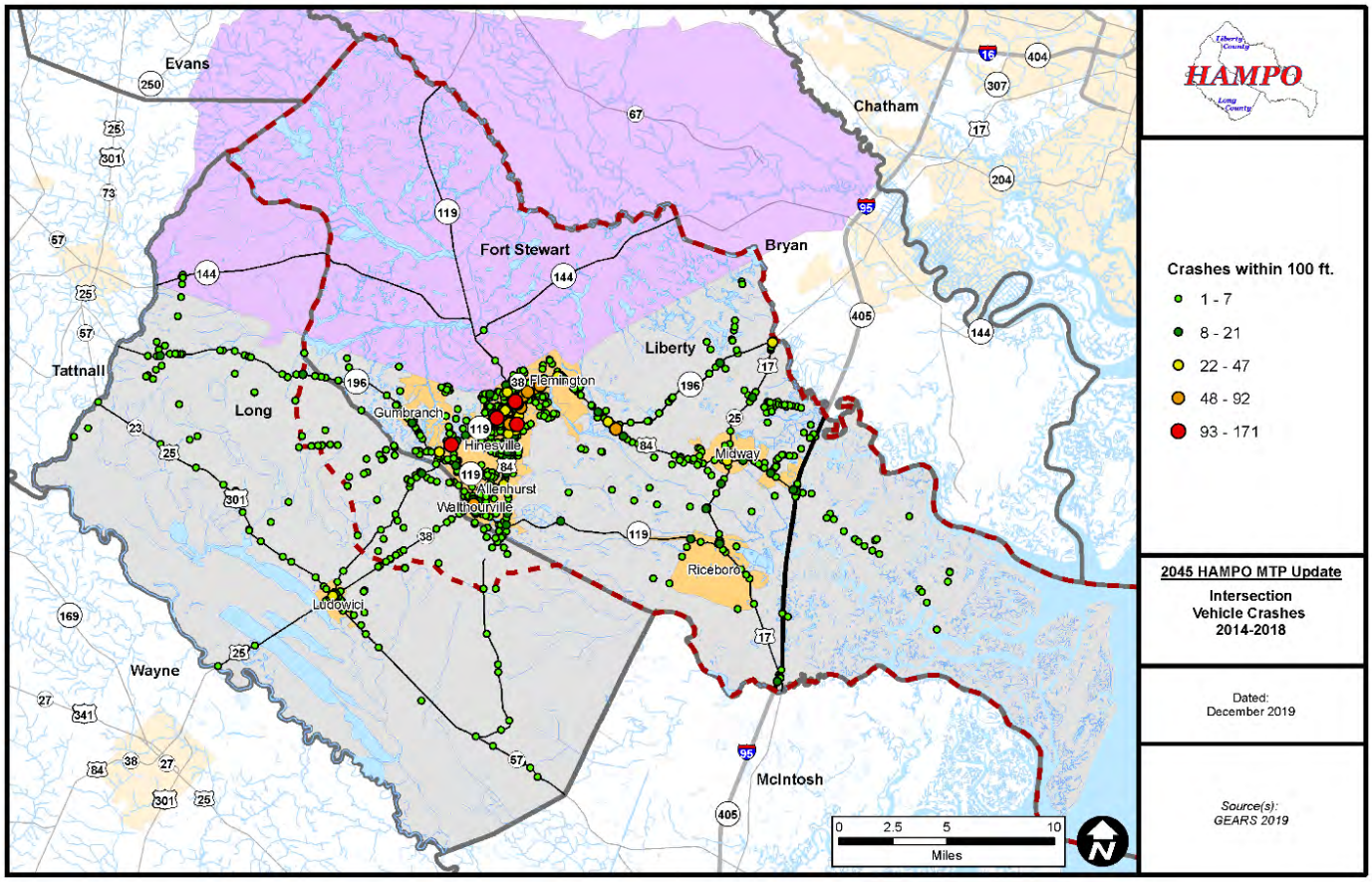
Intersections crashes were analyzed within 100 feet of the intersection midpoint. This 100 foot buffer allows for the collection of crashes both within the intersection itself and the area immediately surrounding it. Though the actual size of each intersection can vary substantially, 100 feet has been 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 50 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.

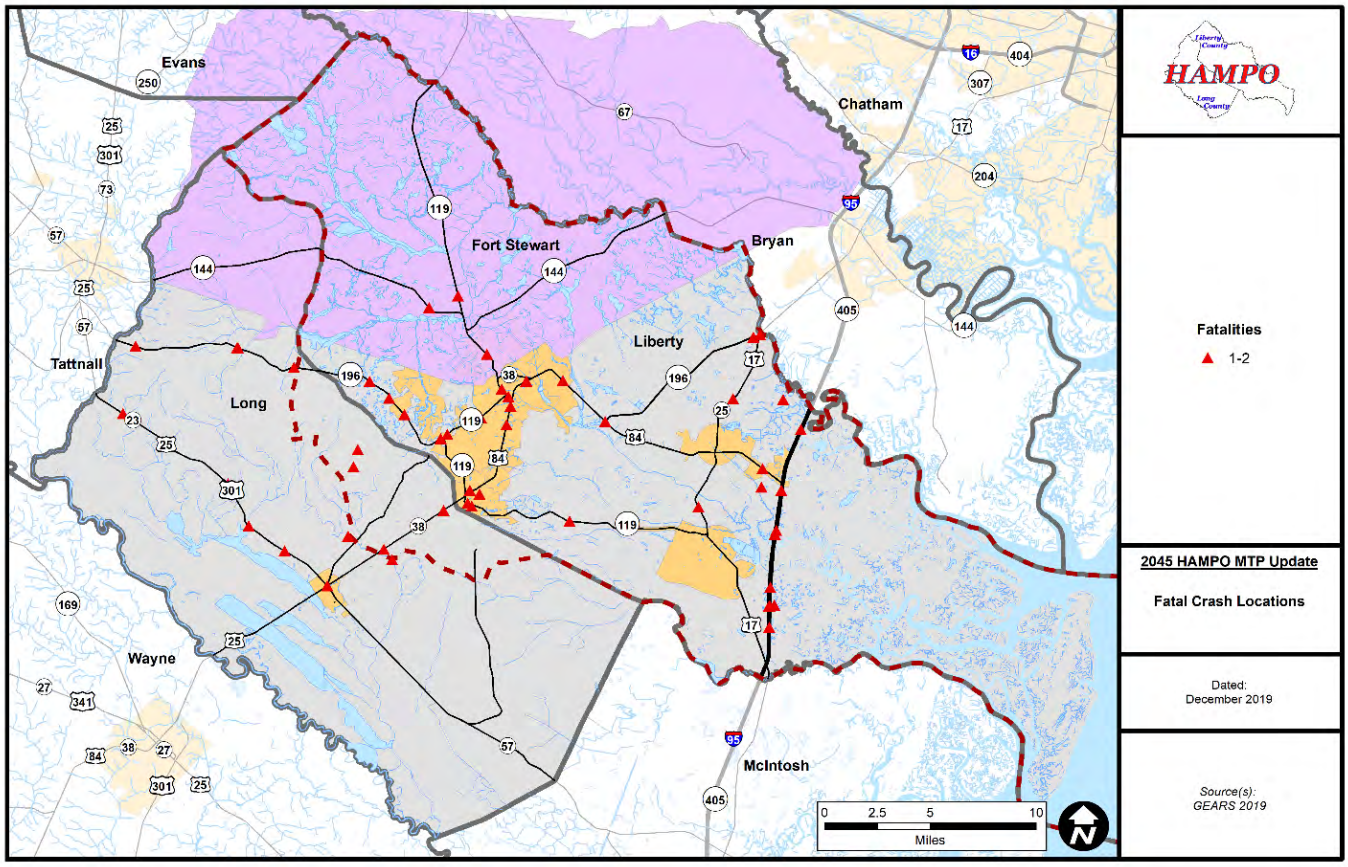
Figure 50: Intersection Crash Density



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 51.

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

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

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

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

High Injury Segments	Injury Crashes
US 84/SR 38 (I-95 to Liberty/Long county line)	287
SR 196 (Liberty/Long county line to Leroy Coffer Hwy/SR 96)	231
SR 119 (US 17 to Liberty/Bryan County line)	168
W Oglethorpe Hwy/US 84/SR 96 (Fraser St to Liberty/Long county line)	123
Oglethorpe Hwy (Fraser St to McIntosh Rd)	110
Elma G Miles Rd/SR 196 (W Gen Screven Way to W of Cove St)	75
W Gen Screven Way (N of Bultman Ave to S Main St)	53
I-95/SR 405 NB (Full segment within Long County)	52
E Oglethorpe Hwy (Glebe Plantation Rd to S Bypass Rd)	36
I-95/SR 405 SB (Full segment within Long County)	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	**18.5403**
Urban Minor Arterial	1.03	17.39	0.2731	17.1238
Urban Minor Collector	0.89	14.87	0.06473	**24.4016**

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 52, which depicts the total crashes regardless of crash type. Hinesville exhibits the highest concentration within the region.

Figure 52: Roadway Crash Rates

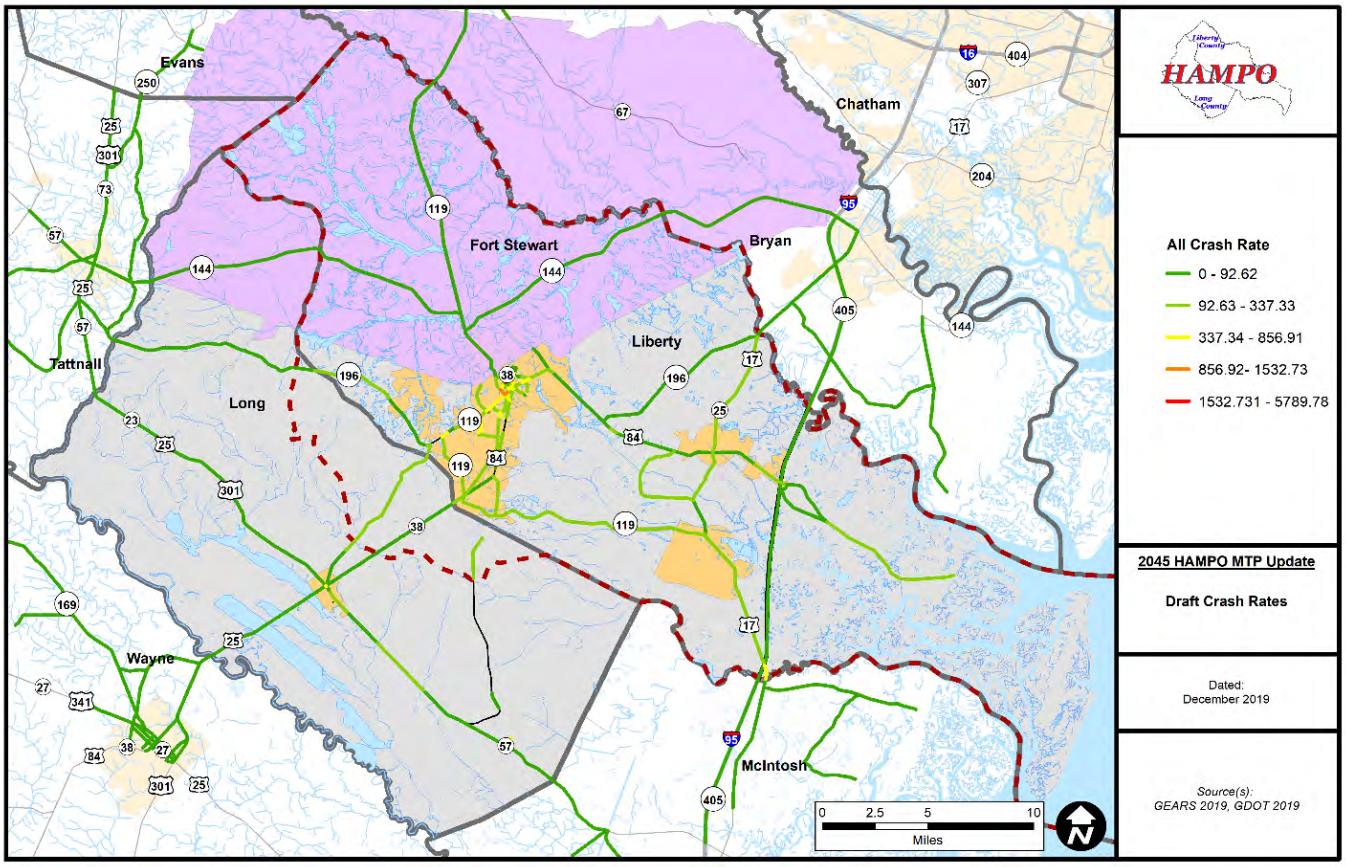


Figure 53 displays the injury crash rates. These crashes are comprised of those that cause bodily harm vehicular occupants and pedestrians.. The city of Hinesville has the highest concentrations of injury crashes, with the majority within the urban core of the city.

Figure 53: Injury Crash Rates

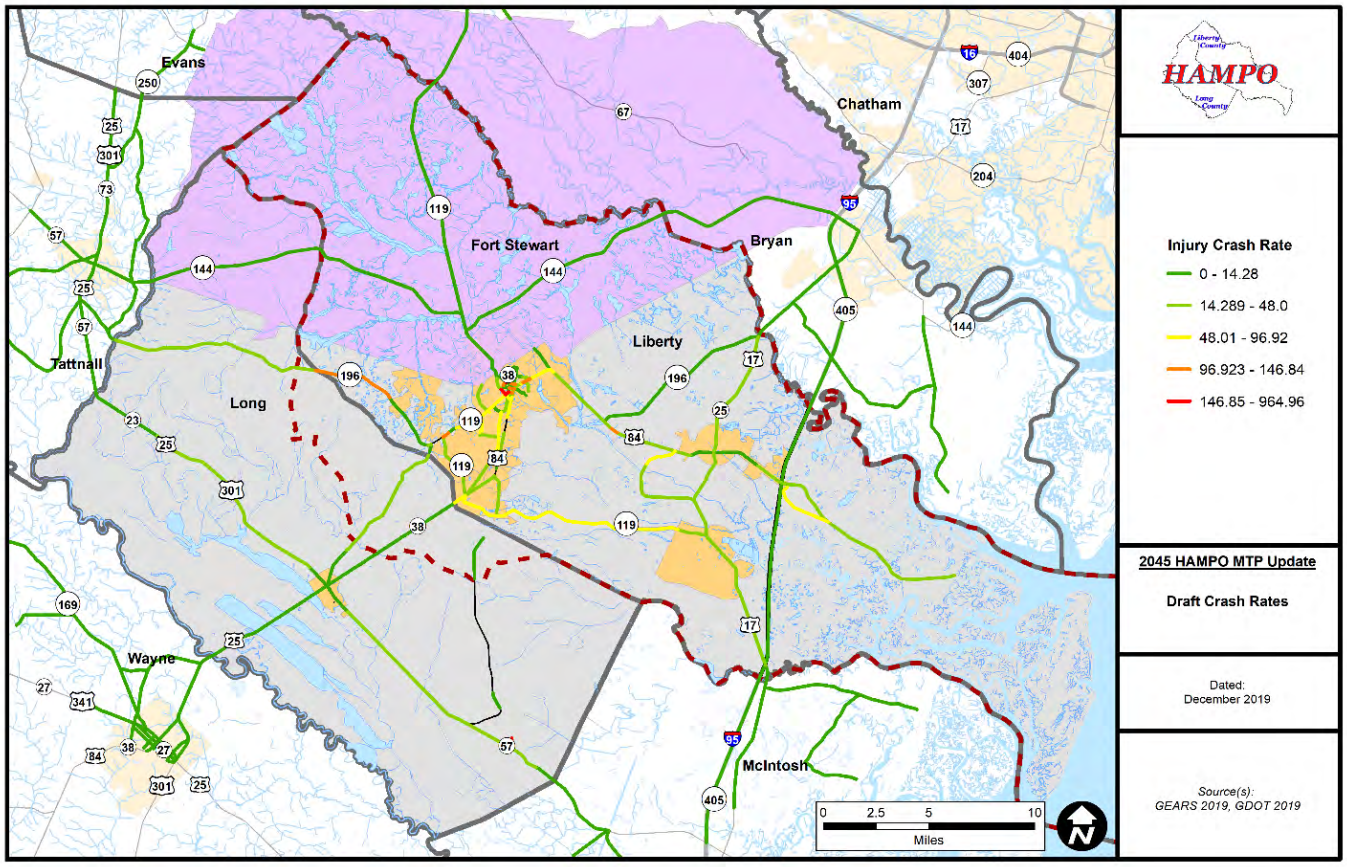
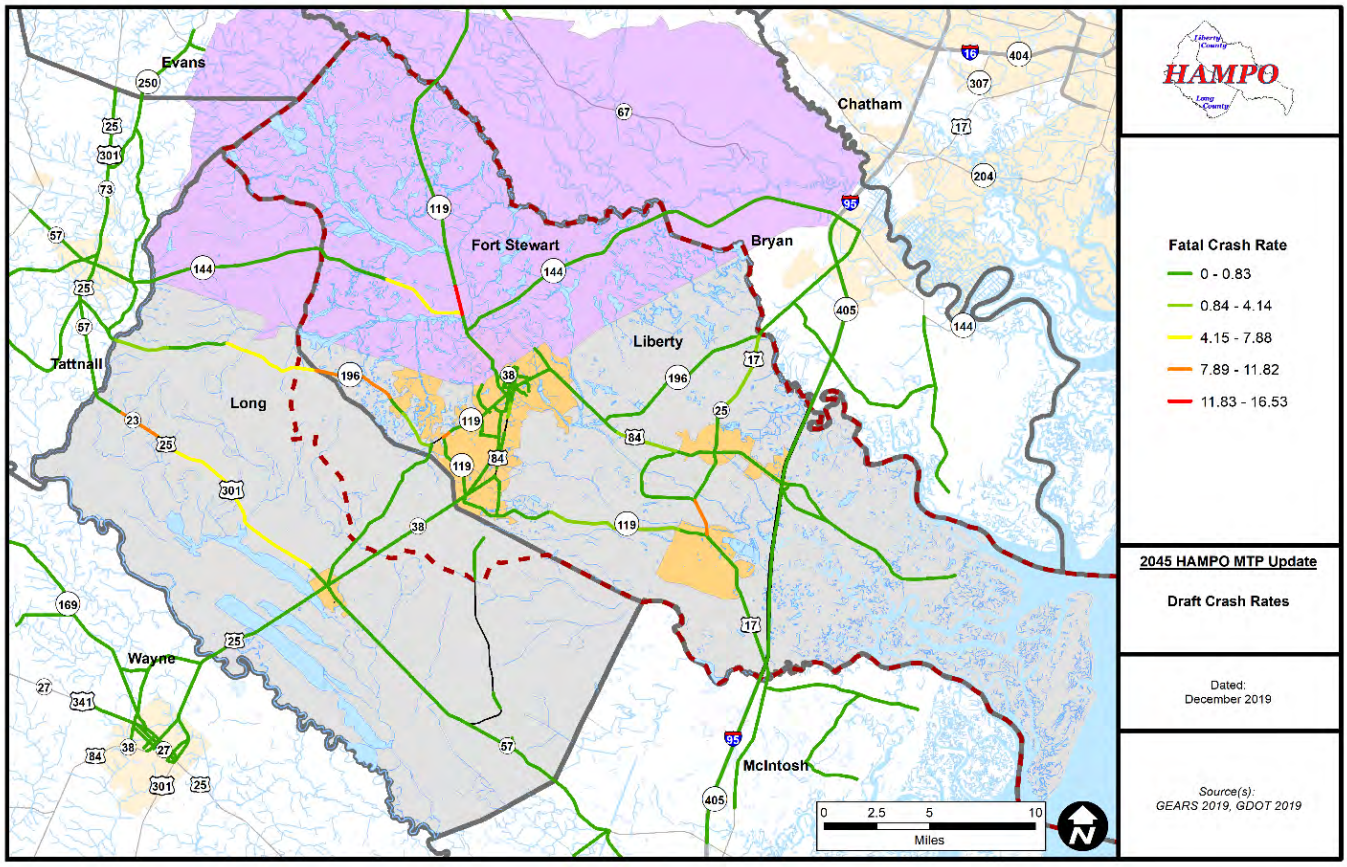


Figure 54 shows fatality crash rates for the HAMPO region. The regional data for HAMPO, when aggregated, does not have a high fatal crash rate, however there are some corridors where this rate is relatively high. Those corridors include GA 119 in Fort Stewart approaching GA 144, GA 196 entering Liberty 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 55 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

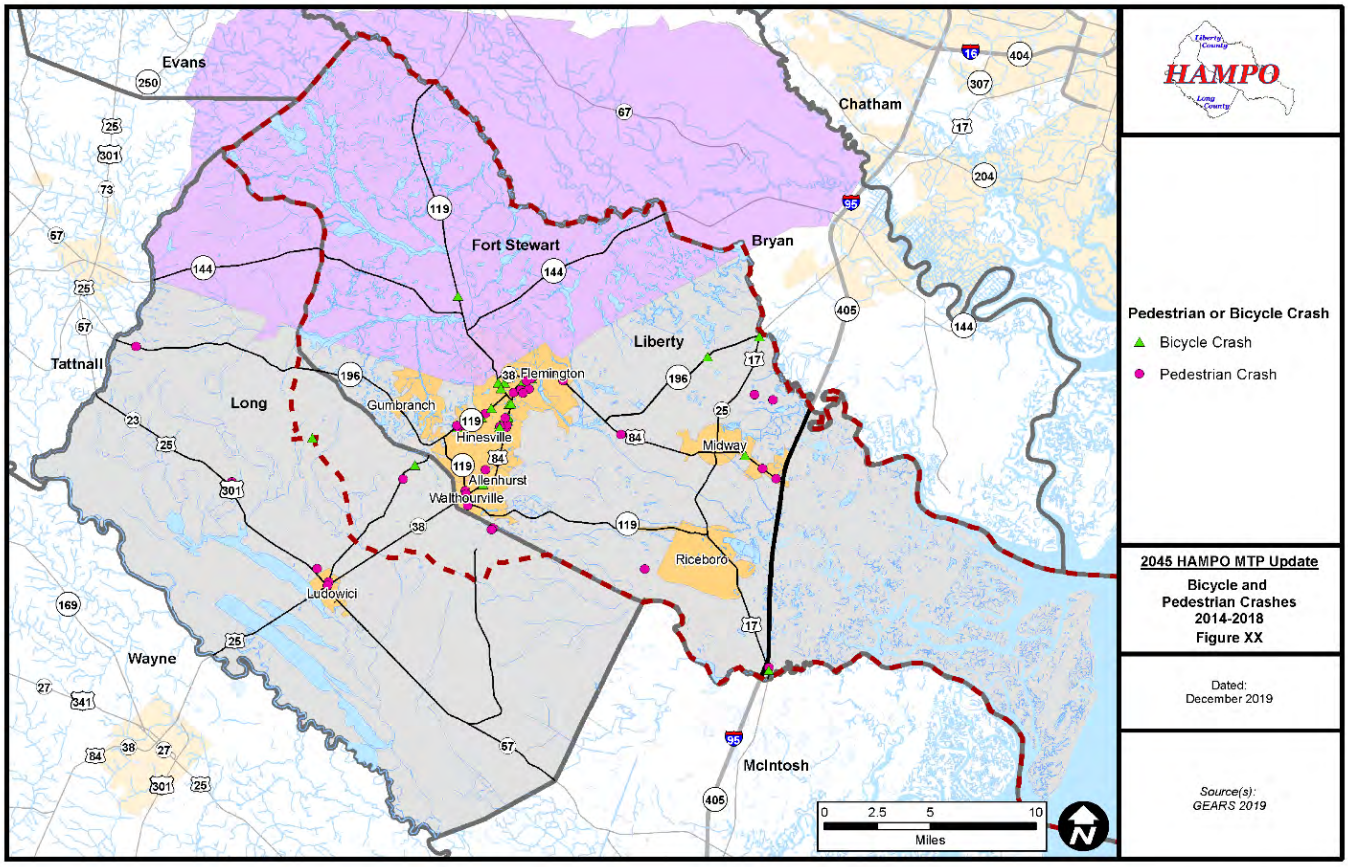


Table 33: Fatal Bicycle and Pedestrian Crash LocationsTable 33 depicts the approximate location of the fatal bicycle and pedestrian crashes that occurred between 2014 and 2018.

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

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

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

Table 35: Regional Trends - Crash Conditions

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

Crash Locations within 0.75 miles of Schools

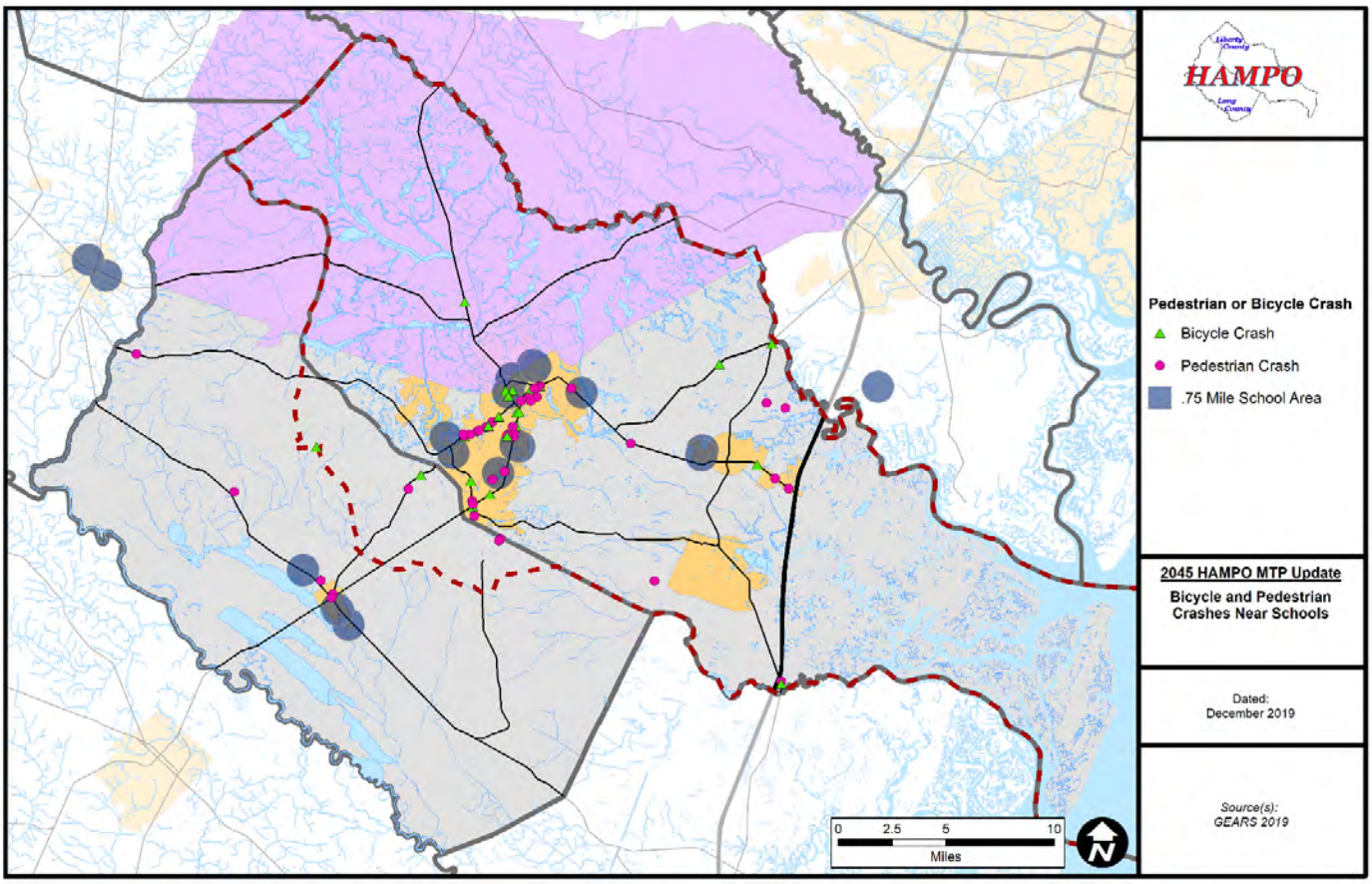
An additional analysis was conducted to determine how many crashes were occurring near existing schools within the HAMPO region. A buffer area of 0.75 miles was generated to quantify the crash information as it relates to the schools. It should be noted that this information is meant to act as a

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 56 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.

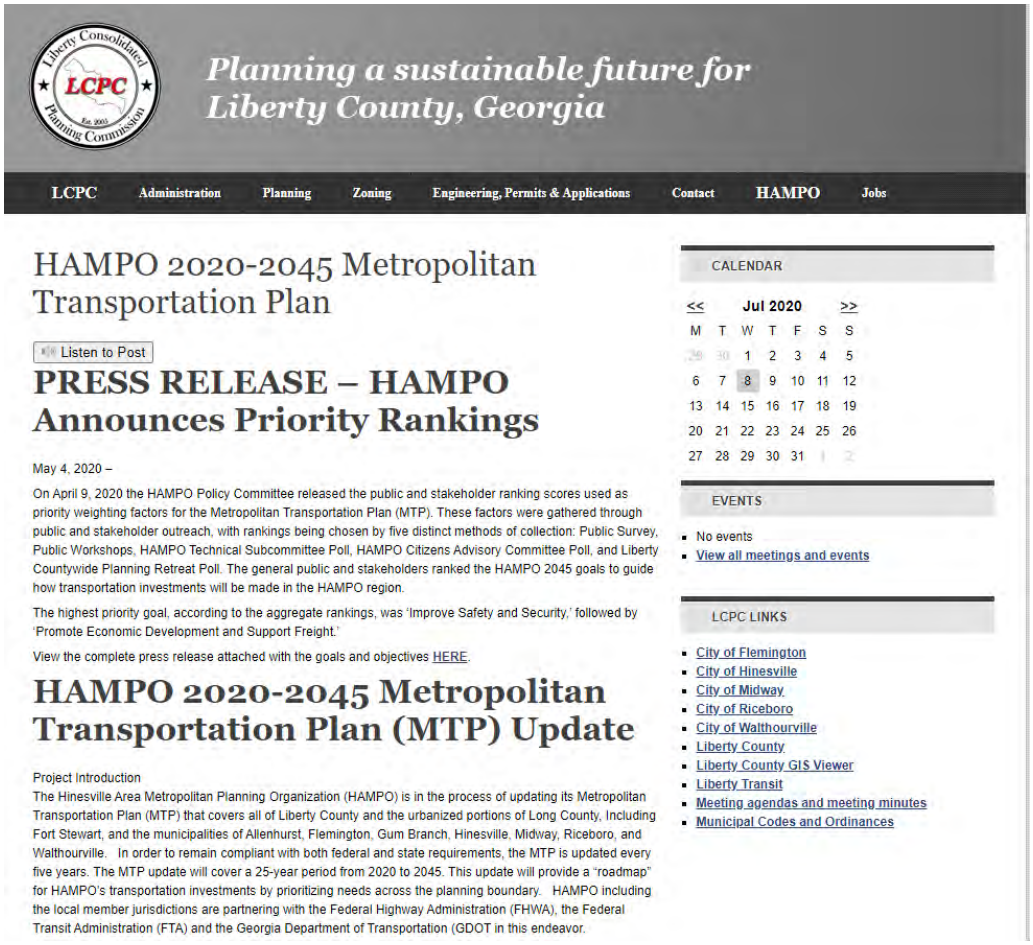
A. Online Engagement

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.



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

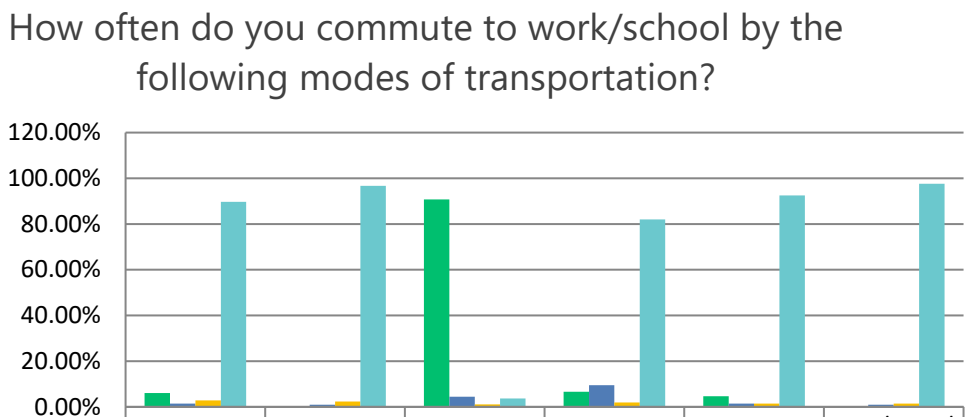
survey was advertised in the local newspapers and circulated via social media and email communication to HAMPO stakeholders and engaged members of the public. A concerted effort was made to reach individuals in the community through a collaborative distribution effort with the Liberty County School Board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

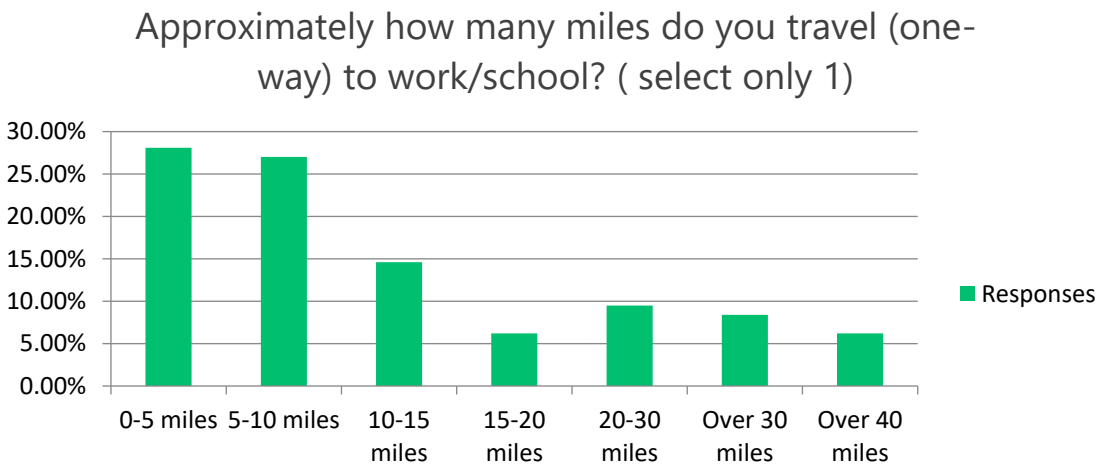
Figure 57: HAMPO Public Survey - Commute Modes



	Walk	Bike	Drive (Alone)	Drive (Carpool)	Bus	Taxi/Uber/ Lyft
Daily	6.07%	0.00%	90.74%	6.64%	4.67%	0.00%
1-2 times a week	1.40%	0.95%	4.44%	9.48%	1.40%	0.96%
Monthly	2.80%	2.37%	1.11%	1.90%	1.40%	1.44%
Rarely or Never	89.72%	96.68%	3.70%	81.99%	92.52%	97.61%

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

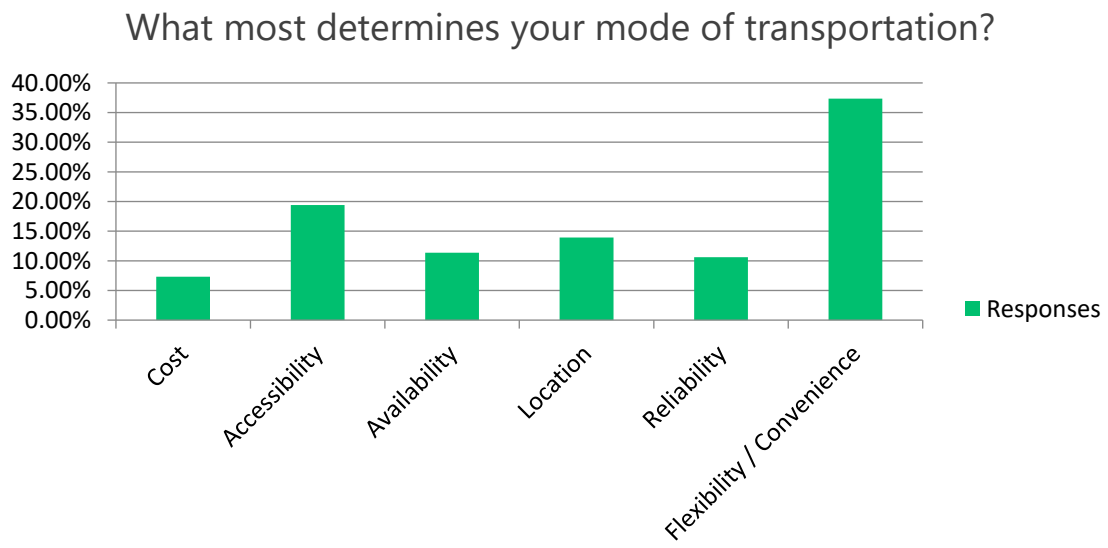
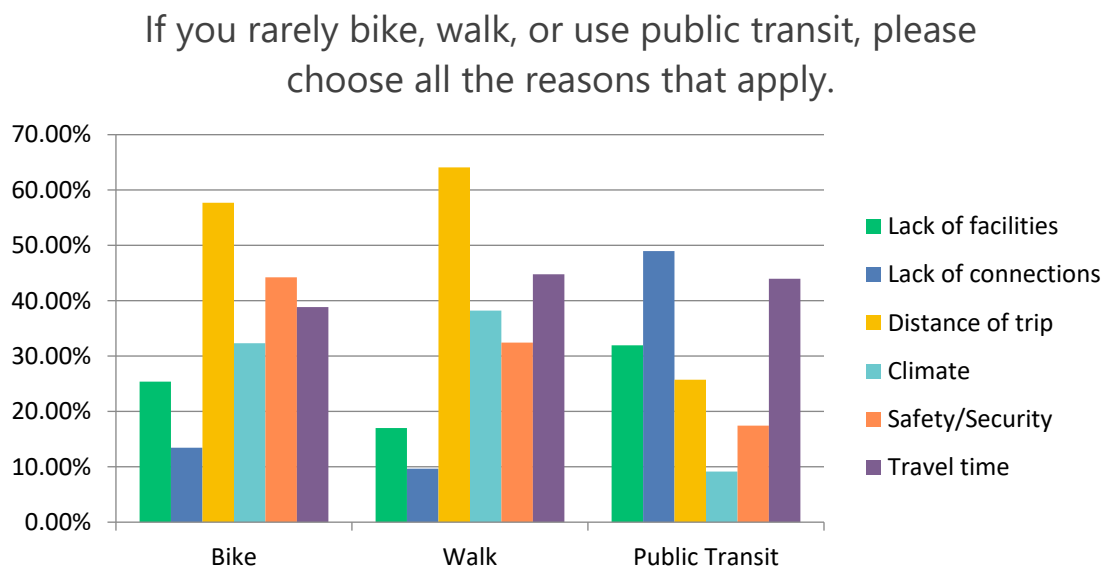


Figure 61 shows that overall, respondents feel that the HAMPO transportation network and infrastructure in of good – excellent quality.

Figure 61: HAMPO Survey - Infrastructure Quality Ratings

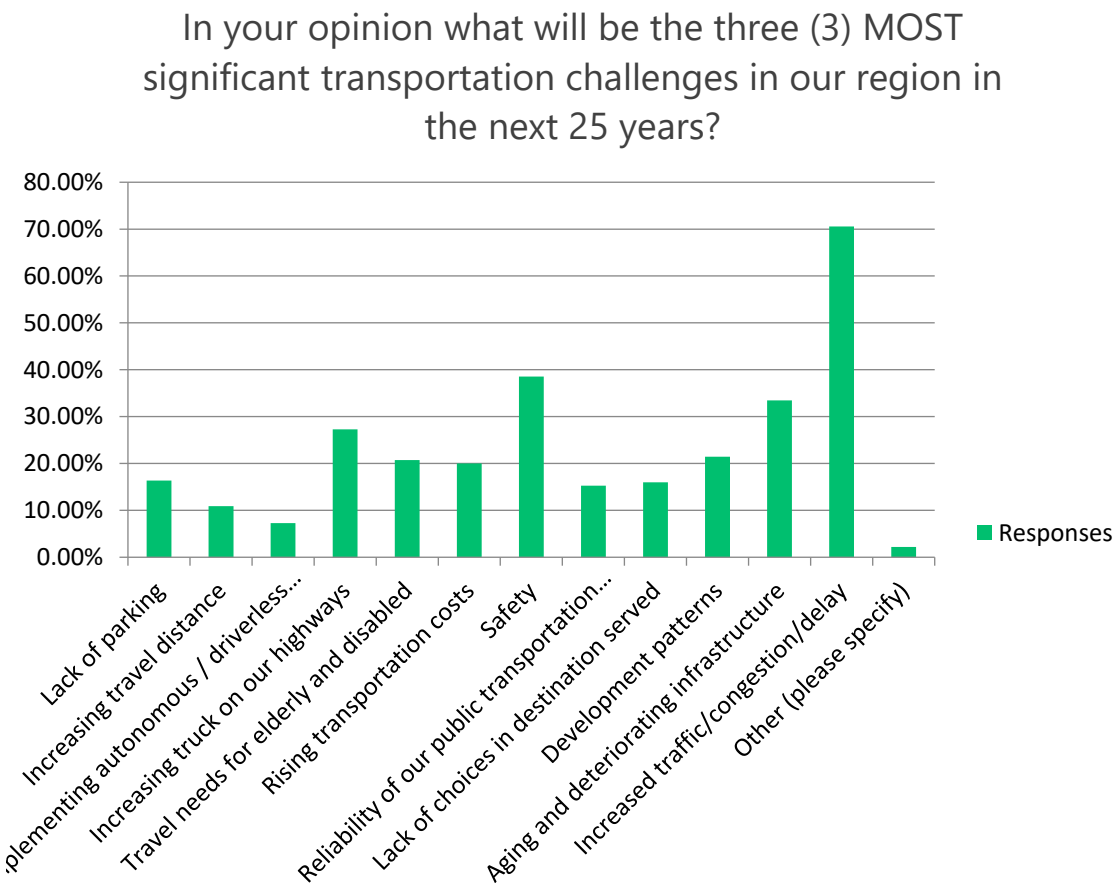
When asked why respondents rarely use modes of transportation other than vehicles, the primary response was distance of trips for bicycling and walking. lack of connections and travel time were the primary responses relating to transit.

Figure 62: HAMPO Survey - Multimodal Challenges



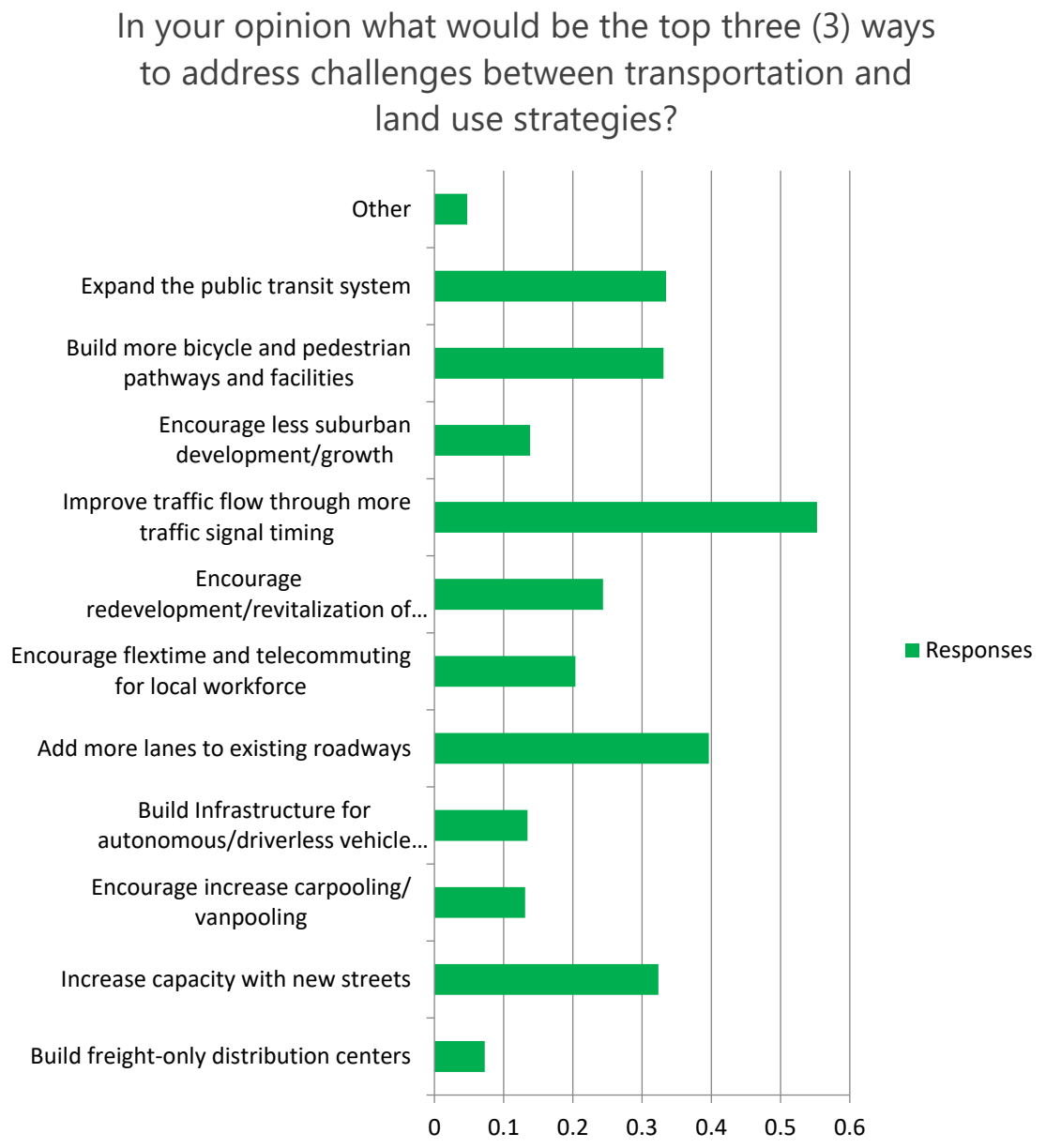
When asked "What do you think is the biggest transportation challenge or issue in the region?" responses ranged from "lack of public transportation options", to "cost", as well as "sidewalks and the bicycle-unfriendly infrastructure". The three most popular responses were "congestion", "safety", and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

Figure 63: HAMPO Survey - Future Transportation Challenges



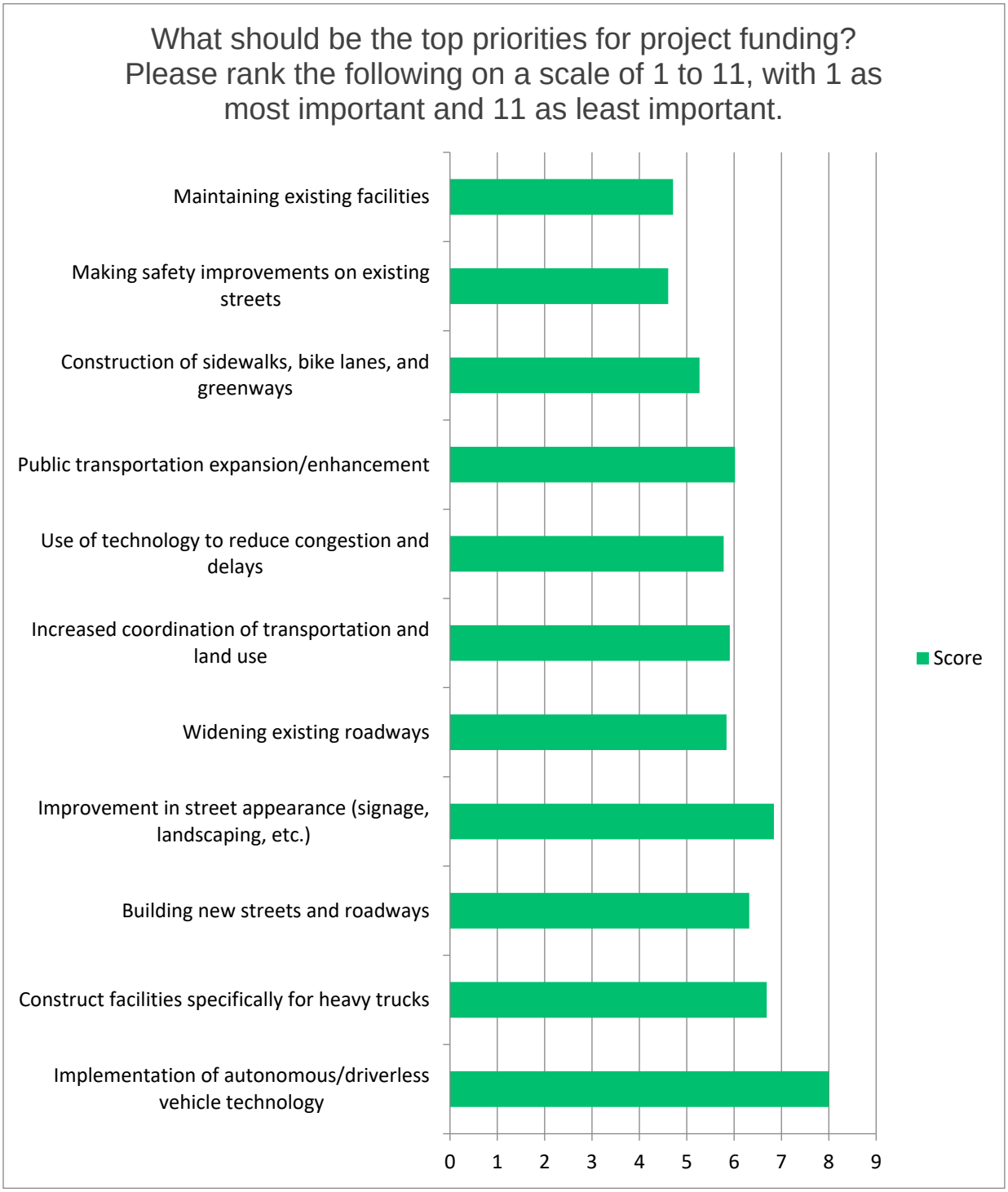
Respondents were then asked to provide their opinion on the most appropriate or preferred methods to address these transportation challenges. The highest response was in favor of operational enhancements such as signal timing, followed by roadway widening. Multimodal enhancements were also favored, including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

Figure 64: HAMPO Survey - Methods and Priorities



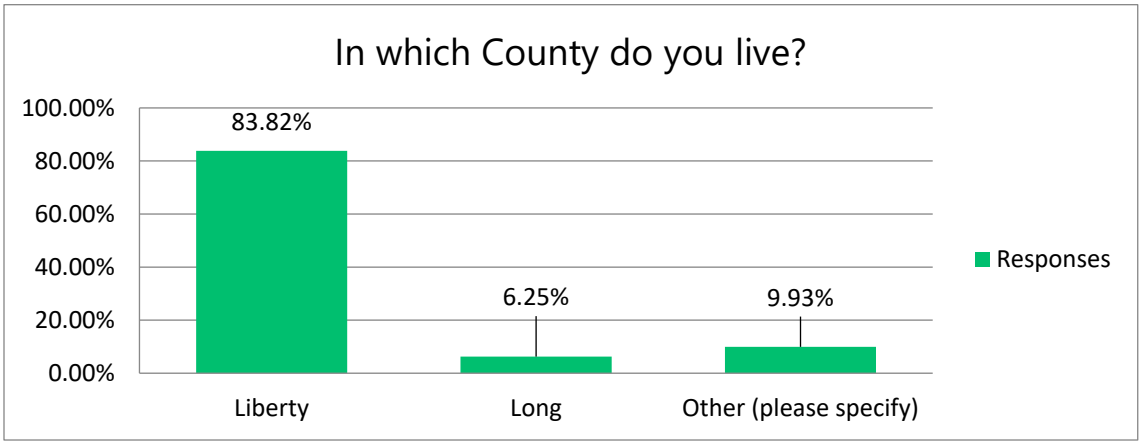
Respondents were then asked to identify their funding priorities for the region. With an average ranking of 4.71 "Maintaining Existing Facilities" and "Making Safety Improvements on Existing Streets" were the most favored priorities. "Implementation of Autonomous Vehicle Technology" was the least favored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

Figure 65: HAMPO Survey - Funding Priorities



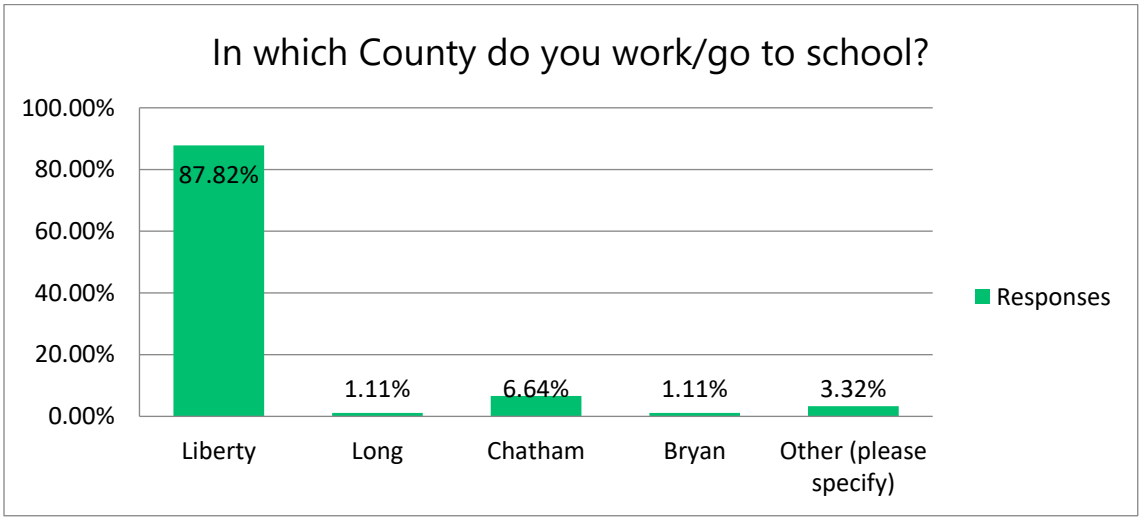
The majority of survey respondents live in Liberty County (83.82%) which is consistent with the population within the HAMPO Region.

Figure 66: HAMPO Survey - County of Residence



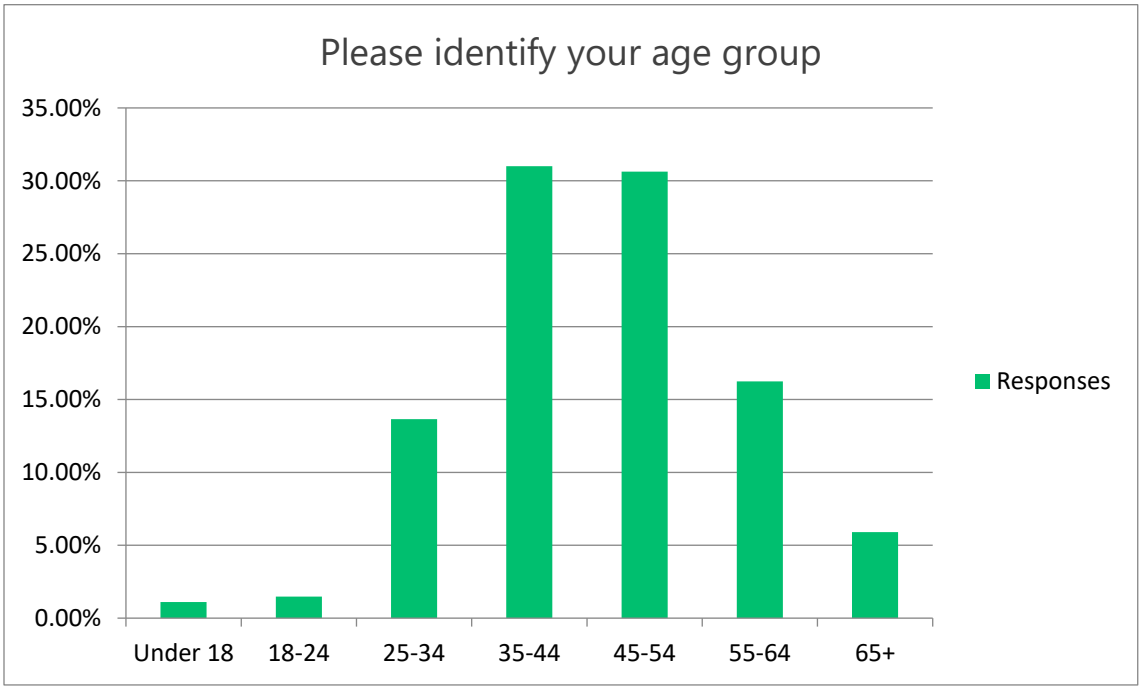
To gain a more detailed understanding of the respondent's home location, they were asked to provide their mailing zip code. This question yielded over 26 zip codes with the highest response concentration located in zip code 31313 comprising the dense urban core within the HAMPO planning area. As shown in Figure 67, 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, and other intermodal enhancements.

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.

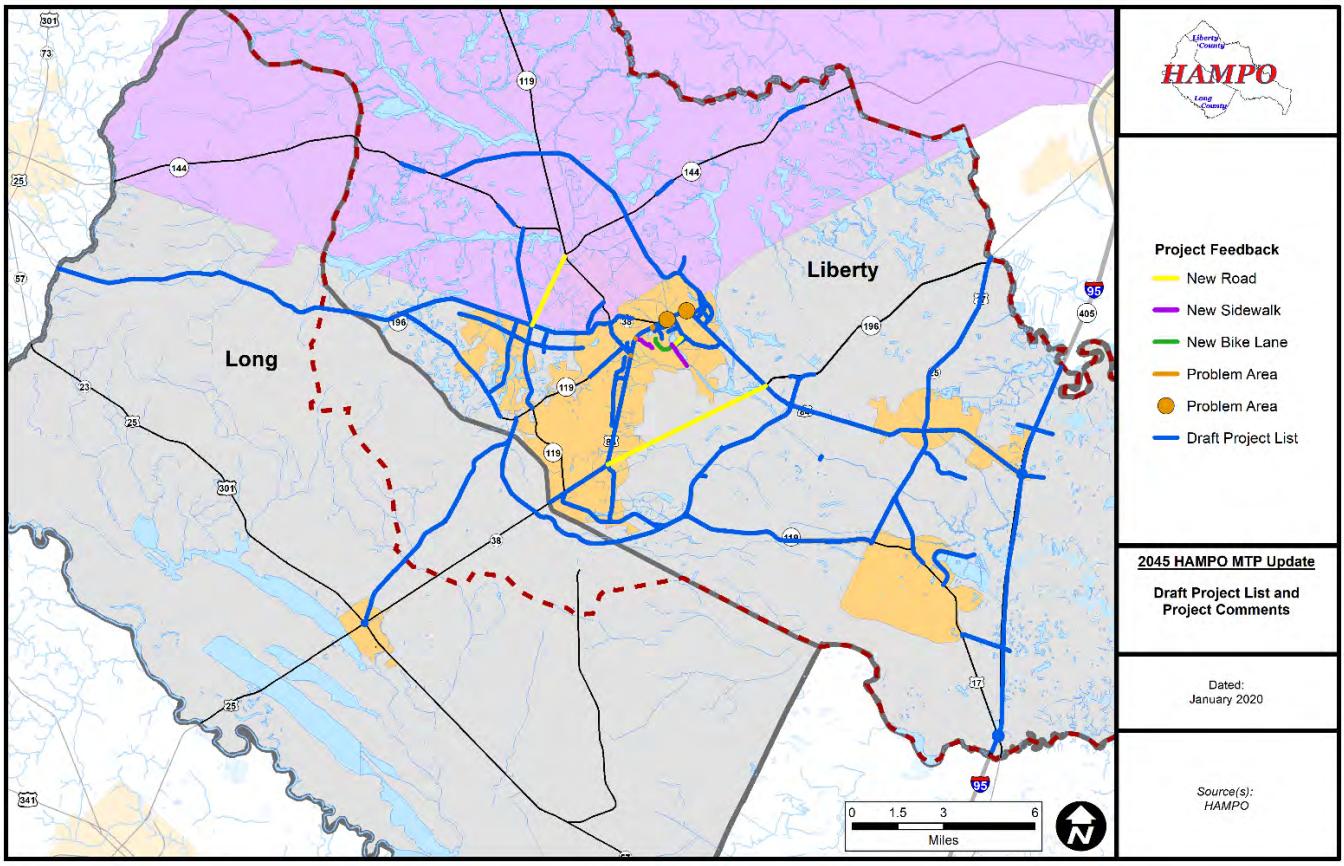
The use of interactive mapping increases accessibility of the MTP update to a broader cross-section of the community and allows an opportunity for the public to actively participate at their convenience and on their own schedule.

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

Figure 69 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

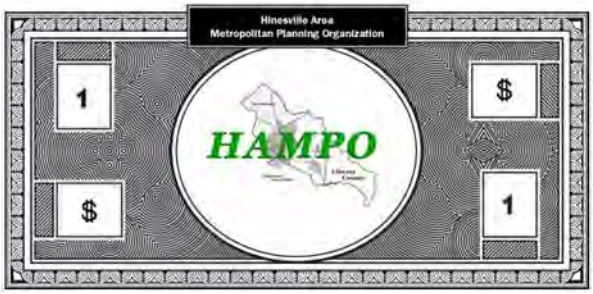
4:00 p.m. – 6:00 p.m.

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



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

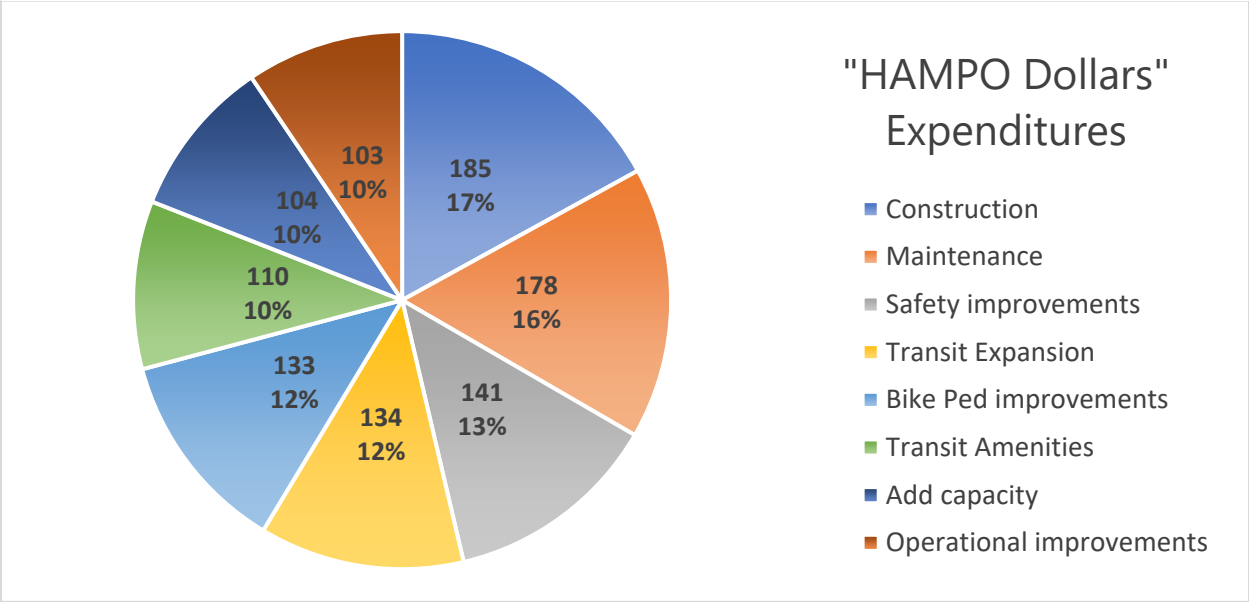
Saturday, November 9, 2019

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 70.

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:

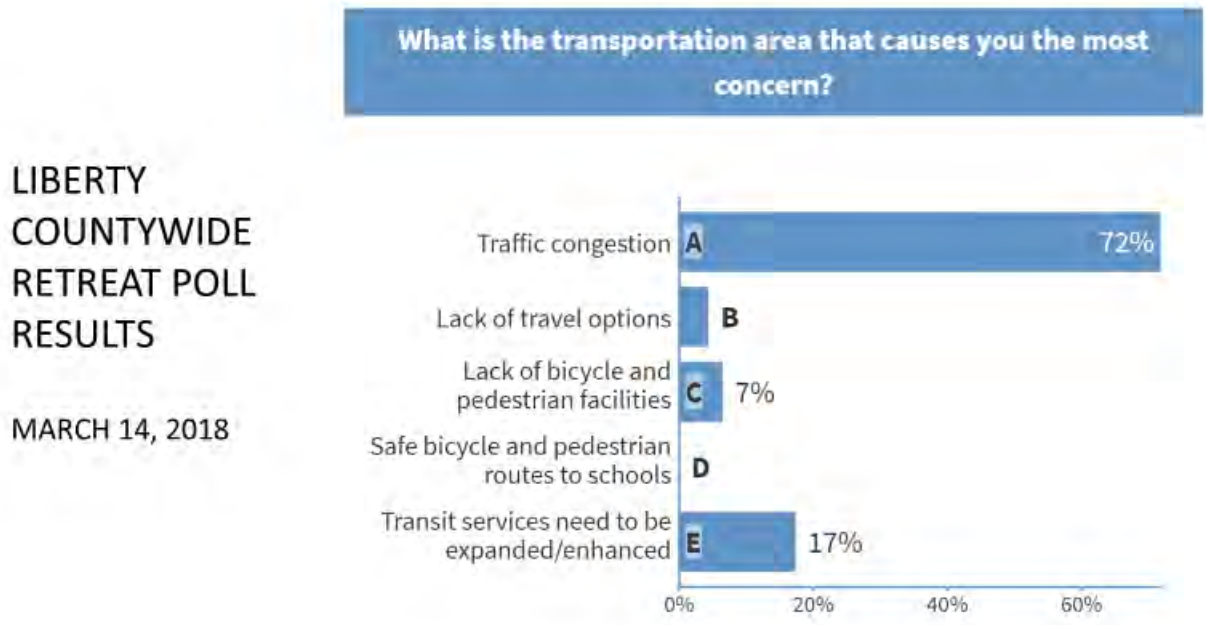
- Rotary Club Guest Speaker: September 16, 2019 (50 members)
- 2019 Liberty Countywide Planning Retreat Presenter: April 29, 2019 (42 participants)
- 2020 Liberty Countywide Planning Retreat Presenter: March,11, 2020 (49 of participants)

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.



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.

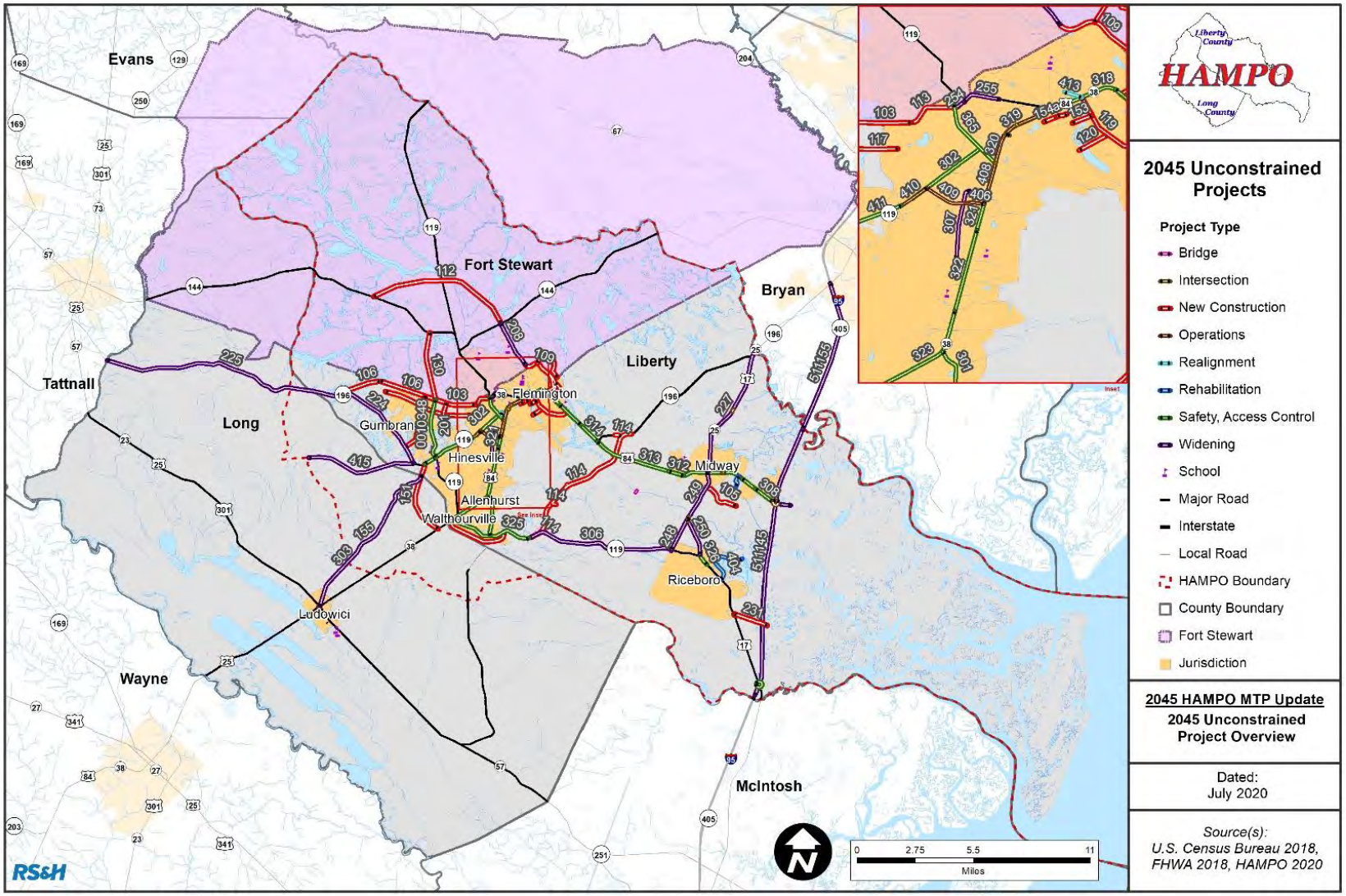
The unconstrained list includes a total of 77 projects and the project types are shown in Table 38.

Table 38: 2045 MTP Unconstrained Projects by Type

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

The projects contained in the unconstrained list are displayed in the map in Figure 71.

Figure 71: HAMPO 2045 Unconstrained Project Map



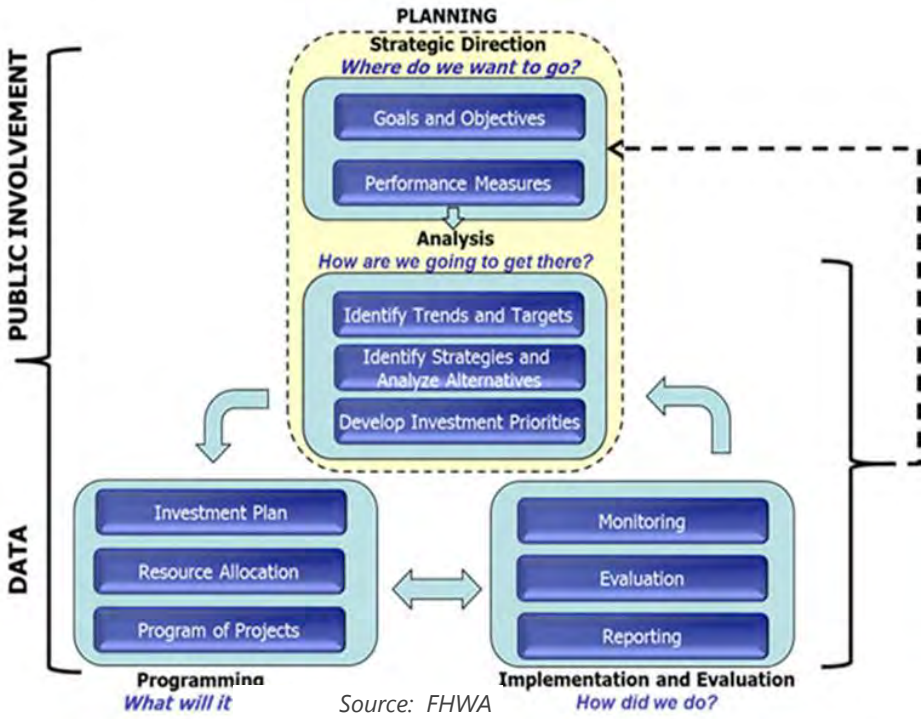
C. Performance-Based Planning

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.



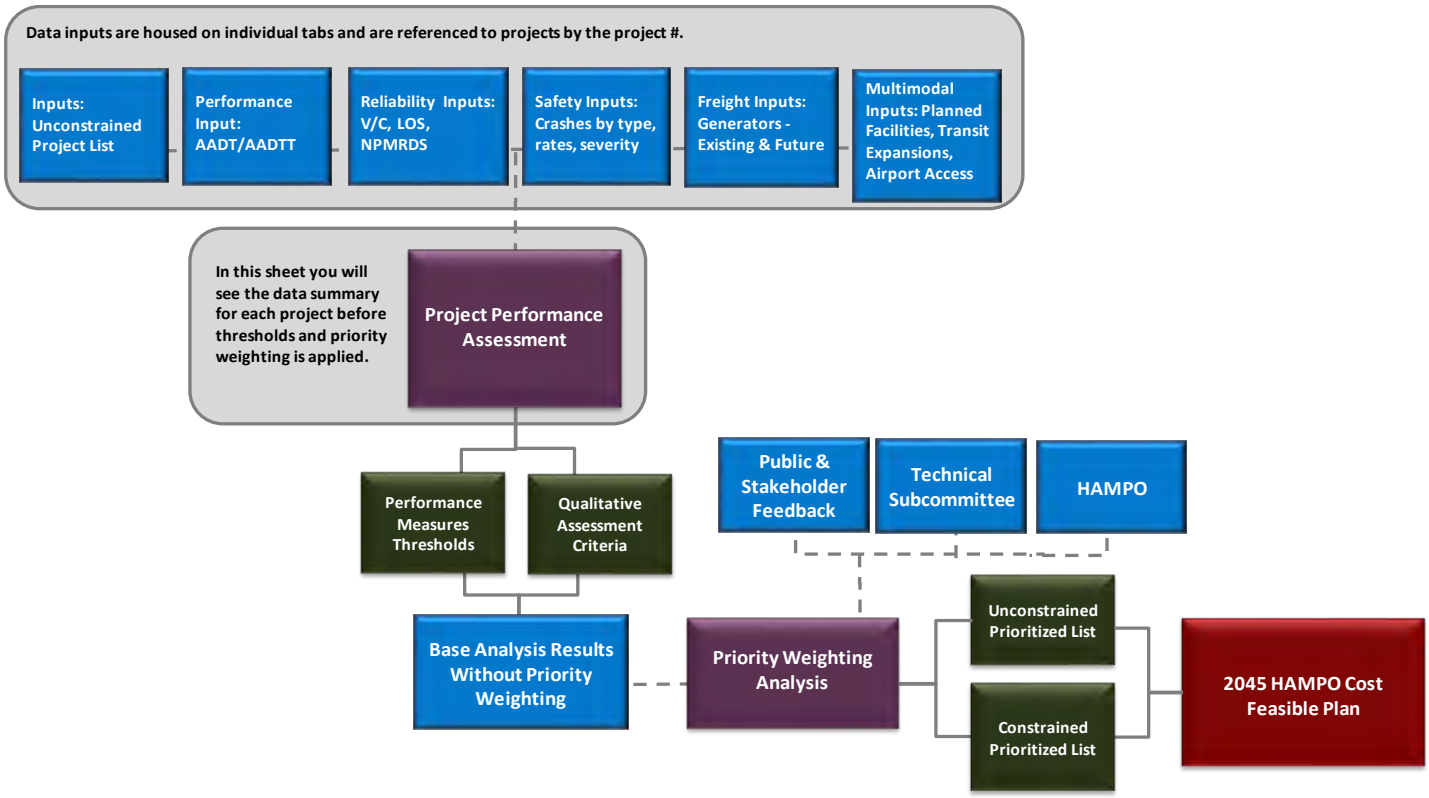
Source: FHWA

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 72 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
System Preservation and Maintenance **System Management and Operation** **Reliability and Resiliency** **Economic Vitality: Freight**	Bridge Sufficiency Rating Average Annual Daily Traffic Percentage of Trucks Level of Service Volume to Capacity Ratio	Quantitative: GDOT Data
Safety and Security	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
Economic Vitality: Freight **Economic Vitality: Defense** **Safety and Security: Defense Access**	Supports Freight Movement Supports Defense Access to Fort Stewart/HAAF	Qualitative: Yes = 2 No = 0 Somewhat = 1
Travel and Tourism	Supports Access to Tourist Attractions	Qualitative: Yes = 2 No = 0 Somewhat = 1
Accessibility and Mobility	Improved Access to Public Airport Existing or Planned Transit Service Planned Bicycle/Pedestrian Facilities	Qualitative: Project Assessed Yes = 2 No = 0 Somewhat = 1
Environment and Quality of Life **Resiliency and Reliability;** **Reducing Stormwater Impacts**	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 Ecomomic 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 them 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 *

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

** Projection amounts are YOE $ - (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
Total	**41**

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.

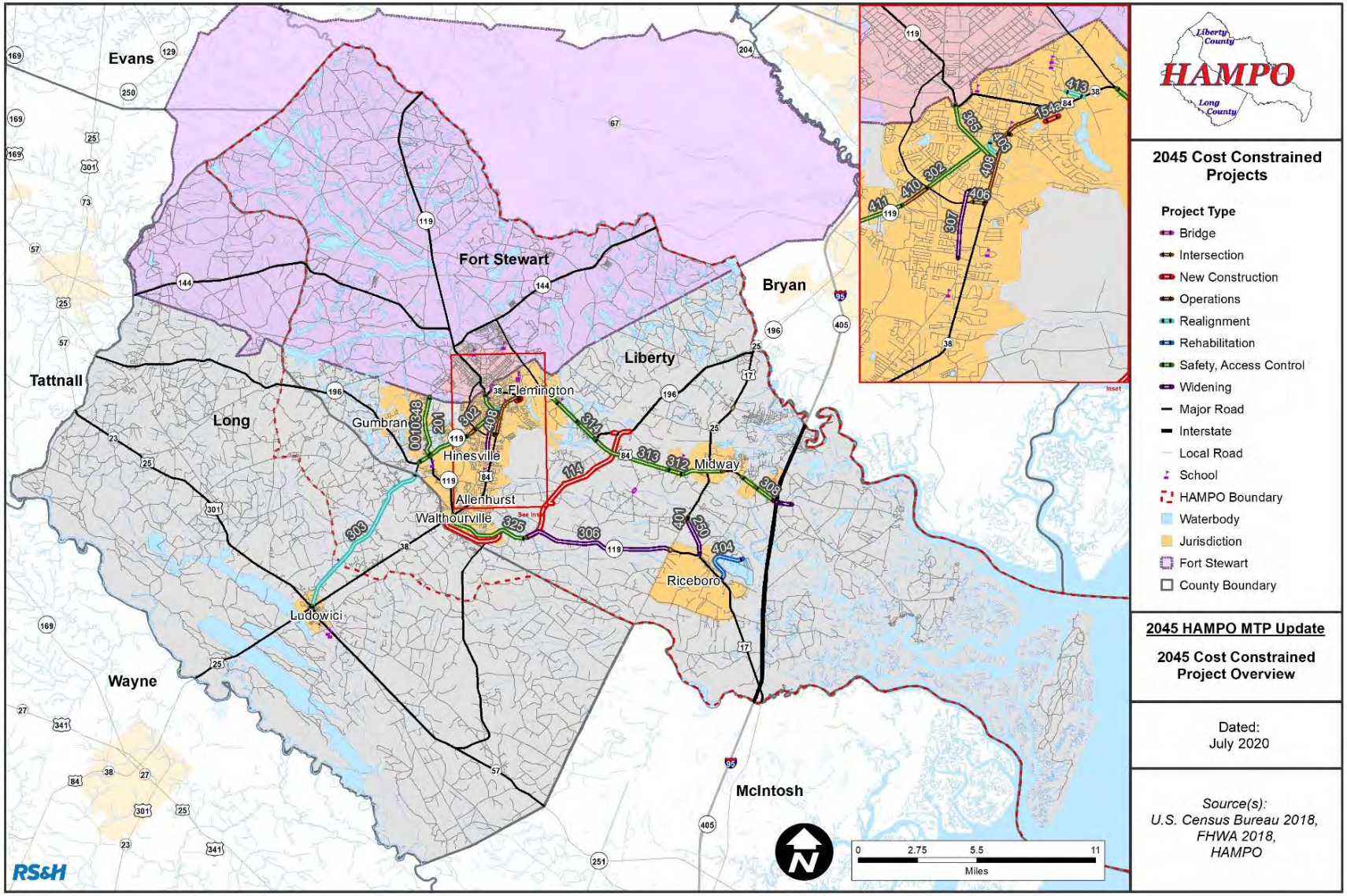
The financially constrained project list is provided in Table 42 and the corresponding map is shown in Figure 73.

Table 42: HAMPO 2045 Constrained Project List

		BAND 1 (2019-2025)			BAND 2 (2026-2035)			BAND 3 (2036-2045)		
2045 ID	Project Name	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.		$ 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
- Projects highlighted in yellow are those identified for discussion by the Technical Subcommittee. those with Red text received modifications based on Subcommittee feedback.'		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)

Cumulative Funding Balance	
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 74 and Table 43.

Figure 74: Unfunded Projects

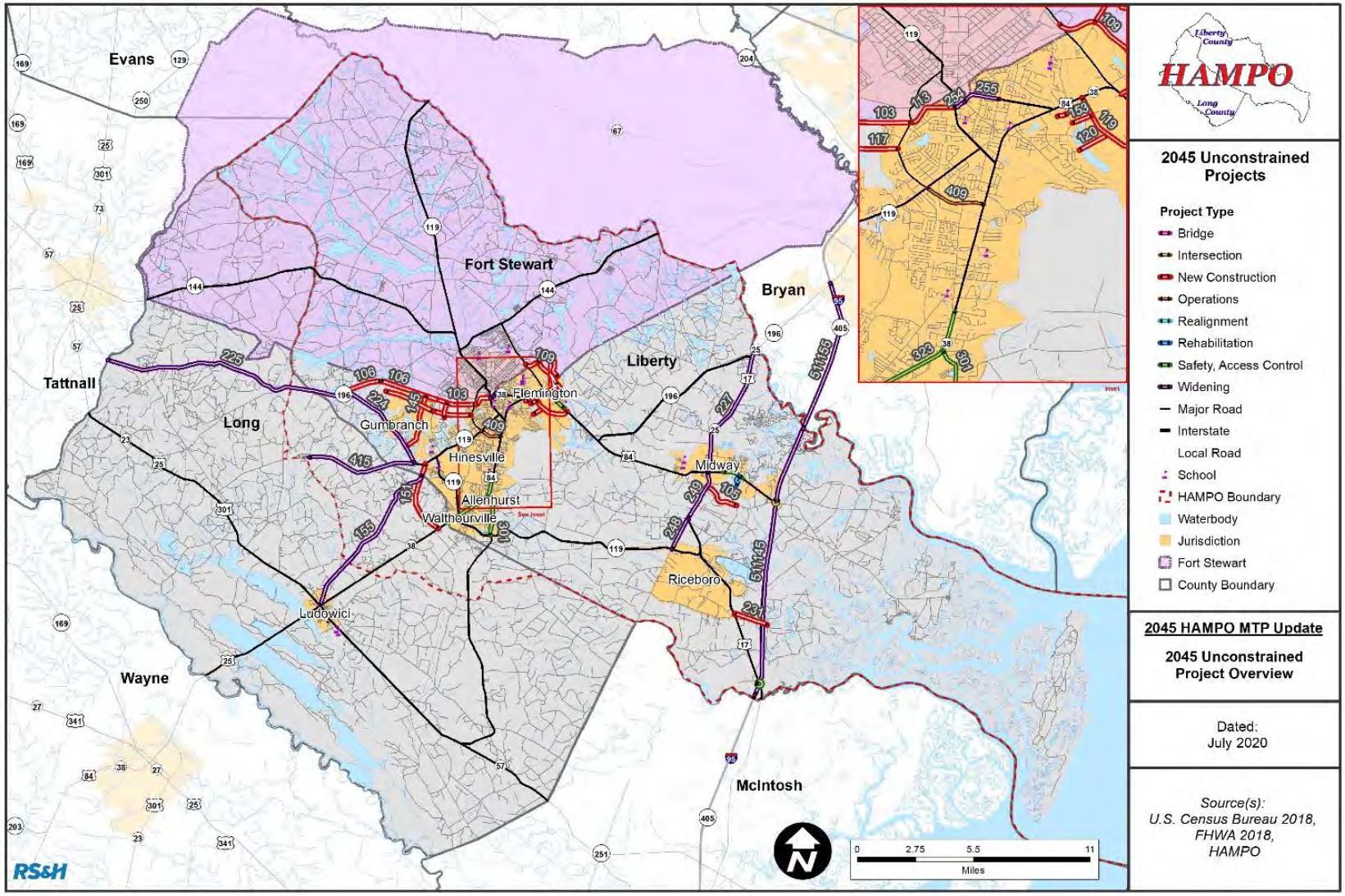


Table 43: Unfunded Project List

2045 ID	Project Name	UNFUNDED (Long Range) 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:

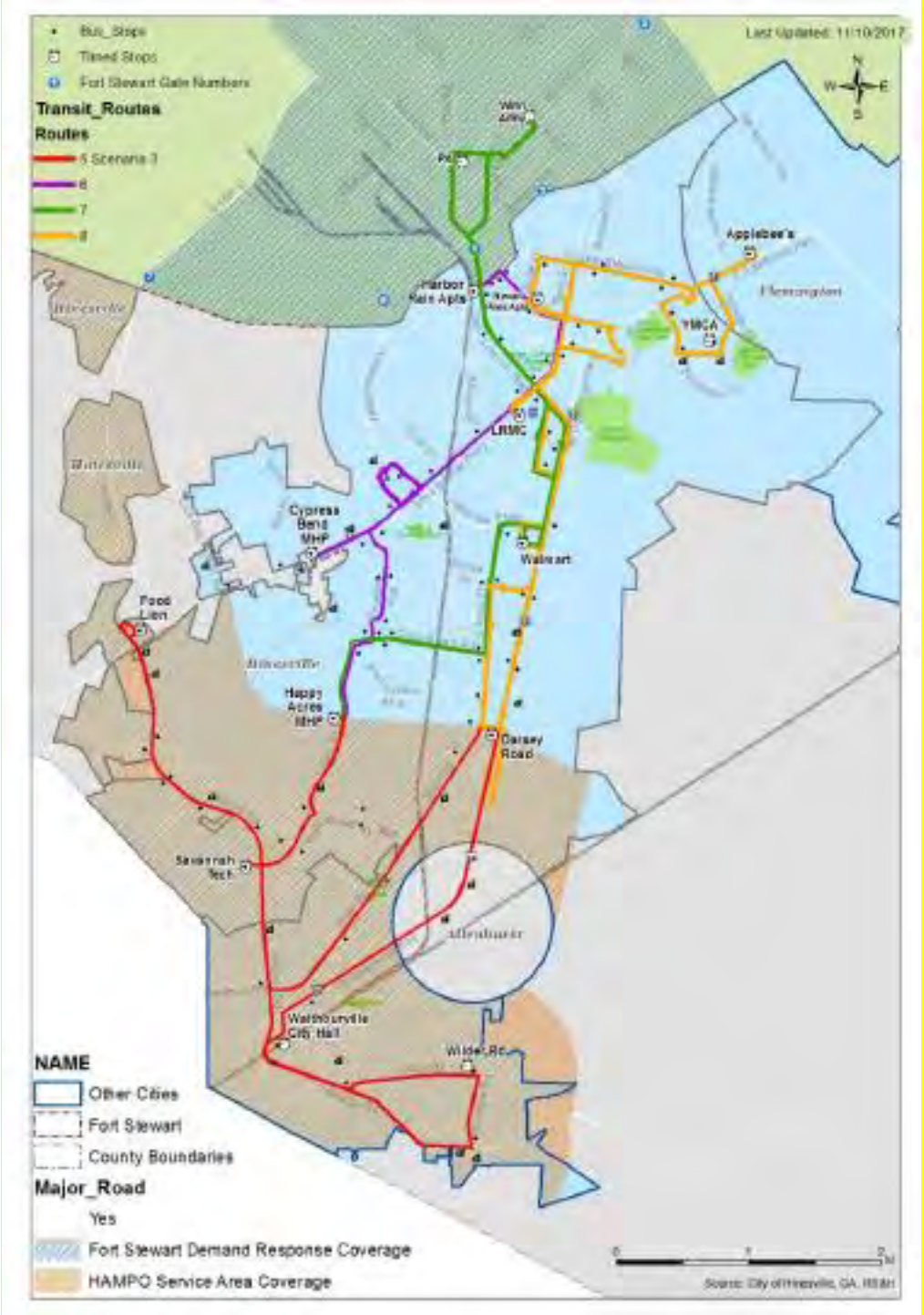
- **Route 6 Realignment**
  - Discontinue service on Fort Stewart, supporting concerns of access and security protocol. Service can be reinvestment into the core service areas.
- **Route 7 Realignment**
  - Reroute service to stop at the Liberty Regional Medical Center (LRMC). The Liberty Transit system 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 75 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
Total Cost	$ 473,626	$ 485,467	$ 497,603	$ 510,043	$ 525,345	$ 541,105
Federal Cost	$ 236,813	$ 242,733	$ 248,802	$ 255,022	$ 262,672	$ 270,553
State Cost						
Local Cost	$ 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
Total Cost	$ 607,439	$ 622,625	$ 638,190	$ 654,145	$ 673,769	$ 693,983
Federal Cost	$ 85,951	$ 498,100	$ 510,552	$ 523,316	$ 539,016	$ 555,186
State Cost	$ 60,744	$ 62,262	$ 63,819	$ 65,415	$ 67,377	$ 69,398
Local Cost	$ 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

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

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,

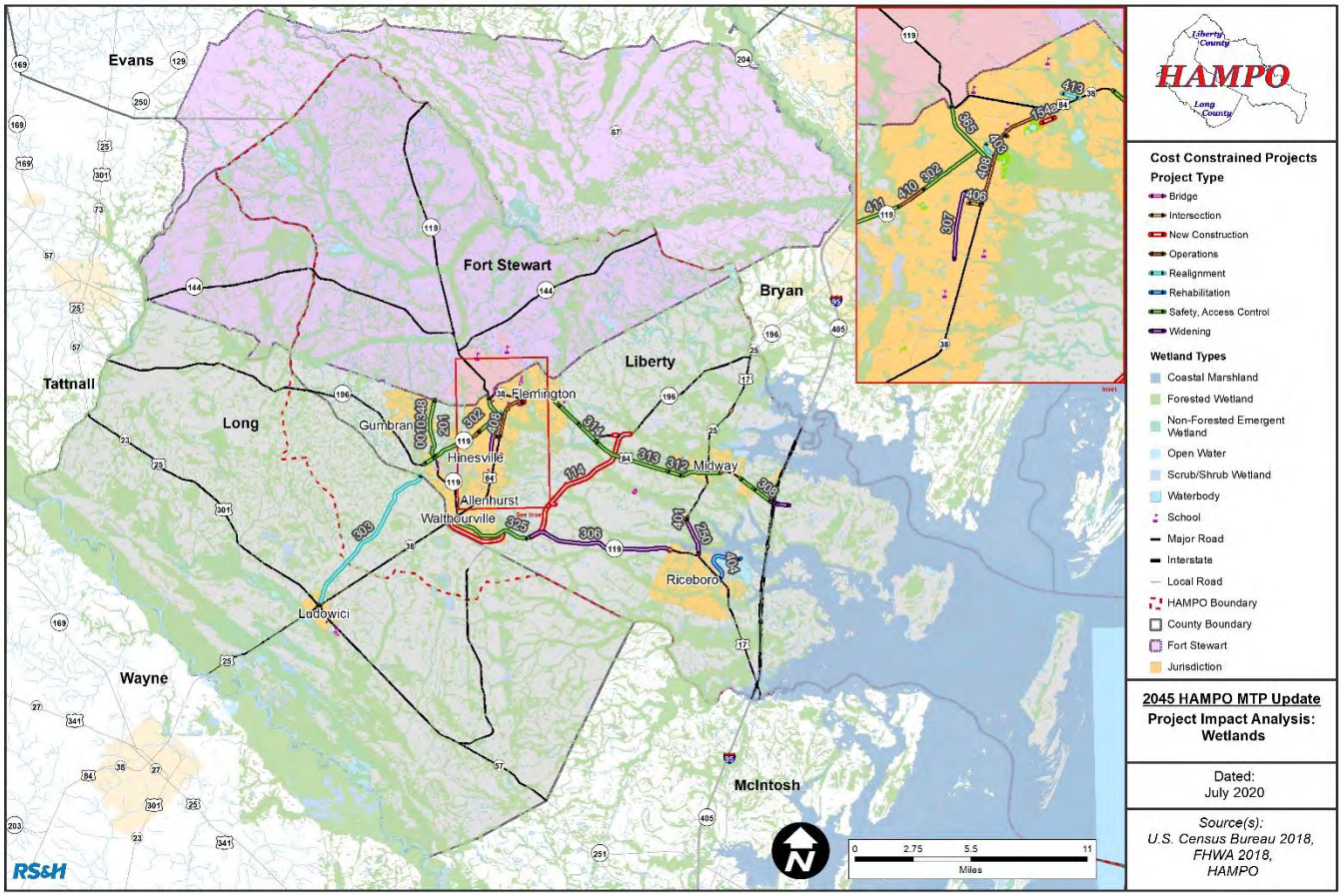
and historic resources. The projects were assessed by their proximity to Title IV and Environmental Justice populations, wetlands, sea level rise, existing greenspace and parks, historical landmarks, and sites in the HAMPO planning area. The HAMPO region's location in coastal Georgia and the prevalence 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 76 shows wetlands and DNR managed lands in the HAMPO planning region.

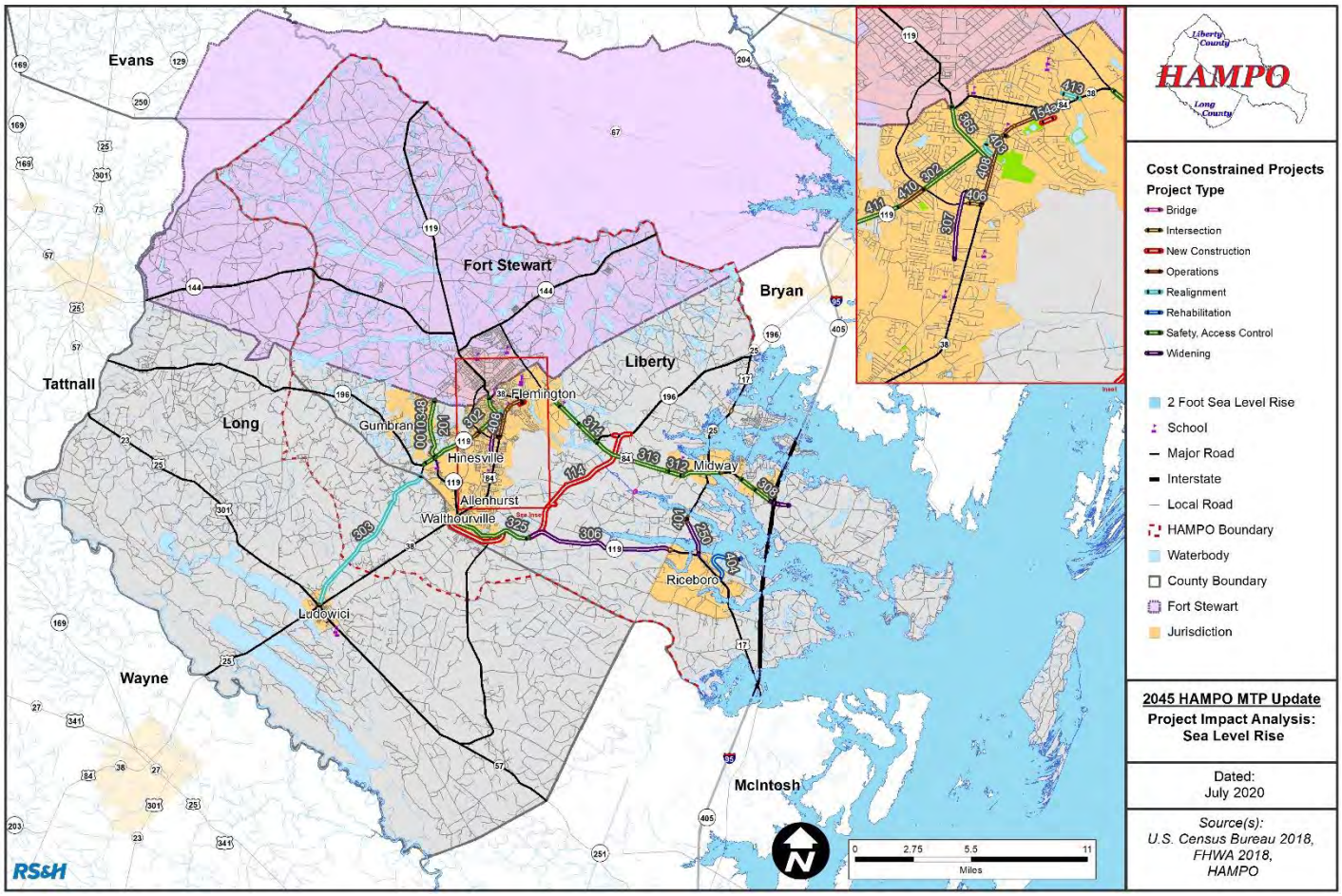
Figure 76: Impacts Analysis - Wetlands



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 77 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.

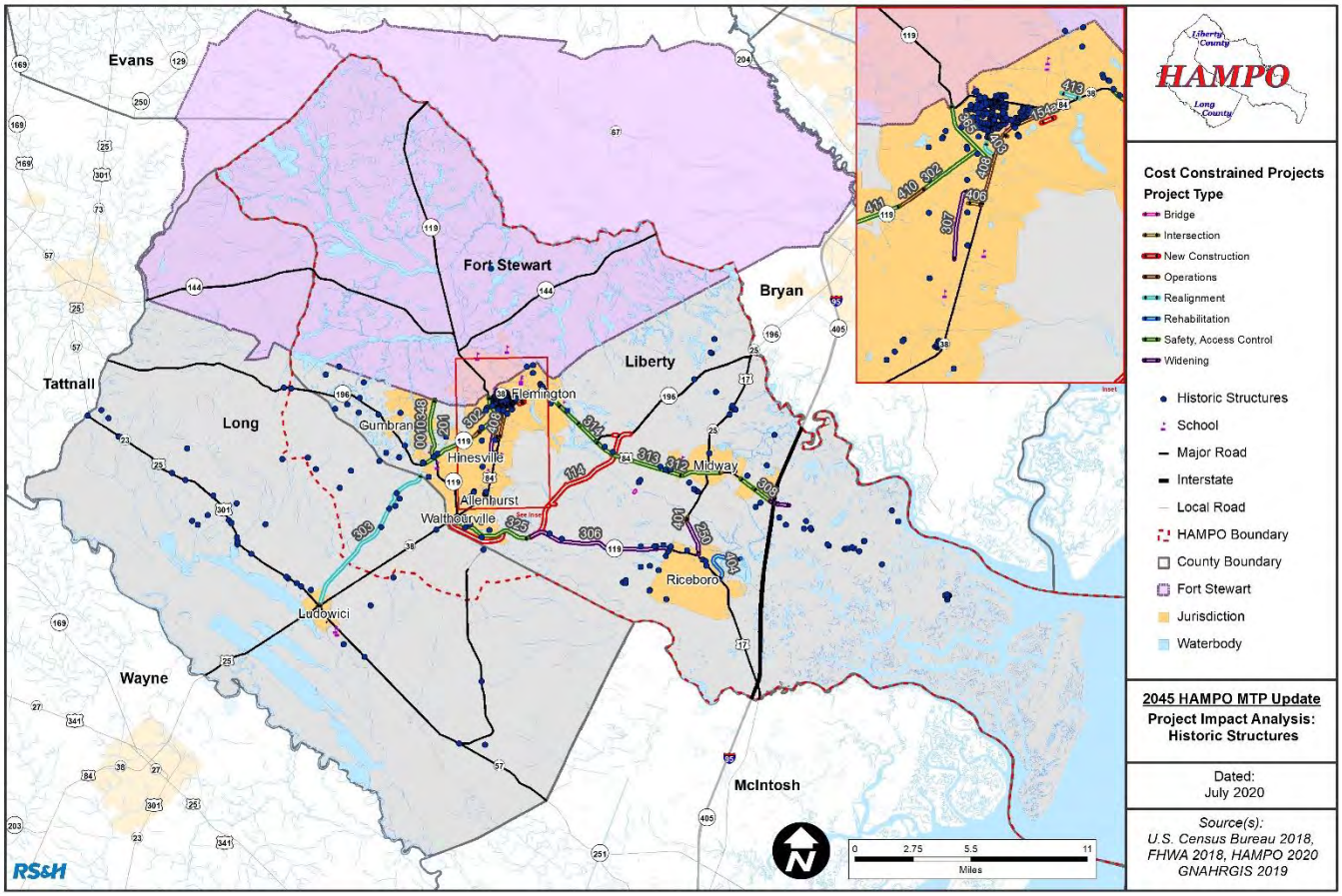
Figure 77: Impacts Analysis - Sea Level Rise



3. Historic Sites

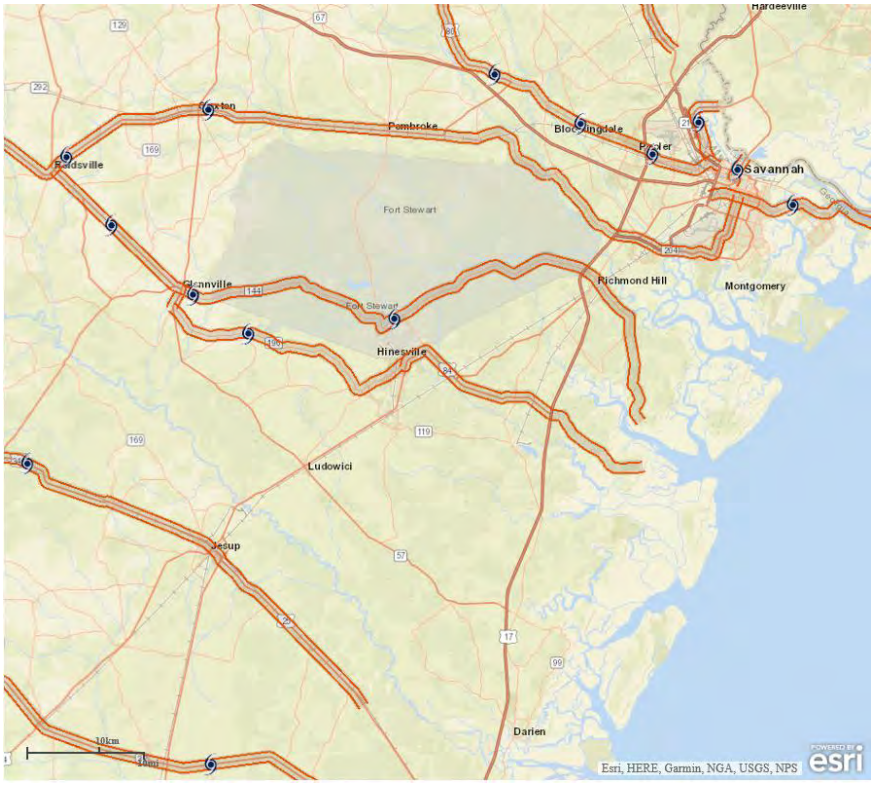
Historical landmarks and sites were reviewed during this MTP update process. Potential impacts from the projects were evaluated to ensure no adverse impacts to those landmarks and sites in the HAMPO region. Historic landmarks in the HAMPO region are displayed in Figure 78.

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 79 through Figure 83 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

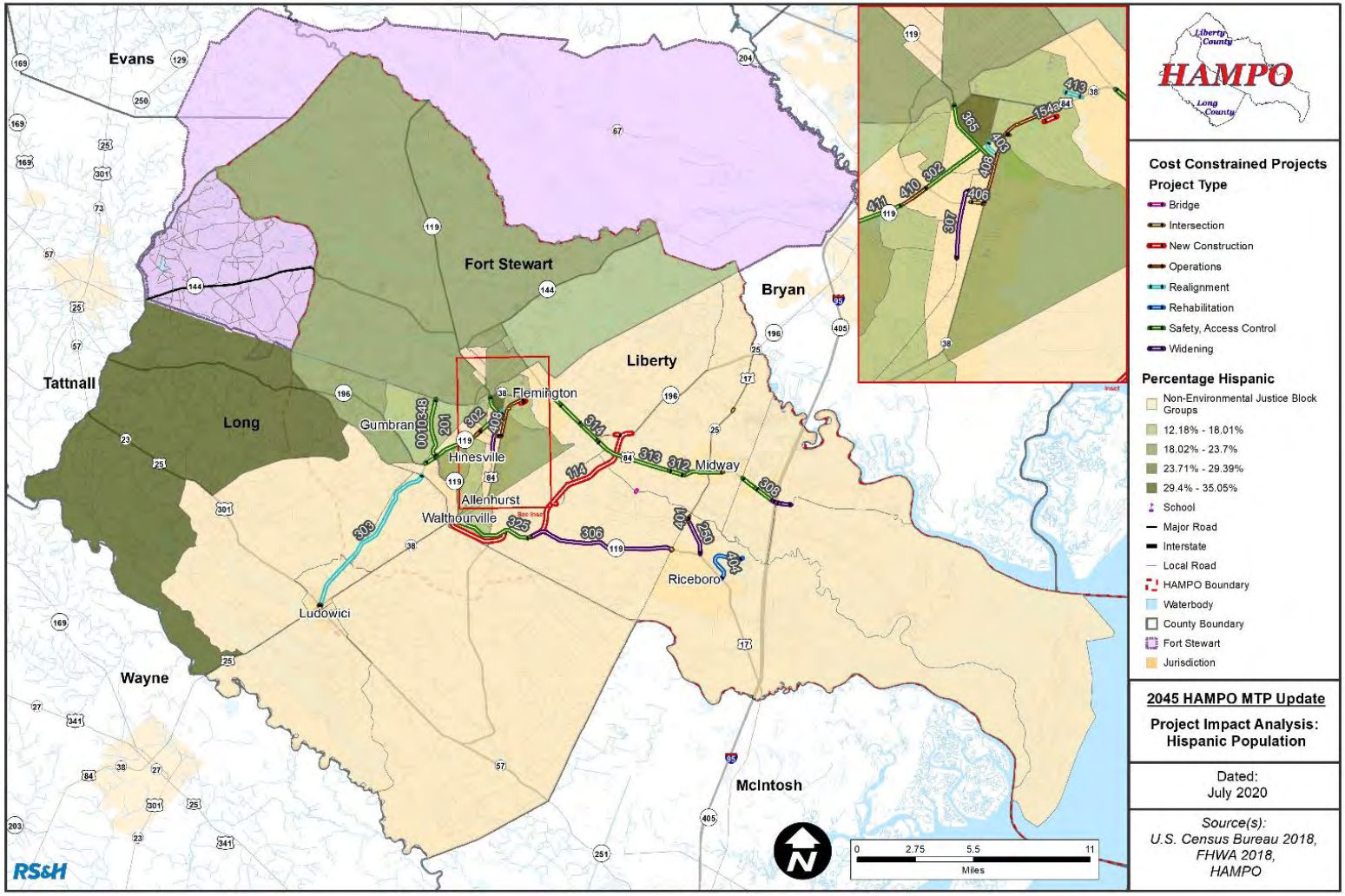


Figure 80: Impacts Analysis - Asian Populations

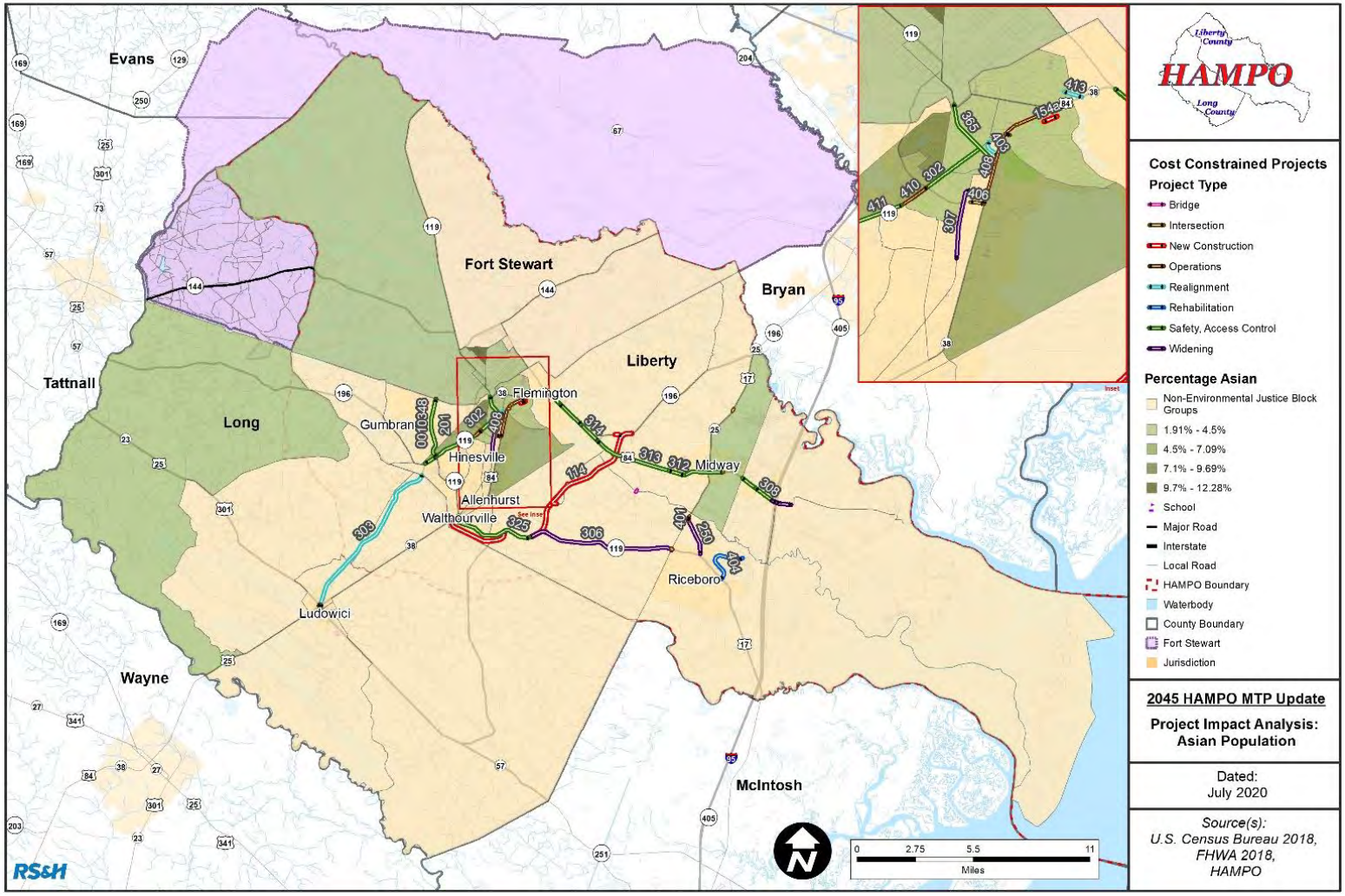


Figure 81: Impacts Analysis - Elderly Population (65+)

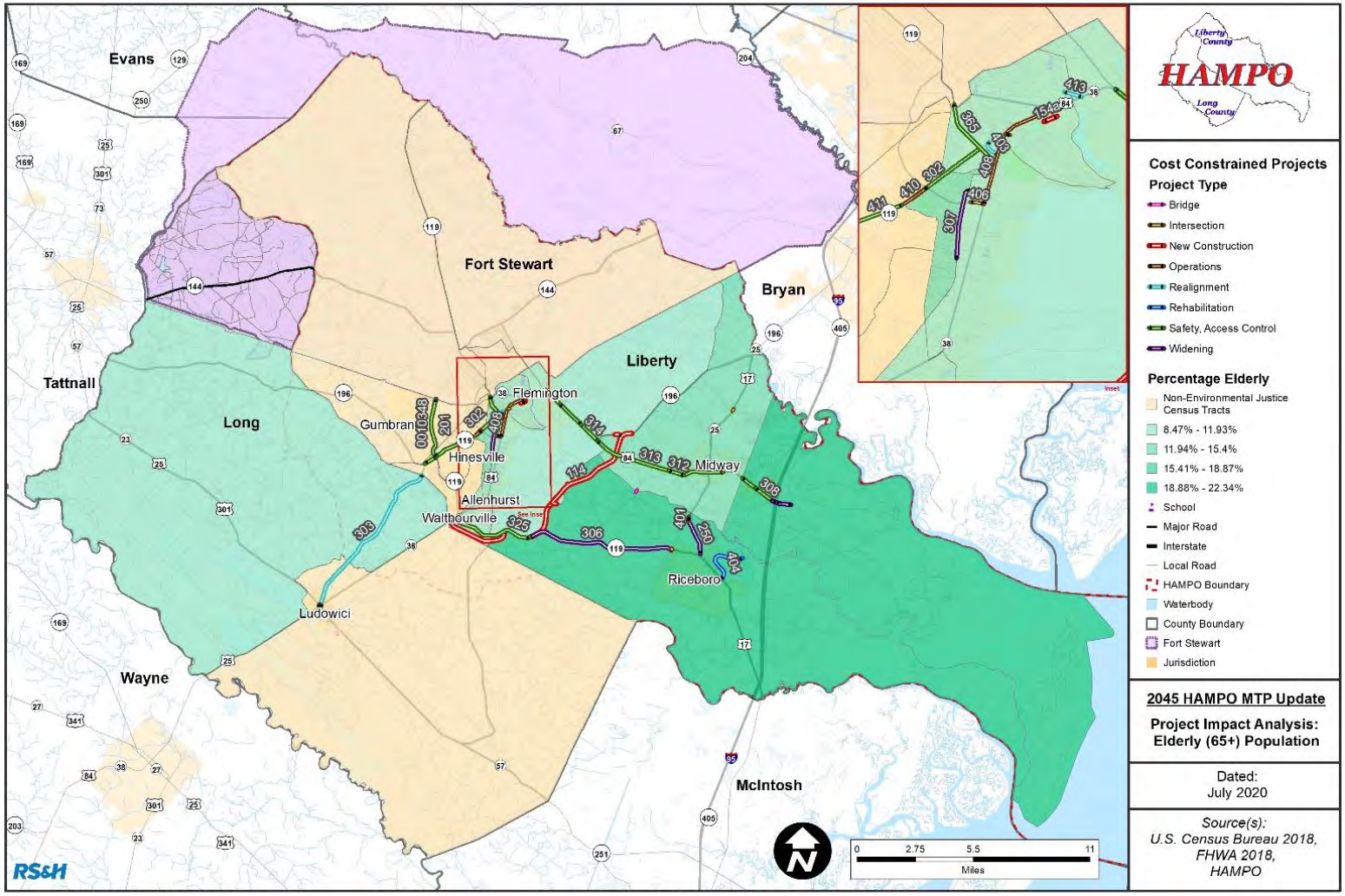


Figure 82: Impacts Assessment - African American Populations

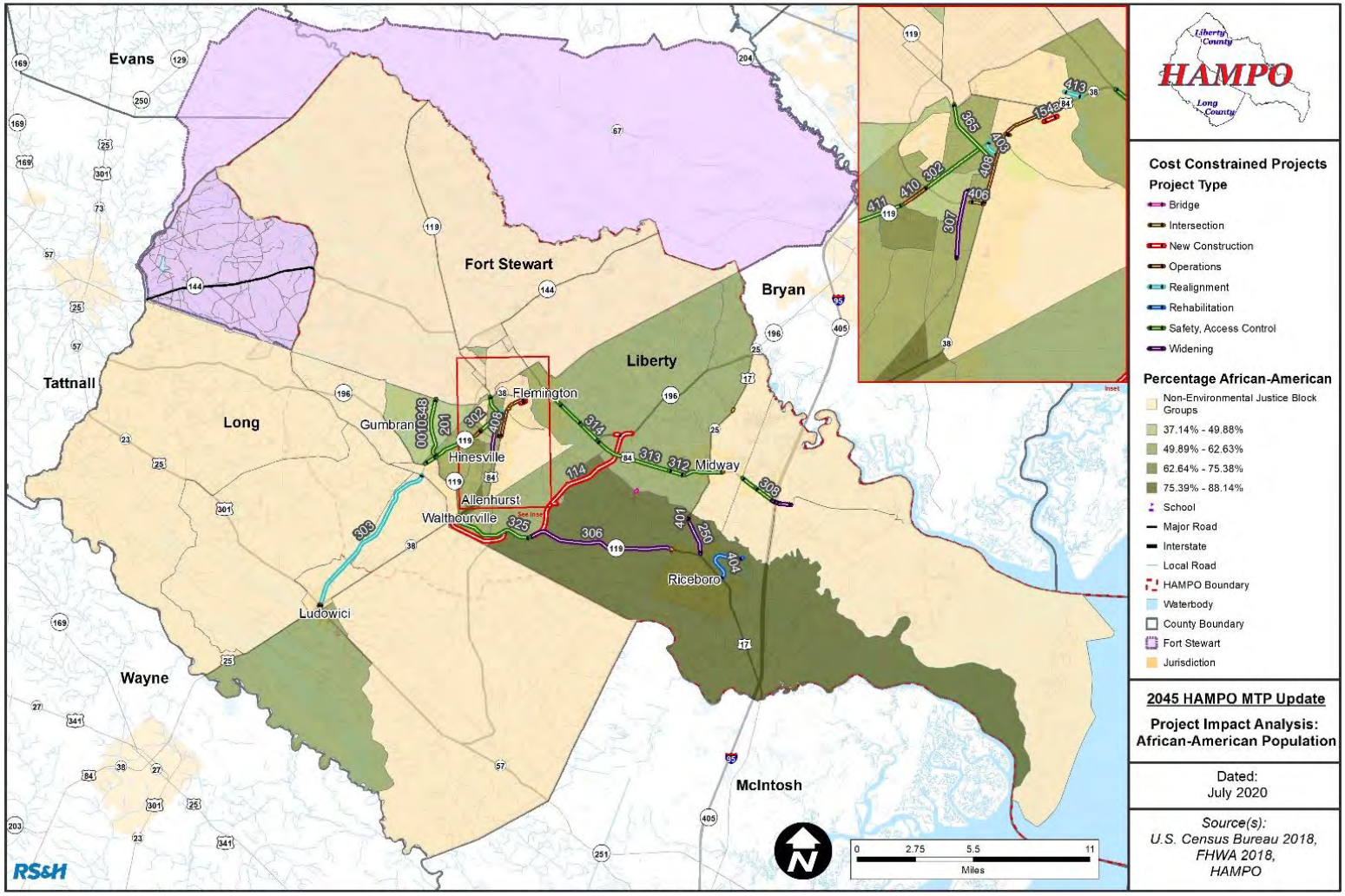
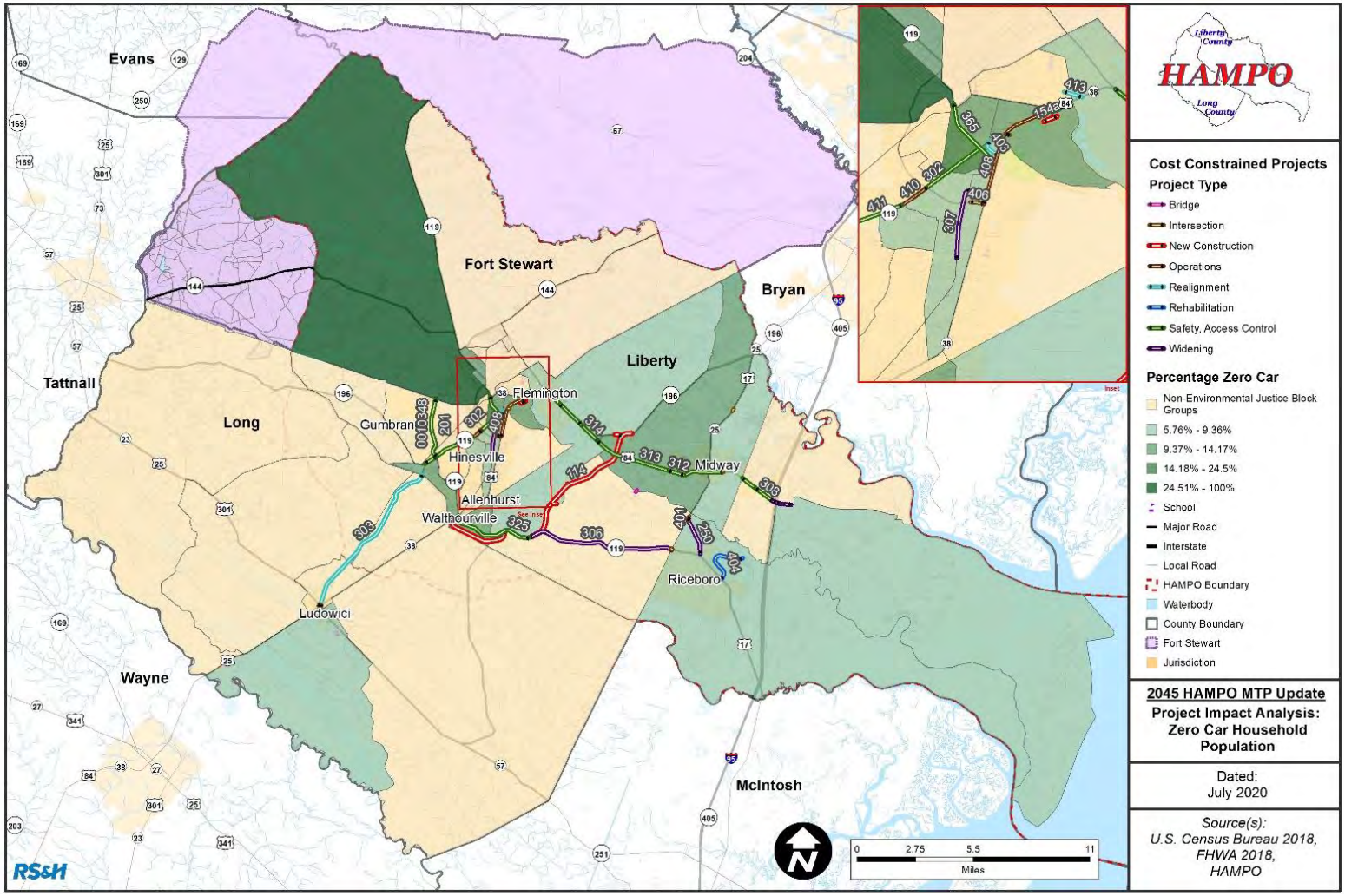


Figure 83: Impacts Analysis - Zero Car Households



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	✔		✔

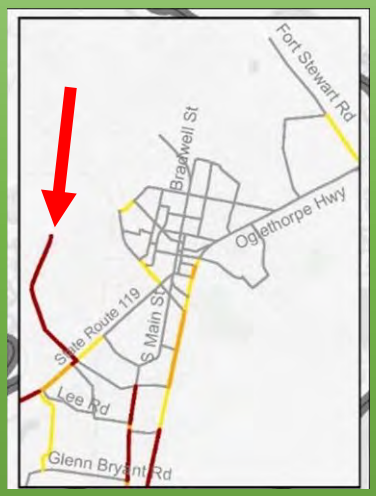
2045 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
250	Coastal Hwy/US 17 Widening	✔	✔	✔
306	SR 119/EB Cooper Hwy Widening	✔	✔	✔
311b	SR 38 /US 84 Safety and Access Management from Butler Ave. to Lewis Frasier Rd.	✔		✔
317	SR 38 /US 84 Safety and Access 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)		✔	✔

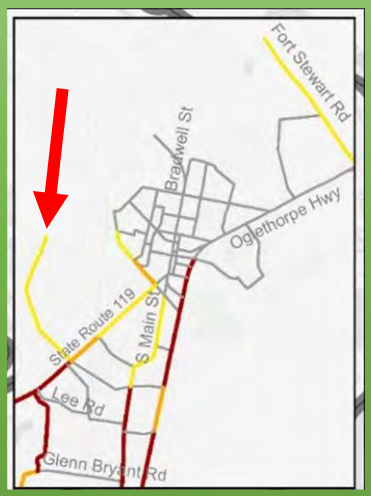
A. HAMPO TIP Systems Performance Report

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 if found in Figure 84. 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

Name	Representing
VOTING MEMBERS	
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
Donald Lovette, Chair	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
Paul Hawkins, Vice-Chair	Mayor, Flemington
Thomas Hines	Mayor, Town of Allenhurst
Tom McQueen	GDOT Representative
Vicky Nelson	Councilmember, City of Hinesville
Joe Harris	Mayor, City of Riceboro
EX-OFFICIO NON-VOTING MEMBERS:	
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
PARTICIPATING	
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
TCC Voting Members	
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
	quorum = 50% (10)
TCC Non-Voting Members	
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

Name	Representing
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

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

PROJECT NAME:	SR 119/General Screven Access Improvements		HAMPO No:	365	GDOT No: 0
PROJECT DESCRIPTION:	SR 119/General Screven Access Improvements				
STRAHNET/GRIP:	NO	City: Hinesville		County:	Liberty County
Local Road Name:	General Screven Way		GDOT District:	5	Cong. District: 1
US/ST Road Name:	SR 119	Existing Volume (2015):	18175.0000	Design Volume (2045):	18175.0000
Project Type:	Safety, Access Control	Regionally Significant:		YES	Capacity Adding: NO
Project Termini	From: US 84	Project Length (Mi)		1.35	R. Commision: Coastal
	To: Fort Stewart Gate 1	Exist Lanes: 2	4		Future Lanes: 4
Open to Traffic Date:	N/A	Multimodal:	NO		
Network Year:	N/A	MTP Band: 1 & 2	(2019-2025) & (2026-2035)		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$893,461.96	$0.00	$893,461.96

Project Comments and Remarks: *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 38 /US 84 Safety and Access Management			**HAMPO No:**	310	**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):**		10000	**Design Volume (2045):**		13478.4892
Project Type:	Safety, Access Control		**Regionally Significant:**		YES	**Capacity Adding:**	YES
Project Termini	**From:**	Peach Street	**Project Length (Mi)**		1.58	**R. Commision:**	Coastal
	To:	Butler Avenue	**Exist Lanes:**	4		**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	$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**
	TOTAL	**$0**	**$3,485,973.75**	**$0.00**	**$3,485,973.75**

Project Comments and Remarks: *Midway Segment - TSPLOST project includes intersection upgrade at Butler Ave.*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management			HAMPO No:	317	GDOT No:	0
PROJECT DESCRIPTION:	SR 38 /US 84 Safety and Access Management						
STRAHNET/GRIP:	YES	City:	Flemington		County:	Liberty County	
Local Road Name:	-			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38/US 84	Existing Volume (2015):		23400	Design Volume (2045):		31539.6646
Project Type:	Safety, Access Control		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	Spires Drive	Project Length (Mi)		0.75	R. Commision:	Coastal
	To:	Old Hines Road	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	$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
	TOTAL	$0	$1,855,772.42	$0.00	$1,855,772.42

Project Comments and Remarks:	*Safety/enhancement*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

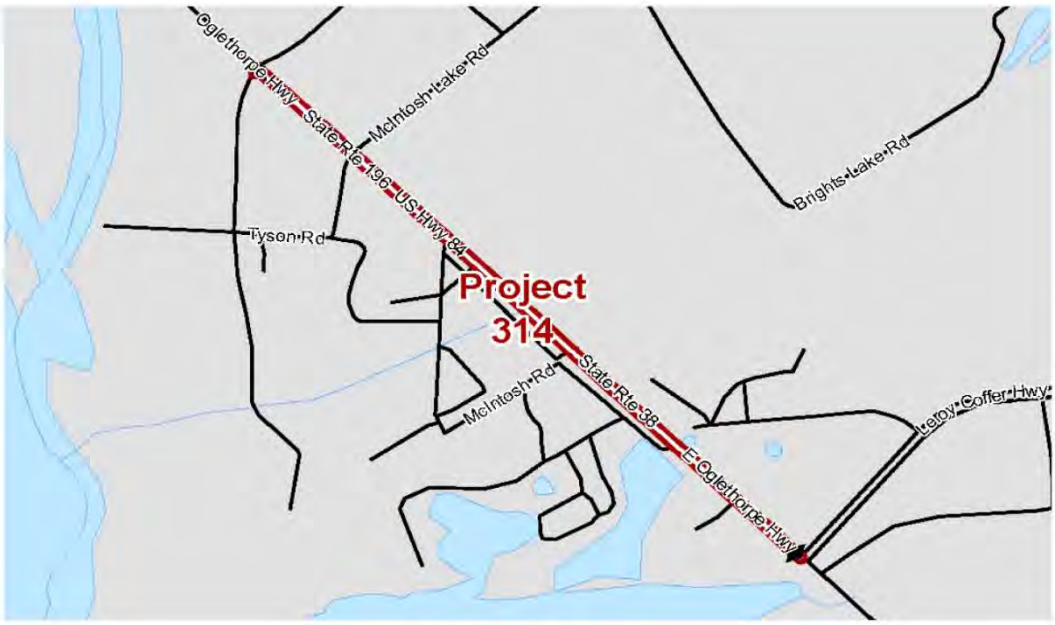
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management			HAMPO No:	314	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):		23400	Design Volume (2045):		31539.6646
Project Type:	Safety, Access Control		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	SR 196	Project Length (Mi)		1.14	R. Commision:	Coastal
	To:	Brights Lake Rd	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	$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
	TOTAL	$0	$2,012,472	$0	$2,012,472

Project Comments and Remarks:	*Safety/enhancement*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

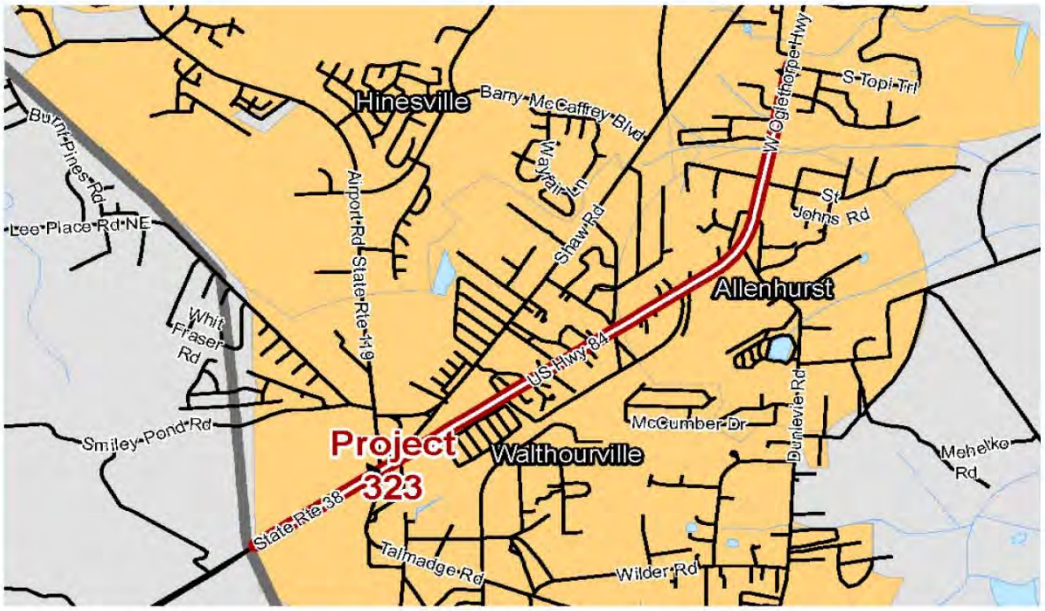
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management		HAMPO No:	323	GDOT No: 0
PROJECT DESCRIPTION:	SR 38 /US 84 Safety and Access Management				
STRAHNET/GRIP:	YES	City:	Hinesville/Allenhurst/Walthourville	County:	Liberty County
Local Road Name:	-		GDOT District:	5	Cong. District: 1
US/ST Road Name:	SR 38/US 84	Existing Volume (2015):	15666.6667	Design Volume (2045):	16500
Project Type:	Safety, Access Control		Regionally Significant:	YES	Capacity Adding: YES
Project Termini	From: Topi Trail		Project Length (Mi)	4.60	R. Commision: Coastal
	To: Airport Road		Exist Lanes:	4	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	$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
	TOTAL	$0	$4,918,715	$0	$4,918,715

Project Comments and Remarks:	*Safety/enhancement*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 196/E.G. Miles Pkwy Access Management		**HAMPO No:** 302	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 196/E.G. Miles Pkwy Access Management				
STRAHNET/GRIP:	NO	**City:** Hinesville		**County:**	Liberty County
Local Road Name:	E.G. Miles Pkwy		**GDOT District:** 5	**Cong. District:**	1
US/ST Road Name:	SR 196	**Existing Volume (2015):**	19100	**Design Volume (2045):**	19100
Project Type:	Mix: Raised Median, Access Control	**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:** Pineland Avenue	**Project Length (Mi)**	1.79	**R. Commision:**	Coastal
	To: General Screven Way	**Exist Lanes:**	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	$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
	TOTAL	$0	$3,962,263.04	$0.00	$3,962,263.04

Project Comments and Remarks: *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:	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	$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

PROJECT NAME:	SR 38C/General Stewart Way			HAMPO No:	254	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):		6400	Design Volume (2045):		8626.2331
Project Type:	Widening		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	Memorial Drive	Project Length (Mi)		0.22	R. Commision:	Coastal
	To:	General Screven Way	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	$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
	TOTAL	$0	$4,966,788.95	$0.00	$4,966,788.95

Project Comments and Remarks:	*Phase II*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

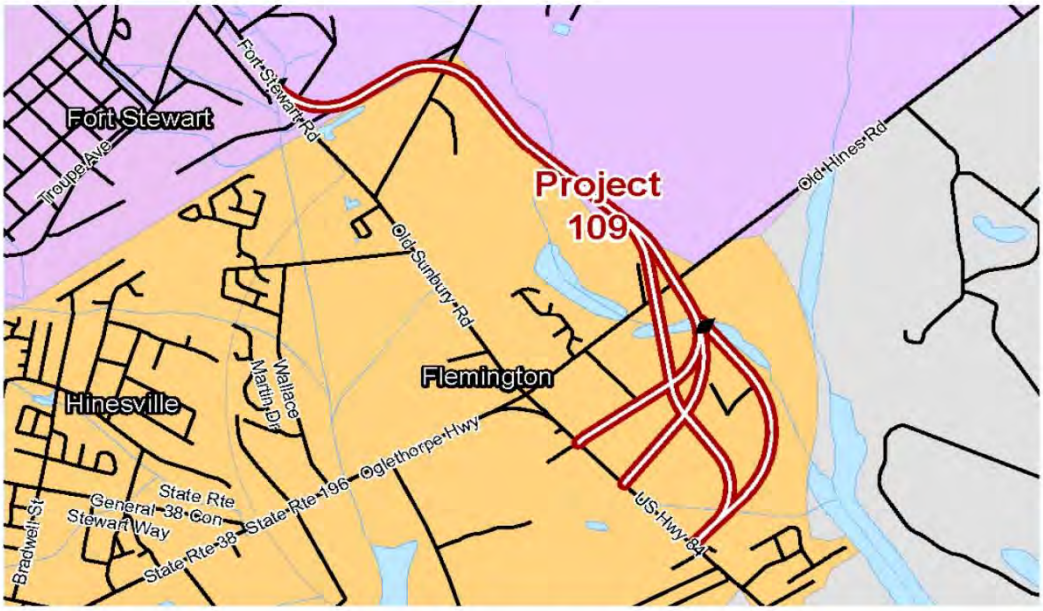
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Flemington Loop Bypass		HAMPO No:	109	GDOT No: 0
PROJECT DESCRIPTION:	New Roadway: Flemington Loop Bypass				
STRAHNET/GRIP:	NO	City:	Flemington	County:	Liberty County
Local Road Name:	Flemington Loop		GDOT District:	5	Cong. District: 1
US/ST Road Name:	SR 38C	Existing Volume (2015):	6000	Design Volume (2045):	8087.0930
Project Type:	New Construction		Regionally Significant:	YES	Capacity Adding: YES
Project Termini	From: US 84		Project Length (Mi)	5.49	R. Commision: Coastal
	To: Fort Stewart Rd 47		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	$2,486,023.57	$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
	TOTAL	$0	$28,616,626.50	$0.00	$28,616,626.50

Project Comments and Remarks:

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Coastal Hwy/US 17 Widening			HAMPO No:	249	GDOT No:	0
PROJECT DESCRIPTION:	Coastal Hwy/US 17 Widening						
STRAHNET/GRIP:	NO	City:	Midway		County:	Liberty County	
Local Road Name:	Coastal Hwy			GDOT District:	5	Cong. District:	1
US/ST Road Name:	US 17	Existing Volume (2015):		5110	Design Volume (2045):		5110
Project Type:	Widening		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	US 84	Project Length (Mi)		2.44	R. Commision:	Coastal
	To:	Barrington Ferry Rd	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	$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
	TOTAL	$0	$22,256,228.11	$0.00	$22,256,228.11

Project Comments and Remarks:

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

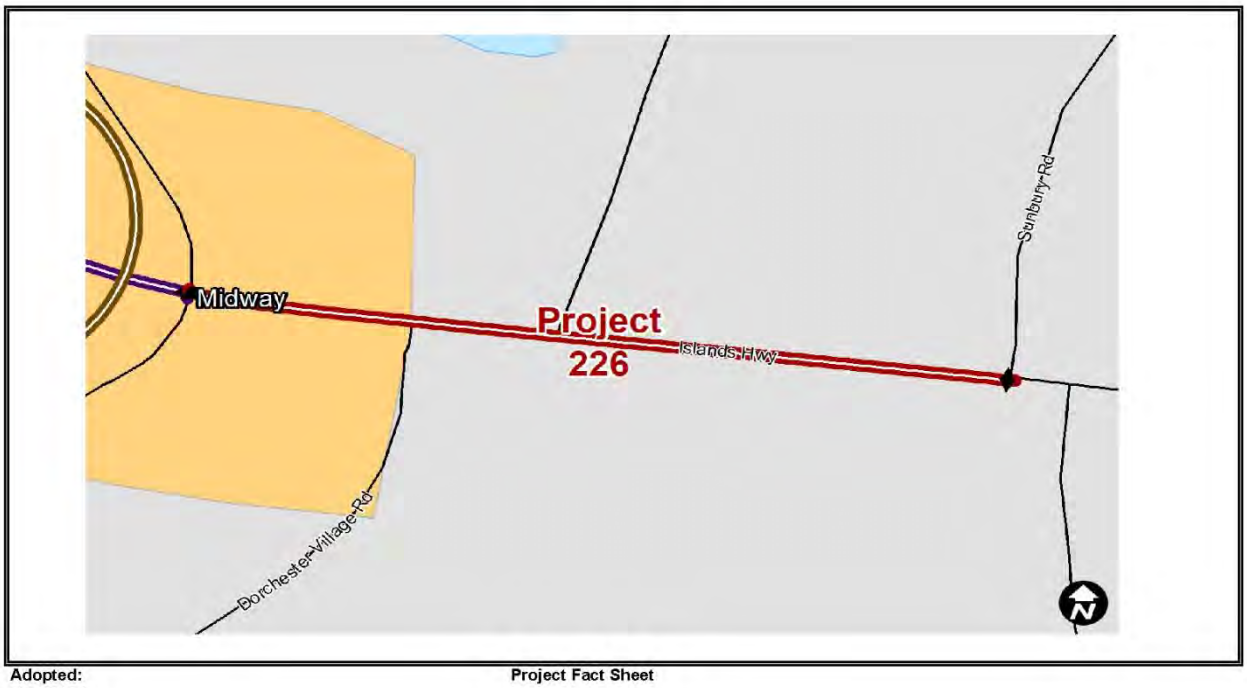
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Sunbury Rd/Islands Hwy Widening			HAMPO No:	226	GDOT No:	0
PROJECT DESCRIPTION:	Sunbury Rd/Islands Hwy Widening						
STRAHNET/GRIP:	NO	City:	Midway		County:	Liberty County	
Local Road Name:	Sunbury Rd/Islands Hwy			GDOT District:	5	Cong. District:	1
US/ST Road Name:	Sunbury Rd	Existing Volume (2015):		3800	Design Volume (2045):		5121.8259
Project Type:	Widening		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	I-95 ramp	Project Length (Mi)		0.57	R. Commision:	Coastal
	To:	Tradeport Access Road	Exist Lanes:		2	Future Lanes:	4
Open to Traffic Date:	N/A		Multimodal:		NO		
Network Year:	N/A	MTP Band: 1 & 2	2019-2015) &(2026-2035)				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$8,677,745.24	$0.00	$8,677,745.24

Project Comments and Remarks:	*Includes recommendations from US 84 Corridor Study*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

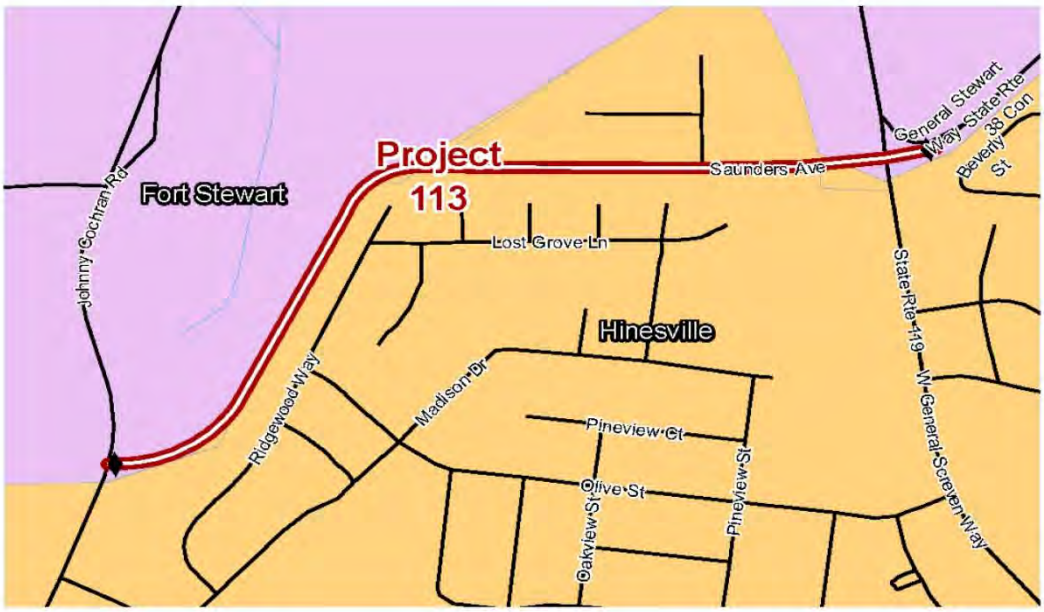
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Central Connector/ General Stewart ext.		**HAMPO No:** 113	**GDOT No:**	0
PROJECT DESCRIPTION:	New Roadway Central Connector/ General Stewart ext.				
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):**	5391.3957
Project Type:	New Construction	**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:** General Screven Way	**Project Length (Mi)**	0.91	**R. Commision:**	Coastal
	To: Veterans Parkway	**Exist Lanes:**	0	**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	$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
	TOTAL	$0	$25,223,662.10	$0.00	$25,223,662.10

Project Comments and Remarks: *Assumes ROW through agreement with City of Hinesville and Fort Stewart*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

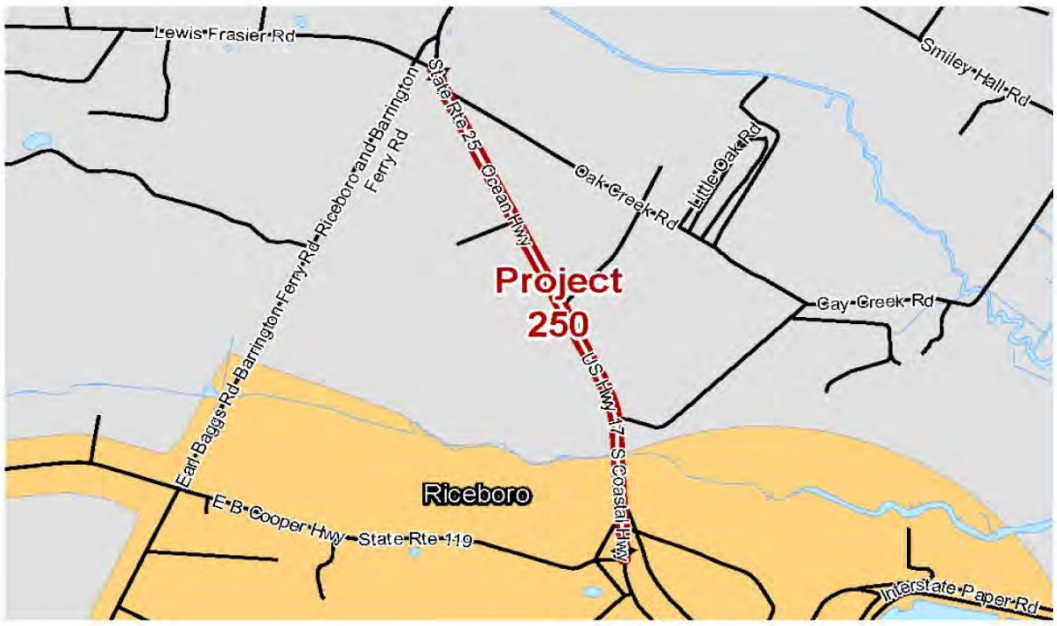
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Coastal Hwy/US 17 Widening		HAMPO No:	250	GDOT No: 0
PROJECT DESCRIPTION:	Coastal Hwy/US 17 Widening				
STRAHNET/GRIP:	NO	City:	Riceboro	County:	Liberty County
Local Road Name:	Coastal Hwy		GDOT District:	5	Cong. District: 1
US/ST Road Name:	US 17	Existing Volume (2015):	2905	Design Volume (2045):	3470
Project Type:	Widening	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: Barrington Ferry Rd	Project Length (Mi)	1.73	R. Commision:	Coastal
	To: SR 119/EB Cooper	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	$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
	TOTAL	$0	$0.00	$0.00	$0.00

Project Comments and Remarks: *Canopy tree segment is a protected corridor. Roundabout is being considered for intersection at Barrington Ferry*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

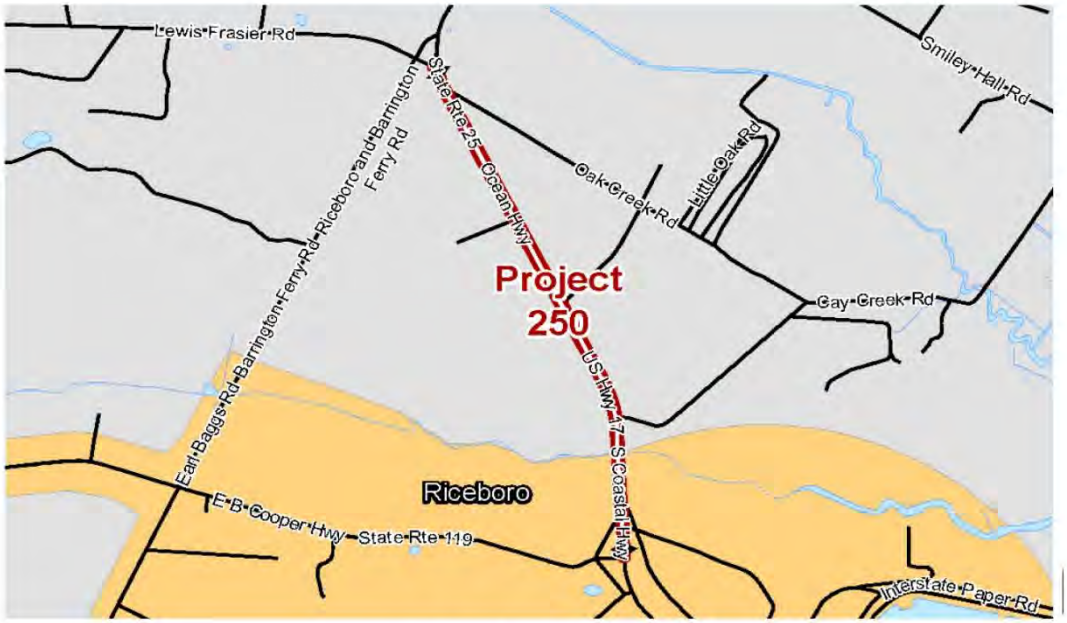
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	US 84 bridge at I-95 Widening			**HAMPO No:**	228	**GDOT No:**	0
PROJECT DESCRIPTION:	US 84 bridge at I-95 Widening						
STRAHNET/GRIP:	YES	**City:**	Midway		**County:**	Liberty County	
Local Road Name:	-			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	US 84	**Existing Volume (2015):**		4800	**Design Volume (2045):**		6469.6748
Project Type:	Widening		**Regionally Significant:**		YES	**Capacity Adding:**	YES
Project Termini	**From:**	I-95 access	**Project Length (Mi)**		0.31	**R. Commision:**	Coastal
	To:	I-95 access	**Exist Lanes:**	2		**Future Lanes:**	4
Open to Traffic Date:	N/A		**Multimodal:**	NO			
Network Year:	N/A	**MTP Band:** 1 & 2	XXXX-XXXX				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$37,904,945.11	$0.00	$37,904,945.11

Project Comments and Remarks: *Overpass widening*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

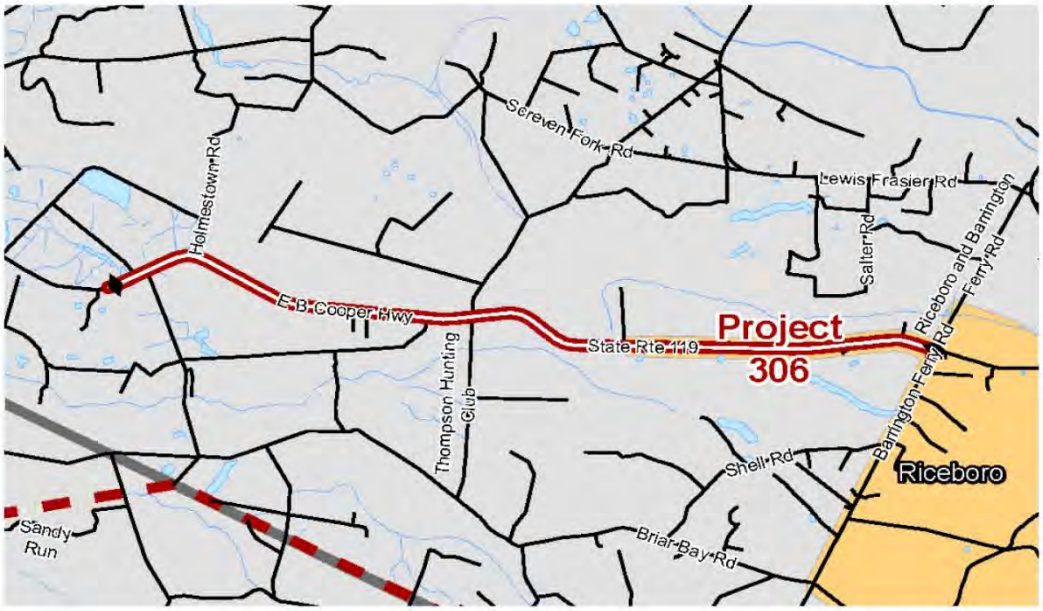
HAMPO 2045 Metropolitan Transportation Plan

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

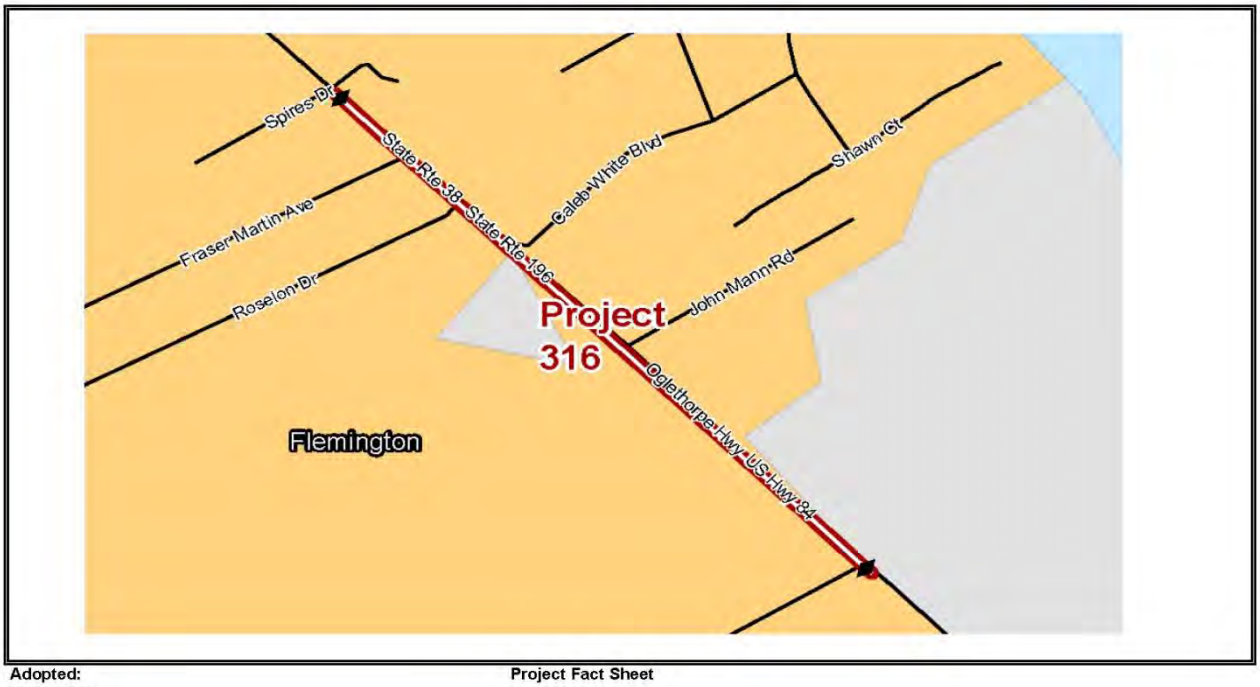
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management			**HAMPO No:**	316	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 38 /US 84 Safety and Access Management						
STRAHNET/GRIP:	YES	**City:**	Flemington		**County:**	Liberty County	
Local Road Name:	-			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	SR 38/US 84	**Existing Volume (2015):**		23400	**Design Volume (2045):**		31539.6646
Project Type:	Safety, Access Control			**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:**	John Martin Road		**Project Length (Mi)**	0.54	**R. Commision:**	Coastal
	To:	Spires Drive		**Exist Lanes:**	4	**Future Lanes:**	4
Open to Traffic Date:	N/A			**Multimodal:**	NO		
Network Year:	N/A	**MTP Band:** 4	**Unfundeed (Long Range)**				

Status	Phase	Local	State/Federal	Other	Total
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**
	TOTAL	**$0**	**$14,365,969**	**$0**	**$14,365,969**

Project Comments and Remarks: *Safety/enhancement*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	"Cross-Roads" Intersection Improvements 119/EB Cooper Hig	**HAMPO No:**	222	**GDOT No:**	0
PROJECT DESCRIPTION:	Cross-Roads Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd.				

STRAHNET/GRIP:	NO	**City:**	Riceboro	**County:**	Liberty County		
Local Road Name:	Cooper Highway/Barrington Ferry Rd			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	US 119	**Existing Volume (2015):**		3600	**Design Volume (2045):**		4852.2561
Project Type:	Intersection Improvements (Roundabout)		**Regionally Significant:**		YES	**Capacity Adding:**	YES
Project Termini	**From:**	EB Cooper @ Barrington Ferry Rd	**Project Length (Mi)**		0.40	**R. Commision:**	Coastal
	To:	0	**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
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
	TOTAL	$0	$1,393,326.09	$0.00	$1,393,326.09

Project Comments and Remarks: *County has developed alternatives for this project including T intersection & roundabout (favored alternative)*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

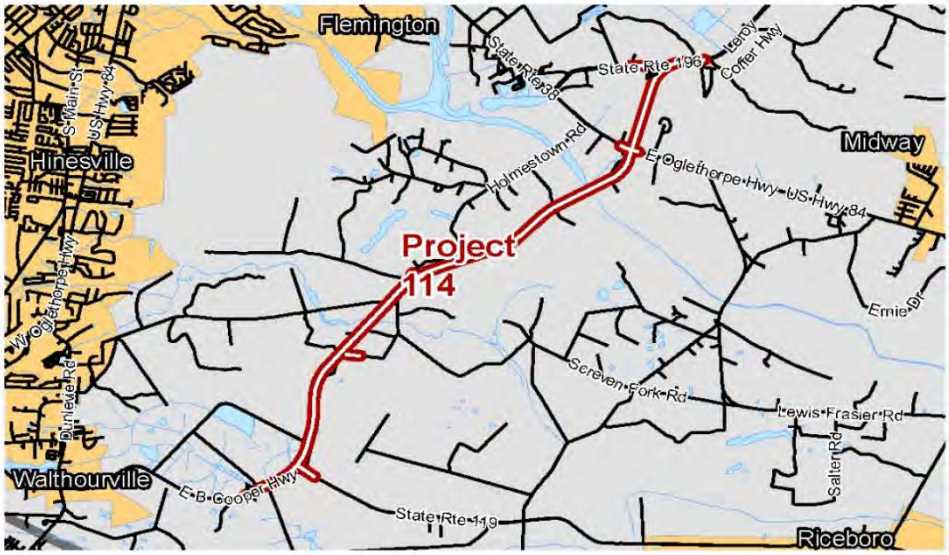
HAMPO 2045 Metropolitan Transportation Plan

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

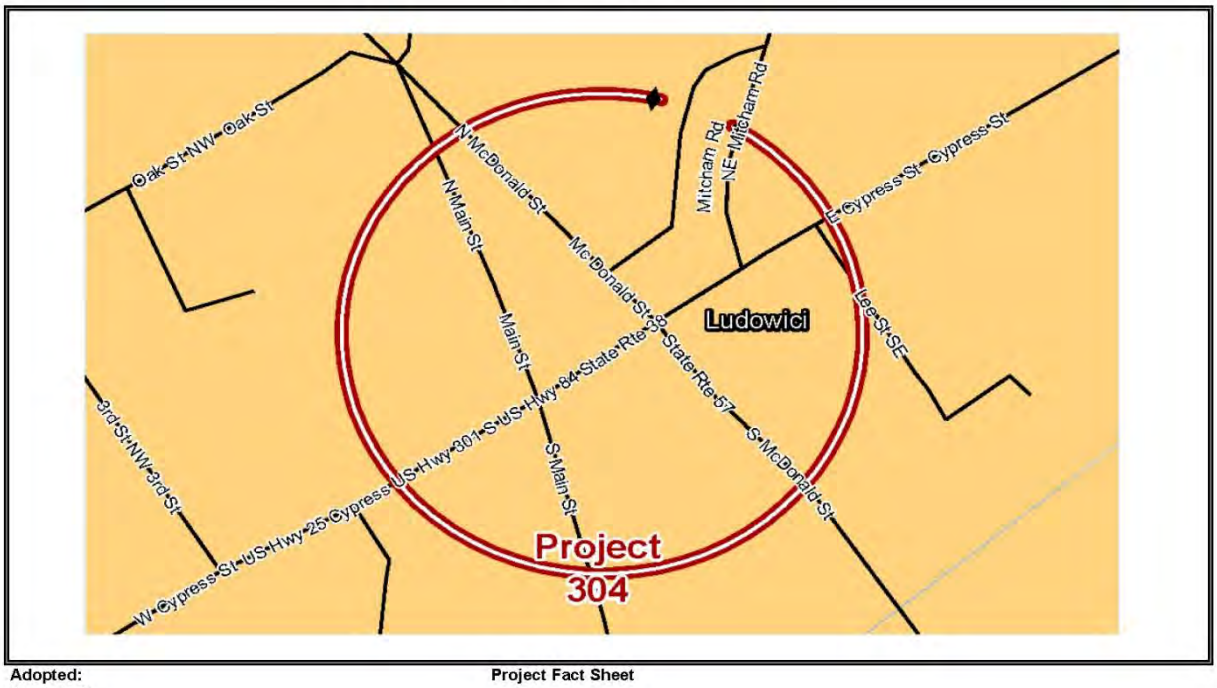
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Hwy 57 Intersection Upgrade		HAMPO No:	304	GDOT No: 0
PROJECT DESCRIPTION:	Hwy 57 Intersection Upgrade adding turning lanes				
STRAHNET/GRIP:	YES	City: -		County:	Long County
Local Road Name:	-		GDOT District:	5	Cong. District: 1
US/ST Road Name:	Hwy 57	Existing Volume (2015):	10000	Design Volume (2045):	13478.4892
Project Type:	Intersection Upgrade	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: US 84 @Hwy 57	Project Length (Mi)	0.35	R. Commision:	Coastal
	To: 0	Exist Lanes:	2	Future Lanes:	2
Open to Traffic Date:	N/A	Multimodal:	NO		
Network Year:	N/A MTP Band: 1 & 2	(2019-205) & (2026-2036)			

Status	Phase	Local	State/Federal	Other	Total
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	UTL/CST	$0	$634,962.03	$0.00	$634,962.03
	CST	$0	$0	$0	$0
	TOTAL	$0	$0	$0	$0

Project Comments and Remarks:	*Intersection Improvement*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

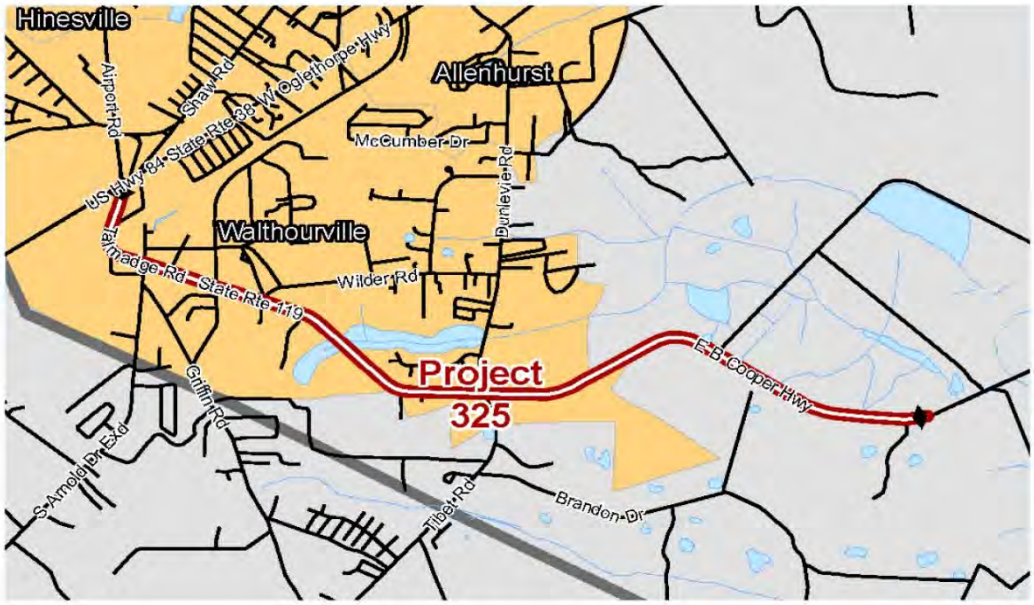
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 119/Talmadge Rd Multimodal Enhancements			**HAMPO No:**	325	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 119/Talmadge Rd Multimodal Enhancements						
STRAHNET/GRIP:	NO	**City:**	Walthourville		**County:**	Liberty County	
Local Road Name:	Talmadge Rd			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	SR 119	**Existing Volume (2015):**		3220	**Design Volume (2045):**		3220
Project Type:	Multimodal Safety Enhancements			**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:**	US 84		**Project Length (Mi)**	4.03	**R. Commision:**	Coastal
	To:	US 84 Freight Connector		**Exist Lanes:**	2	**Future Lanes:**	2
Open to Traffic Date:	N/A			**Multimodal:**	YES		
Network Year:	N/A	**MTP Band:** 1 & 2	(2019-2025) & (2026-2035)				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$4,299,220.03	$0.00	$4,299,220.03

Project Comments and Remarks: *Safety/enhancement; this segment included sidewalks, curb and gutter for urban Walthourville*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

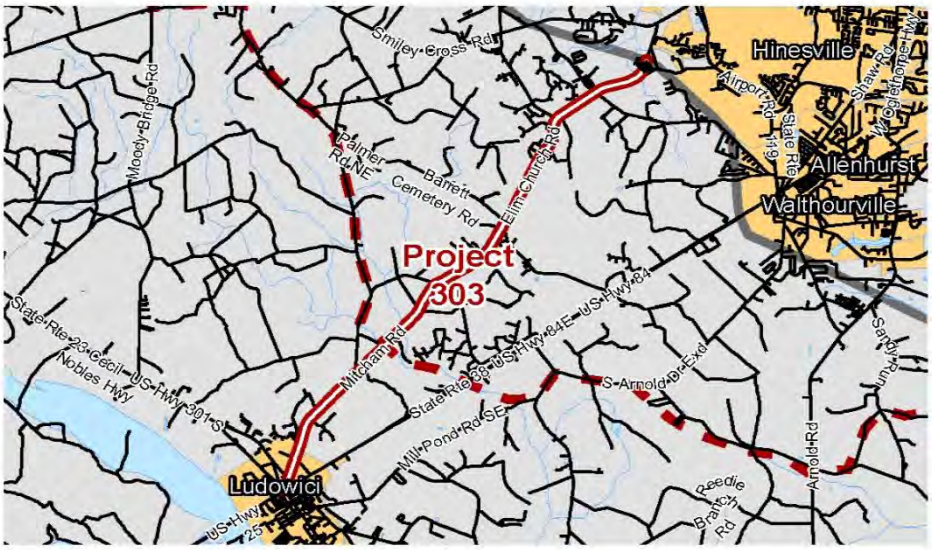
HAMPO 2045 Metropolitan Transportation Plan

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

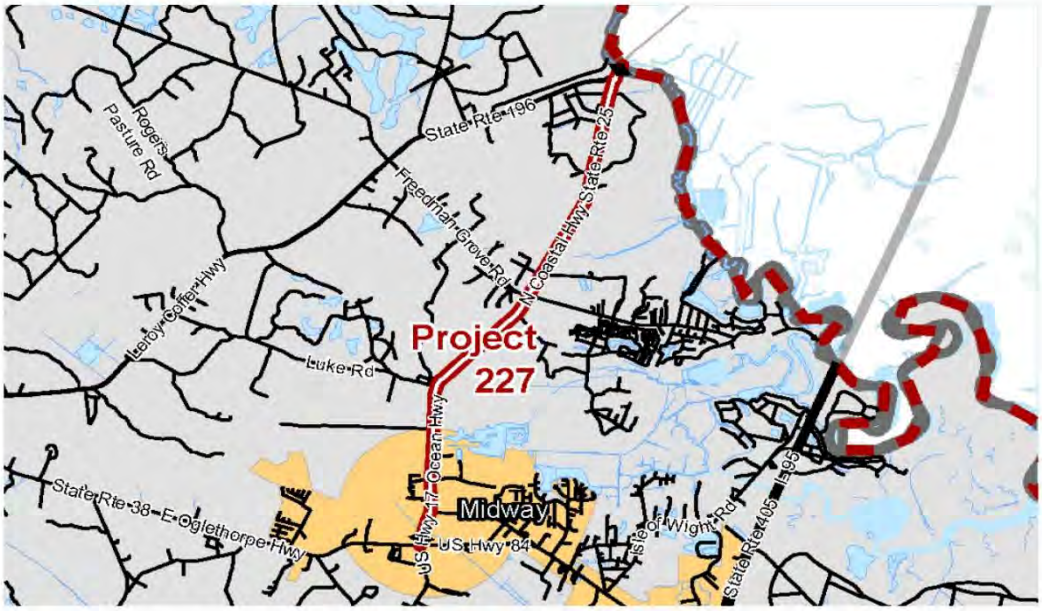
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Coastal Hwy/US 17 Widening			**HAMPO No:**	227	**GDOT No:**	0
PROJECT DESCRIPTION:	Coastal Hwy/US 17 Widening						
STRAHNET/GRIP:	NO	**City:**	Midway		**County:**	Liberty County	
Local Road Name:	Coastal Hwy			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	US 17	**Existing Volume (2015):**		5880	**Design Volume (2045):**		5880
Project Type:	Widening		**Regionally Significant:**		YES	**Capacity Adding:**	YES
Project Termini	**From:**	SR 196	**Project Length (Mi)**		6.34	**R. Commision:**	Coastal
	To:	US 84	**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	$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
	TOTAL	$0	$95,911,573.19	$0.00	$95,911,573.19

Project Comments and Remarks: *Historic and cultural resources will limit ability to add ROW in Midway*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

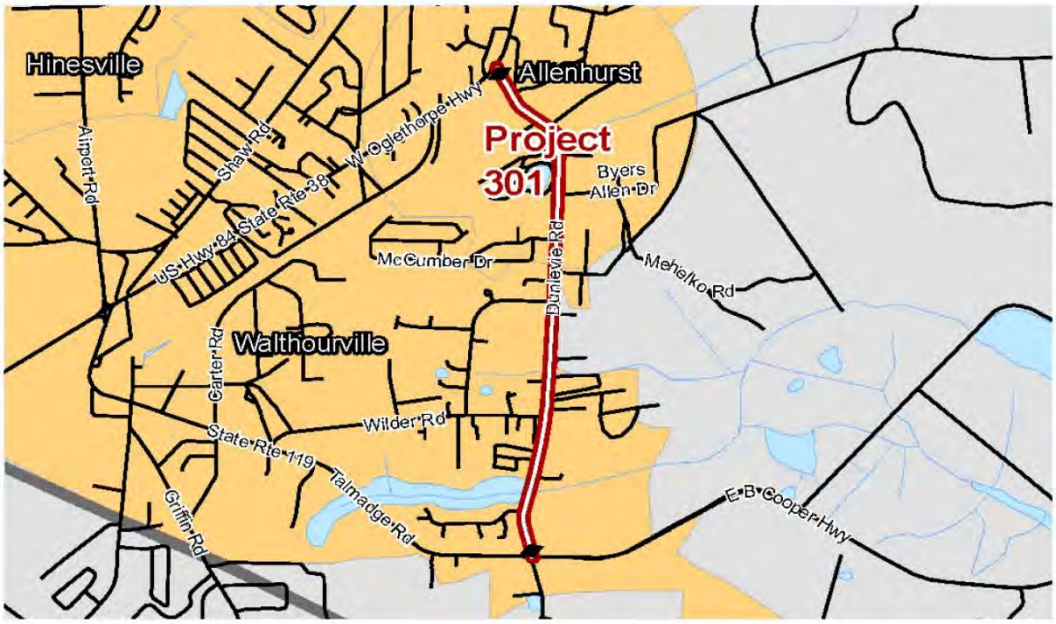
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Dunlevie Road Multimodal Safety Enhancements			HAMPO No:	301	GDOT No:	0
PROJECT DESCRIPTION:	Dunlevie Road Multimodal Safety Enhancements						
STRAHNET/GRIP:	NO	City:	Allenhurst		County:	Liberty County	
Local Road Name:	Dunlevie Rd			GDOT District:	5	Cong. District:	1
US/ST Road Name:		Existing Volume (2015):		3770	Design Volume (2045):		3270
Project Type:	Multimodal Safety Enhancements			Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From:	US 84		Project Length (Mi)	1.99	R. Commision:	Coastal
	To:	SR 119		Exist Lanes:	2	Future Lanes:	2
Open to Traffic Date:	N/A			Multimodal:	YES		
Network Year:	N/A	MTP Band: 4	Unfunded (Long range)				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$3,419,049.66	$0.00	$3,419,049.66

Project Comments and Remarks:	*Safety/enhancement*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

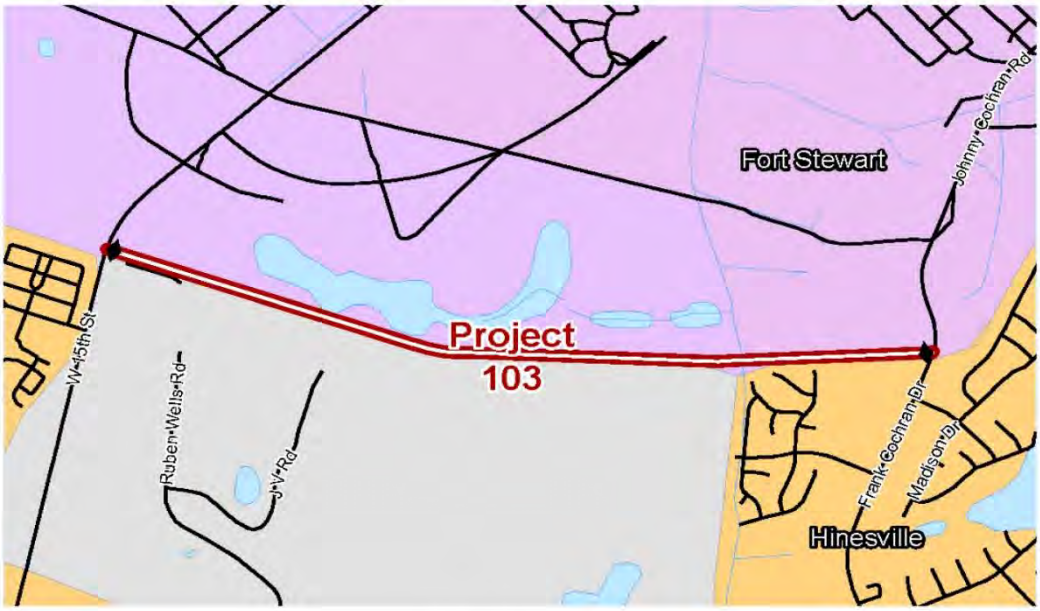
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Central Connector/ General Stewart ext. 2			**HAMPO No:**	103	**GDOT No:**	0
PROJECT DESCRIPTION:	New Roadway Central Connector/ General Stewart ext. 2						
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):**		7125	**Design Volume (2045):**		9603.4240
Project Type:	New Construction		**Regionally Significant:**		YES	**Capacity Adding:**	YES
Project Termini	**From:**	Veterans Parkway	**Project Length (Mi)**		1.91	**R. Commision:**	Coastal
	To:	15th Street	**Exist Lanes:**	0		**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	$0	$0	$0
MTP Band: 4	ROW	$0	$0	$0	$0
MTP Band: 4	UTL/CST	$0	$0	$0	$0
	TOTAL	$0	$0	$0	$0

Project Comments and Remarks: *Assumed R/W through agreement on installation*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

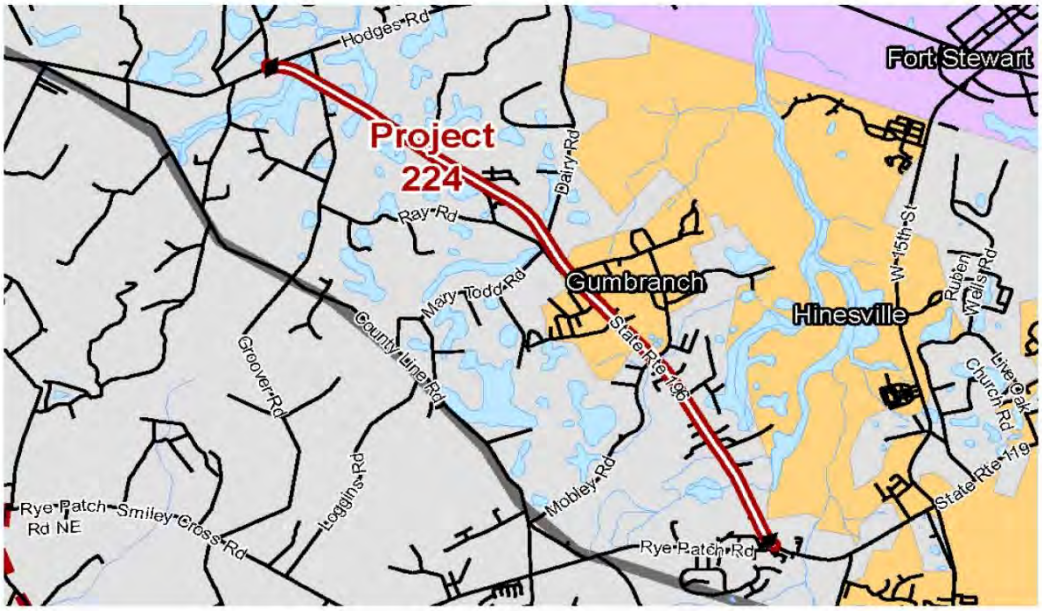
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 196 W (from Rye Patch Rd) Widening			HAMPO No:	224	GDOT No:	0
PROJECT DESCRIPTION:	SR 196 W (from Rye Patch Rd) Widening						
STRAHNET/GRIP:	NO	City:	Gumbranch	County:	Liberty County		
Local Road Name:	-			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 196 W	Existing Volume (2015):		4917.50	Design Volume (2045):		4917.50
Project Type:	Widening		Regionally Significant:	YES	Capacity Adding:		YES
Project Termini	From:	Rye Patch Rd/SR 196	Project Length (Mi)	4.86	R. Commision:		Coastal
	To:	Hodges Rd/Central Conn	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	$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
	TOTAL	$0	$42,688,215.71	$0.00	$42,688,215.71

Project Comments and Remarks:	*0*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management		HAMPO No:	309	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):	5900	Design Volume (2045):	7952.3086
Project Type:	Safety, Access Control	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: Charlie Butler	Project Length (Mi)	0.82	R. Commision:	Coastal
	To: Peach Street	Exist Lanes:	4	Future Lanes:	4
Open to Traffic Date:	N/A	Multimodal:	NO		
Network Year:	N/A	MTP Band: 2	(2026-2035)		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$1,629,932.17	$0.00	$1,629,932.17

Project Comments and Remarks:	*Safety/enhancement*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

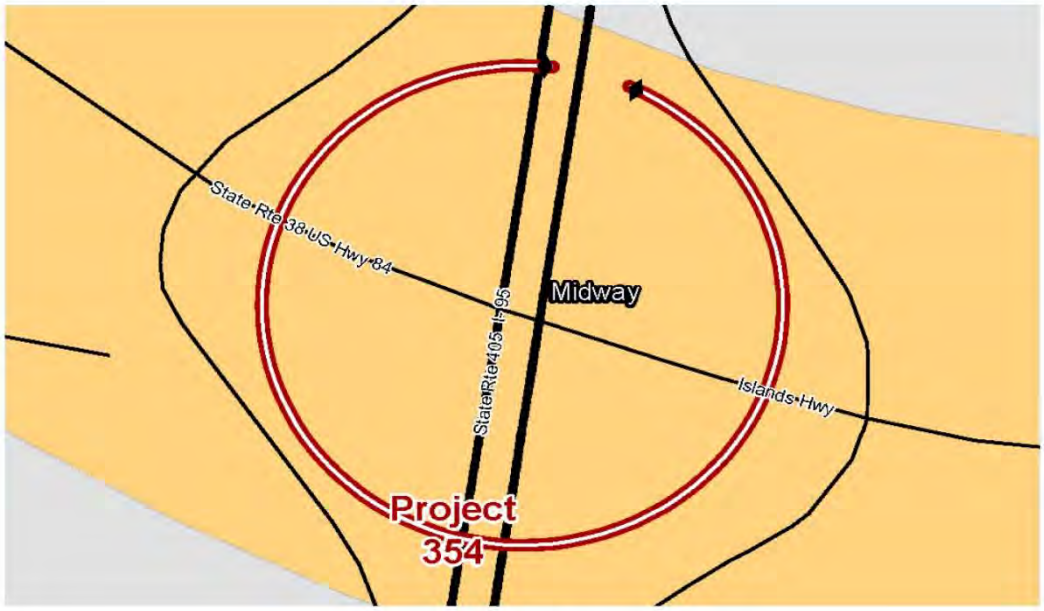
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	I-95 Intersection/ Road Improvements		HAMPO No: 354	GDOT No:	0
PROJECT DESCRIPTION:	I-95 Intersection/ Road Improvements				
STRAHNET/GRIP:	YES	City: Midway		County:	Liberty County
Local Road Name:	-		GDOT District:	5	Cong. District: 1
US/ST Road Name:	I-95	Existing Volume (2015):	N/A	Design Volume (2045):	N/A
Project Type:	0		Regionally Significant:	YES	Capacity Adding: NO
Project Termini	From:	US 84 @ I-95 Exit 76	Project Length (Mi)	0.69	R. Commision: Coastal
	To:	0	Exist Lanes:	-	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	$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
	TOTAL	$0	$1,092,668.30	$0.00	$1,092,668.30

Project Comments and Remarks:	*Drainage, pedestrian & enhancements*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

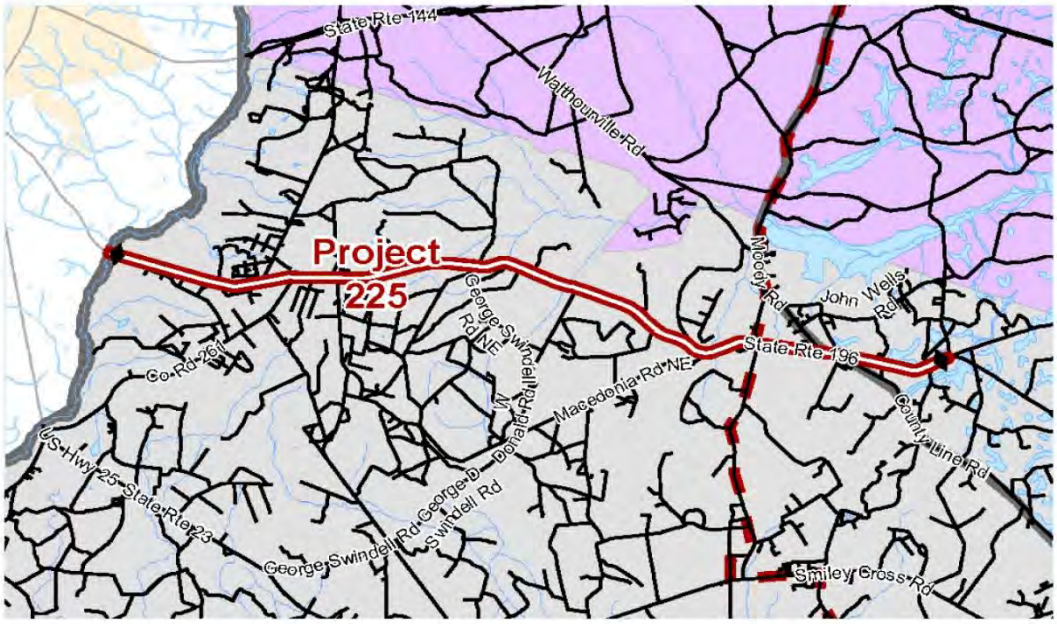
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 196 W (to US 301) Widening			HAMPO No:	225	GDOT No:	0
PROJECT DESCRIPTION:	SR 119/Talmadge Rd Multimodal Enhancements						
STRAHNET/GRIP:	NO	City:	Gumbranch		County:	Liberty County	
Local Road Name:	Talmadge Rd			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 119	Existing Volume (2015):		3070	Design Volume (2045):		3655
Project Type:	Widening		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	Hodges Rd/Central Connector	Project Length (Mi)		11.8	R. Commision:	Coastal
	To:	US 301	Exist Lanes:	2		Future Lanes:	4
Open to Traffic Date:	N/A		Multimodal:	YES			
Network Year:	N/A	MTP Band: 4	Unfunded (Long Range)				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$111,737,210.81	$0.00	$111,737,210.81

Project Comments and Remarks: *0*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

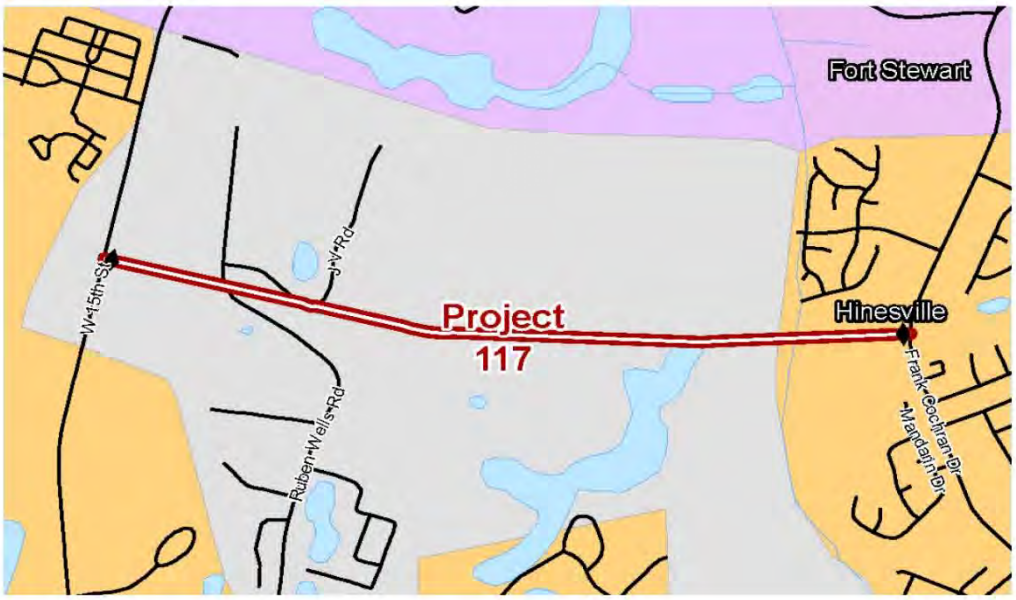
HAMPO 2045 Metropolitan Transportation Plan

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

PROJECT NAME:	Flemington Connector / Peacock Creek Rd			**HAMPO No:**	119	**GDOT No:**	0
PROJECT DESCRIPTION:	New Roadway Flemington Connector / Peacock Creek Rd						
STRAHNET/GRIP:	NO	**City:**	Flemington		**County:**	Liberty County	
Local Road Name:	Peacock Creek Rd			**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:**	Flemington Village Drive		**Project Length (Mi)**	2	**R. Commision:**	Coastal
	To:	US 84 / SR 38		**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	$1,052,680.92	$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
	TOTAL	$0	$13,684,851.94	$0.00	$13,684,851.94

Project Comments and Remarks: *Connects to new commercial and residential development and terminates in the vicinity of Liberty High School*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

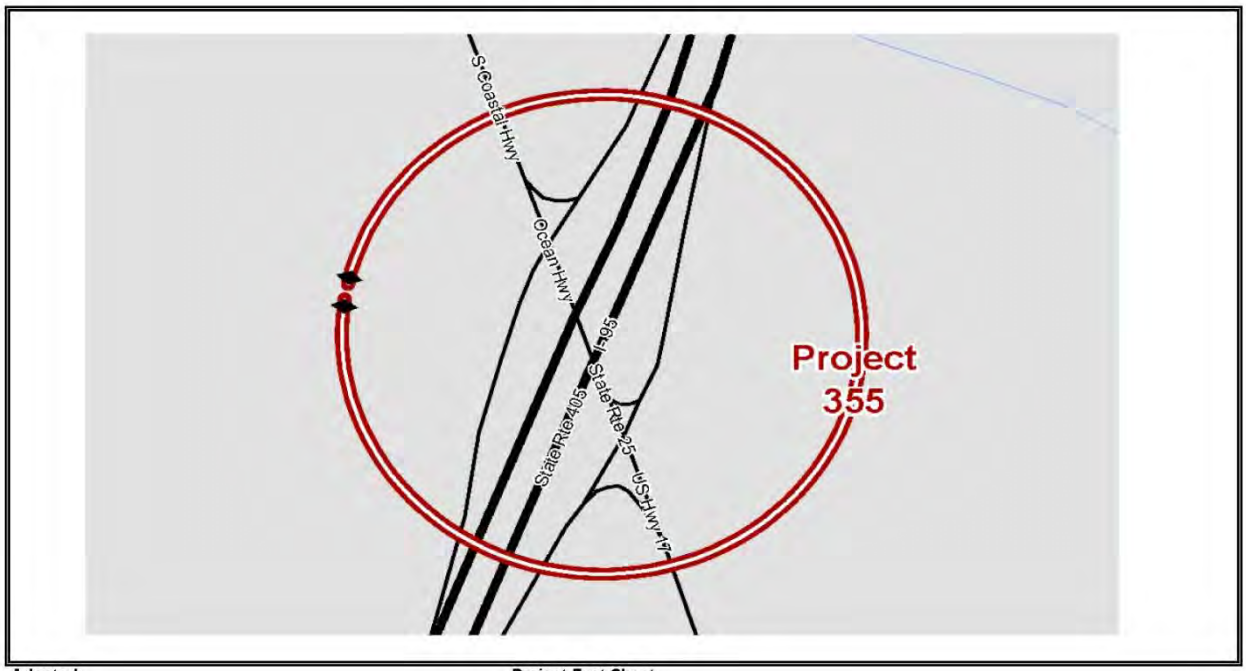
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	I-95 Intersection/ Road Improvements		HAMPO No:	355	GDOT No: 0
PROJECT DESCRIPTION:	I-95 Intersection/road Improvements				
STRAHNET/GRIP:	YES	City: Riceboro	County:	Liberty County	
Local Road Name:	-		GDOT District:	5	Cong. District: 1
US/ST Road Name:	I-95	Existing Volume (2015):	2800	Design Volume (2045):	3773.9770
Project Type:	Safety Enhancements	Regionally Significant:	YES	Capacity Adding:	NO
Project Termini	From: I-95 Exit 67	Project Length (Mi)	1	R. Commision:	Coastal
	To:	Exist Lanes:	-	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	$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
	TOTAL	$0	$1,619,928.48	$0.00	$1,619,928.48

Project Comments and Remarks:	*2014 SPLOST project: lighting, drainage, pedestrian & enhancements*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

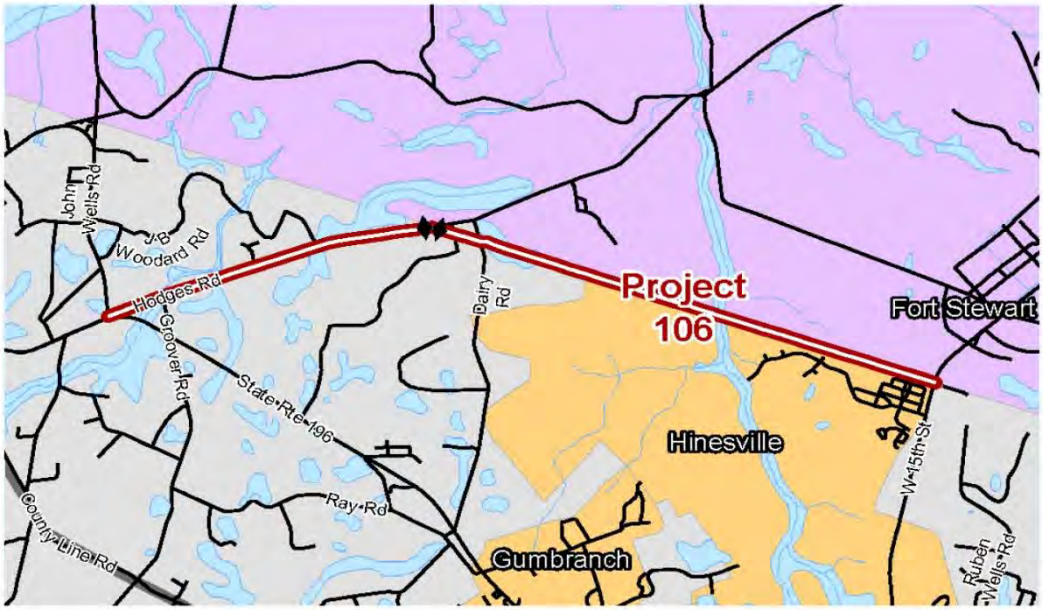
HAMPO 2045 Metropolitan Transportation Plan

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

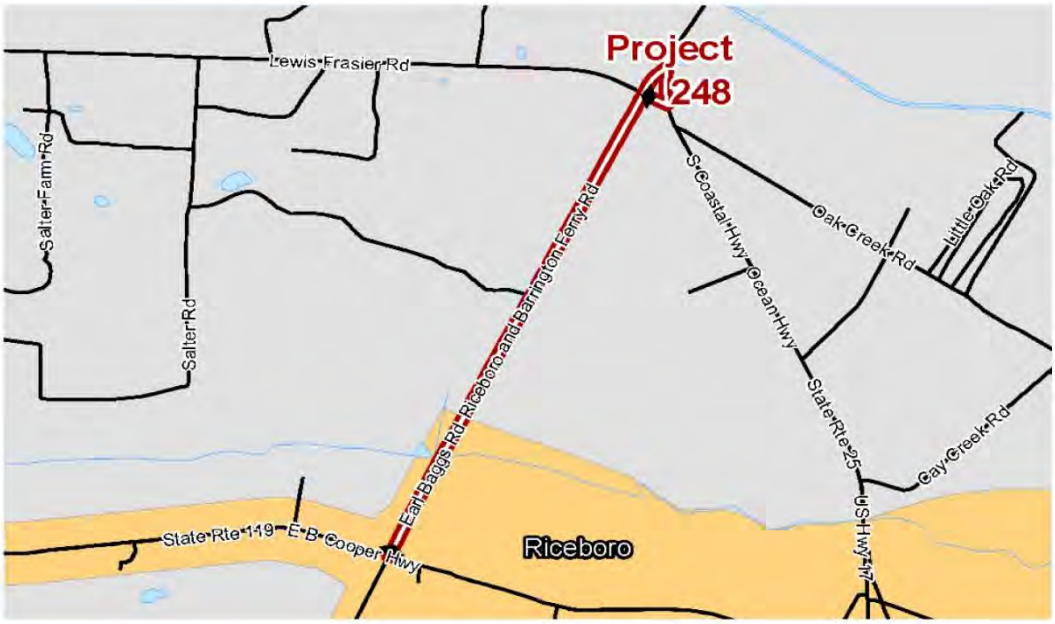
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Barrington Ferry Rd Widening			HAMPO No:	248	GDOT No:	0
PROJECT DESCRIPTION:	Barrington Ferry Rd Widening						
STRAHNET/GRIP:	NO	City:	Riceboro		County:	Liberty County	
Local Road Name:	Barrington Ferry Rd			GDOT District:	5	Cong. District:	1
US/ST Road Name:		Existing Volume (2015):		2070	Design Volume (2045):		2070
Project Type:	Widening		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	US 17	Project Length (Mi)		1.88	R. Commision:	Coastal
	To:	SR 119	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	$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
	TOTAL	$0	$27,753,774.89	$0.00	$27,753,774.89

Project Comments and Remarks:	0

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

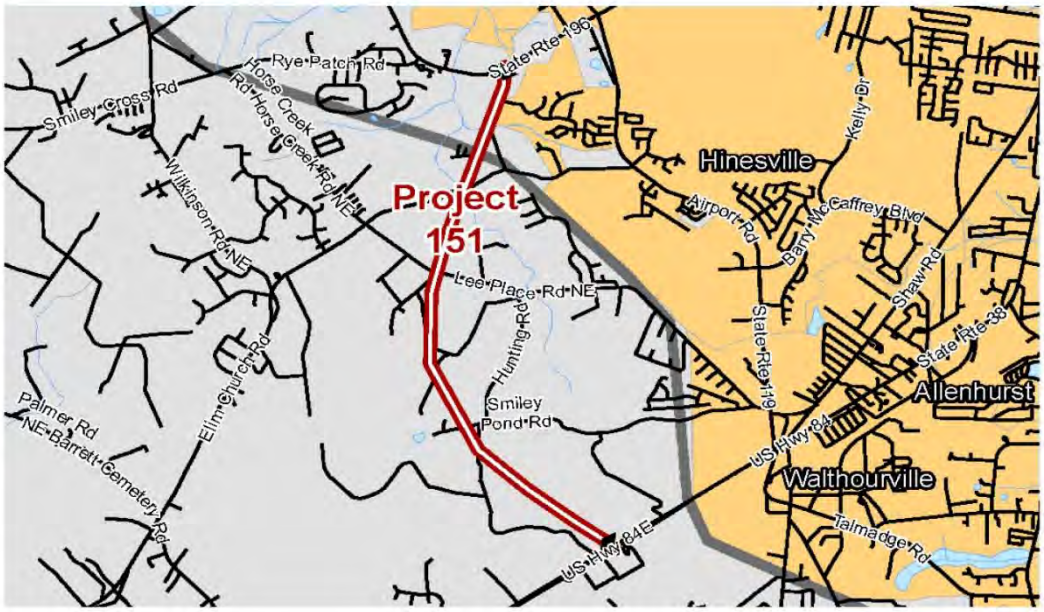
HAMPO 2045 Metropolitan Transportation Plan

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:	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
	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

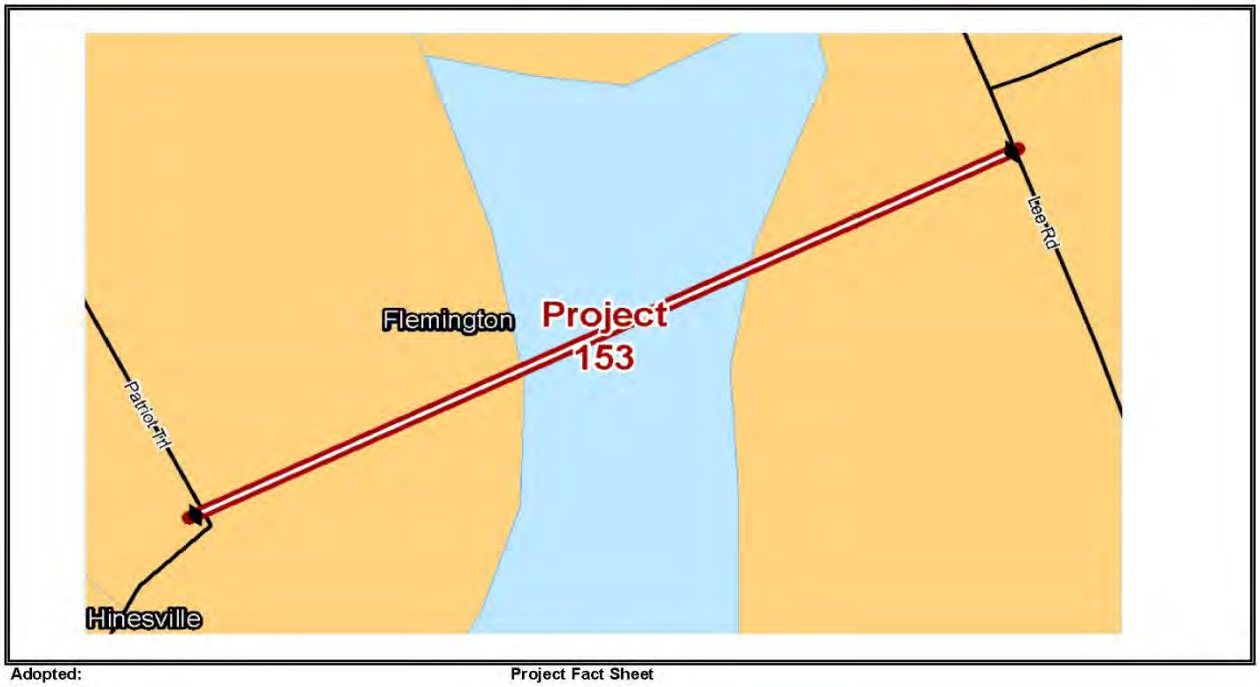
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Developer Road		HAMPO No: 153	GDOT No:	0
PROJECT DESCRIPTION:	New Roadway Developer Road				
STRAHNET/GRIP:	NO	City: Hinesville/Flemington		County:	Liberty County
Local Road Name:	Developer Rd		GDOT District:	5	Cong. District: 1
US/ST Road Name:	-	Existing Volume (2015):	2500	Design Volume (2045):	3369.6223
Project Type:	New Construction		Regionally Significant:	YES	Capacity Adding: YES
Project Termini	From: Peacock Creek Rd		Project Length (Mi)	0.36	R. Commision: Coastal
	To: Patriots Trail		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	$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
	TOTAL	$0	$6,367,756.94	$0.00	$6,367,756.94

Project Comments and Remarks:	*Connect proposed residential and commercial development.*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

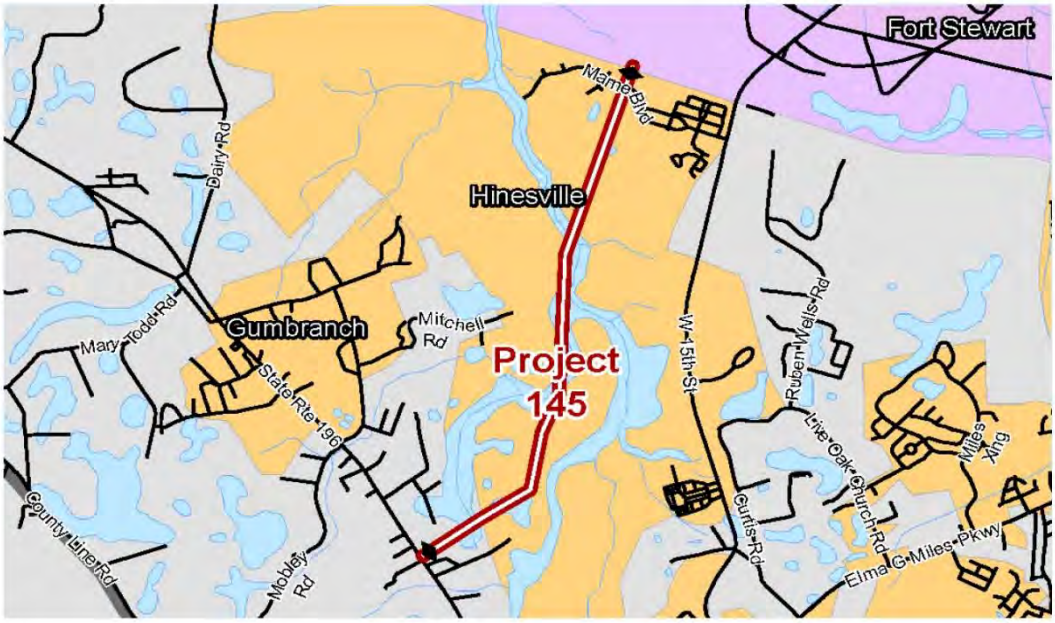
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Independence Rd (N-S)			HAMPO No:	145	GDOT No:	0
PROJECT DESCRIPTION:	New Roadway Independence Rd (N-S)						
STRAHNET/GRIP:	NO	City:	Hinesville		County:	Liberty County	
Local Road Name:	Independence Rd			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:	SR 196	Project Length (Mi)		2.73	R. Commision:	Coastal
	To:	Central Connector/Ft Stew Boundary	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	$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
	TOTAL	$0	$55,159,882.12	$0.00	$55,159,882.12

Project Comments and Remarks:	0

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

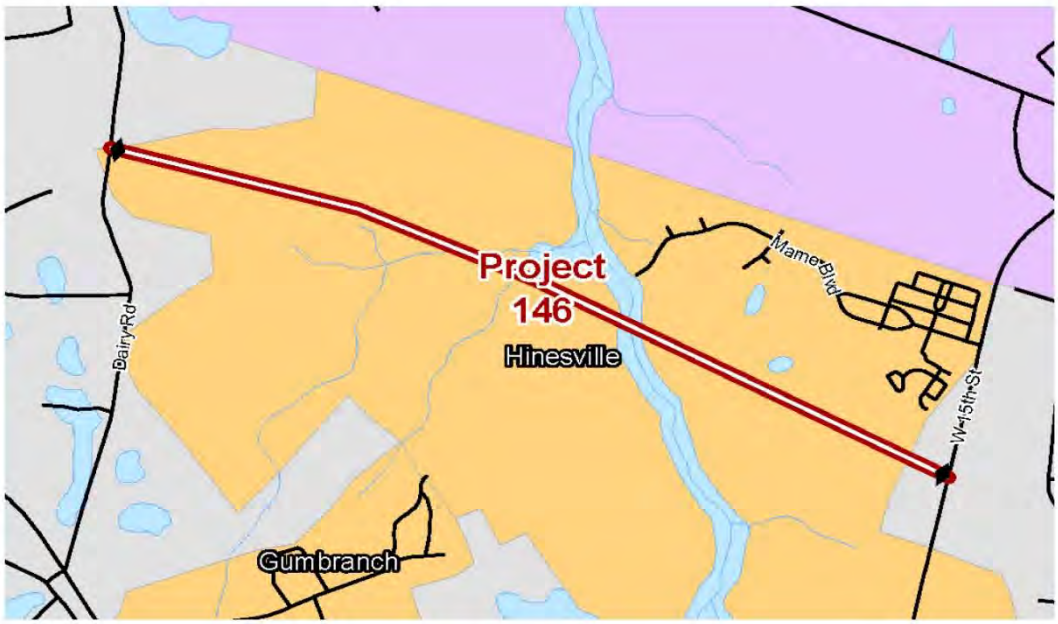
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Independence Spine Rd (E-W)		HAMPO No:	146	GDOT No: 0
PROJECT DESCRIPTION:	New Roadway Independence Spine Rd (E-W)				
STRAHNET/GRIP:	NO	City:	Hinesville	County:	Liberty County
Local Road Name:	Independence Spine Rd		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:	15th St @ Independence Conn	Project Length (Mi)	2.45	R. Commision: Coastal
	To:	Dairy 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	$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
	TOTAL	$0	$13,583,492.23	$0.00	$13,583,492.23

Project Comments and Remarks: *0*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	WAAF Access Road		HAMPO No:	129	GDOT No: 0
PROJECT DESCRIPTION:	New Roadway WAAF Access Road				
STRAHNET/GRIP:	NO	City: Flemington	County:	Liberty County	
Local Road Name:	WAAF Access Rd		GDOT District:	5	Cong. District: 1
US/ST Road Name:		Existing Volume (2015):	2000	Design Volume (2045):	2695.6978
Project Type:	New Construction	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: Old Hines Rd/Flem Loop	Project Length (Mi)	0.55	R. Commision:	Coastal
	To: Midcoast Regional Airport	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	$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

Project Comments and Remarks: *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:	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
	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

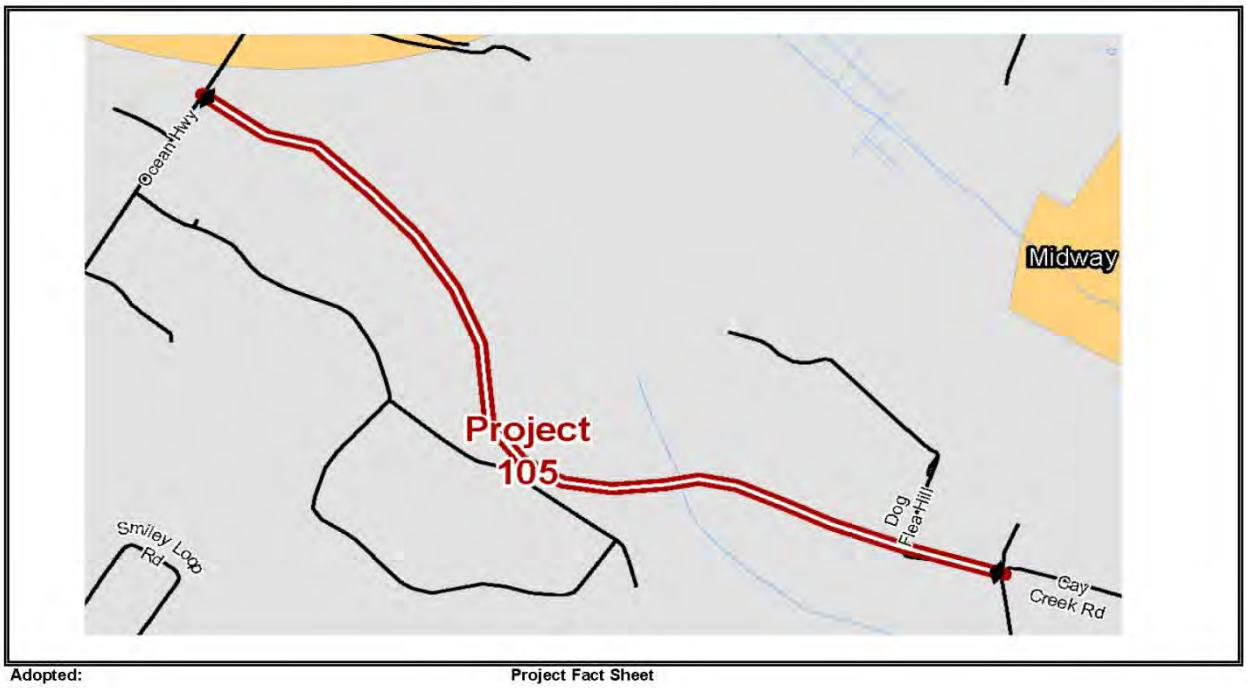
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Cay Creek Extension			HAMPO No:	105	GDOT No:	0
PROJECT DESCRIPTION:	New Roadway Cay Creek Extension						
STRAHNET/GRIP:	NO	City:	Midway		County:	Liberty County	
Local Road Name:	Cay Creek Ext			GDOT District:	5	Cong. District:	1
US/ST Road Name:		Existing Volume (2015):		1500	Design Volume (2045):		2021.7730
Project Type:	New Construction		Regionally Significant:		YES	Capacity Adding:	YES
Project Termini	From:	Cay Creek Rd	Project Length (Mi)		1.82	R. Commision:	Coastal
	To:	US 17	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	$1,605,295.06	$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
	TOTAL	$0	$18,275,850.32	$0.00	$18,275,850.32

Project Comments and Remarks:	0

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

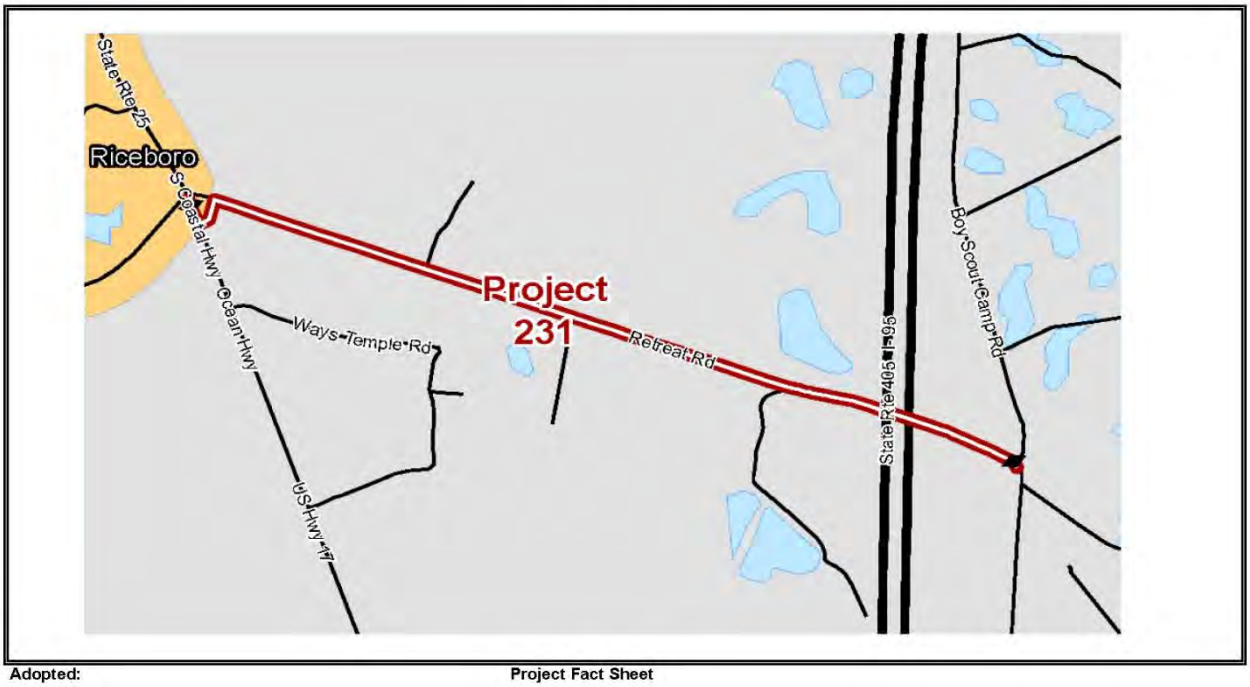
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Hampton Island Road		HAMPO No:	231	GDOT No: 0
PROJECT DESCRIPTION:	New Roadway Hampton Island Road				
STRAHNET/GRIP:	NO	City:	Riceboro	County:	Liberty County
Local Road Name:	Hampton Island Rd		GDOT District:	5	Cong. District: 1
US/ST Road Name:		Existing Volume (2015):	710	Design Volume (2045):	710
Project Type:	New Construction	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: Hampton Island	Project Length (Mi)	1.74	R. Commision:	Coastal
	To: US 17	Exist Lanes:	0	Future Lanes:	4
Open to Traffic Date:	N/A	Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Longe Range)		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$14,612,004.33	$0.00	$14,612,004.33

Project Comments and Remarks: *Project recommended during Plum Creek Master Plan development, low priority due to stalled development activity*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

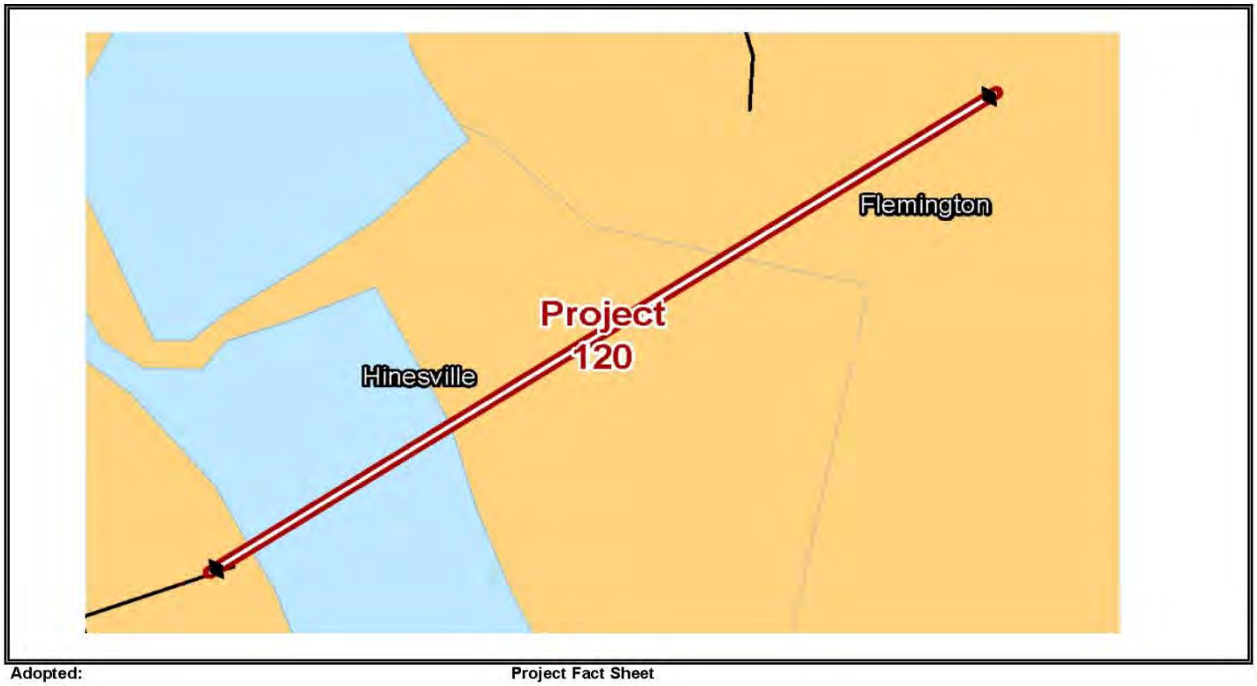
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Sandy Run Drive Extension			HAMPO No:	120	GDOT No:	0
PROJECT DESCRIPTION:	New Roadway Sandy Run Drive Extension						
STRAHNET/GRIP:	NO	City:	Hinesville		County:	Liberty County	
Local Road Name:	Sandy Run Dr 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:	Sandy Run Dr		Project Length (Mi)	0.55	R. Commision:	Coastal
	To:	Peacock Creek Rd		Exist Lanes:	0	Future Lanes:	2
Open to Traffic Date:	N/A			Multimodal:	NO		
Network Year:	N/A	MTP Band: 4	Unfunded (Longe Range)				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$6,239,541.34	$0.00	$6,239,541.34

Project Comments and Remarks:	*Peacock Creek bridge with roadway connecting to proposed residential and commercial development*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

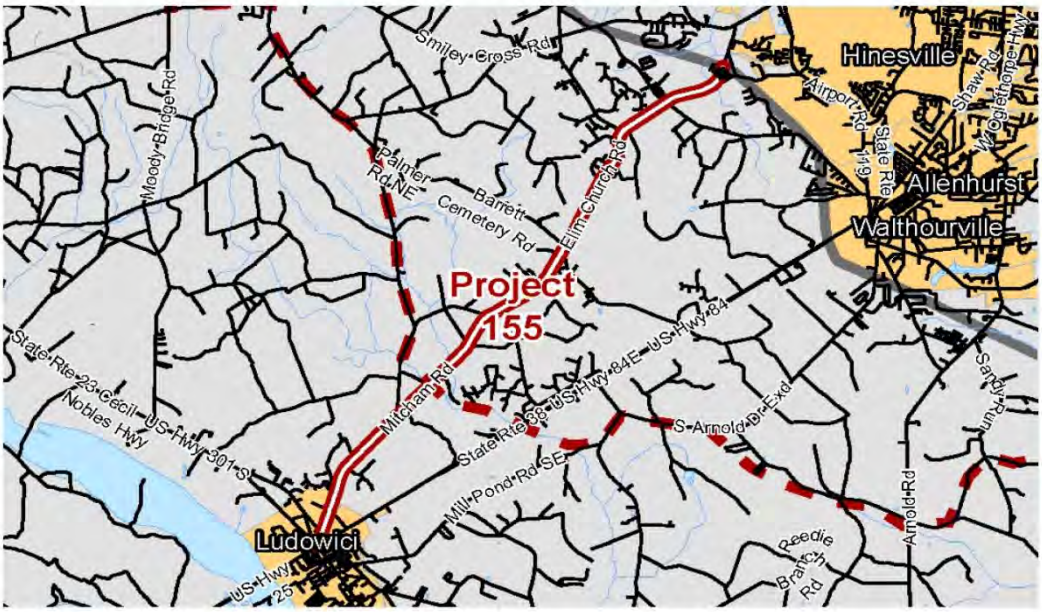
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Elim Church Road Widening		**HAMPO No:** 155	**GDOT No:**	0
PROJECT DESCRIPTION:	Elim Church Road Widening				
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):**	2503.3333	**Design Volume (2045):**	2503.3333
Project Type:	Widening	**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:** SR 196	**Project Length (Mi)**	8.14	**R. Commision:**	Coastal
	To: US 84 East of SR 301	**Exist Lanes:**	2	**Future Lanes:**	4
Open to Traffic Date:	N/A	**Multimodal:**	NO		
Network Year:	N/A	**MTP Band:** 4	**Unfunded (Longe Range)**		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$80,435,589.44	$0.00	$80,435,589.44

Project Comments and Remarks: *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

PROJECT NAME:	Barrington Ferry Rd @ US 17 Intersection Improvement		**HAMPO No:**	401	**GDOT No:** 0
PROJECT DESCRIPTION:	Barrington Ferry Rd @ US 17 Intersection Improvement				
STRAHNET/GRIP:	NO	**City:**	Riceboro	**County:**	Liberty County
Local Road Name:	Barrington Ferry Rd		**GDOT District:**	5	**Cong. District:** 1
US/ST Road Name:		**Existing Volume (2015):**	1854	**Design Volume (2045):**	1936.6667
Project Type:	Intersection Upgrade		**Regionally Significant:**	YES	**Capacity Adding:** NO
Project Termini	**From:** US 17 @Berrington Ferry Rd		**Project Length (Mi)**	0.26	**R. Commision:** Coastal
	To: 0		**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
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
	TOTAL	$0	$1,431,848.40	$0.00	$1,431,848.40

Project Comments and Remarks: *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

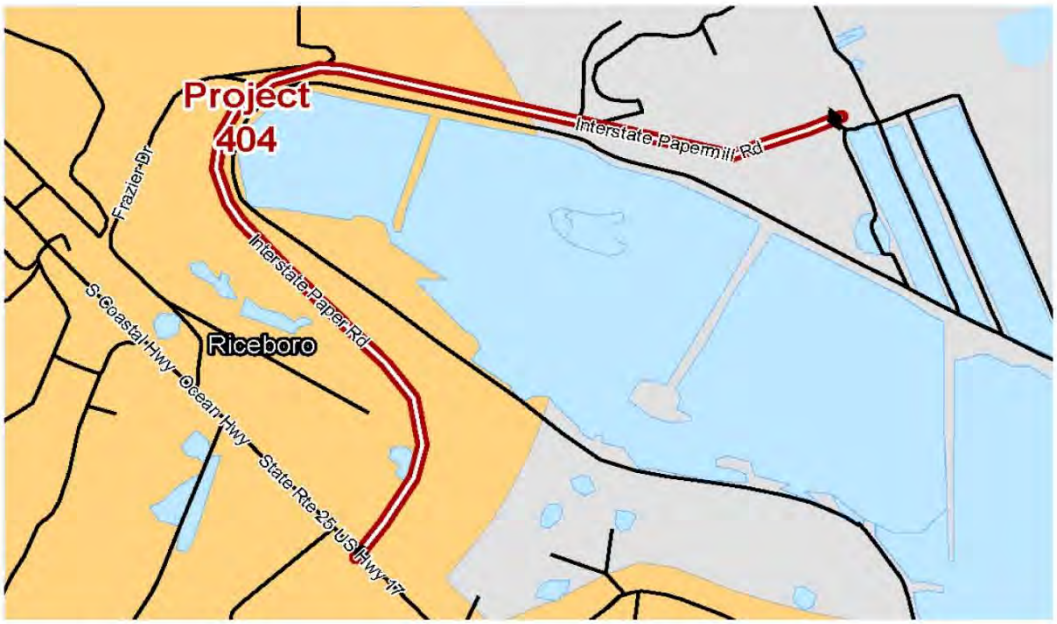
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Interstate Paper Road Rehabilitation			HAMPO No:	404	GDOT No:	0
PROJECT DESCRIPTION:	Interstate Paper Road Rehabilitation						
STRAHNET/GRIP:	NO	City:	Riceboro		County:	Liberty County	
Local Road Name:	Interstate Paper Rd			GDOT District:	5	Cong. District:	1
US/ST Road Name:		Existing Volume (2015):		1356	Design Volume (2045):		1809.5873
Project Type:	Reconstruction		Regionally Significant:		YES	Capacity Adding:	NO
Project Termini	From:	US 17	Project Length (Mi)		2.55	R. Commision:	Coastal
	To:	Road end	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
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
	TOTAL	$0	$0.00	$2,850,421.77	$2,850,421.77

Project Comments and Remarks:	*TSPLOST project supporting regional freight industry*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

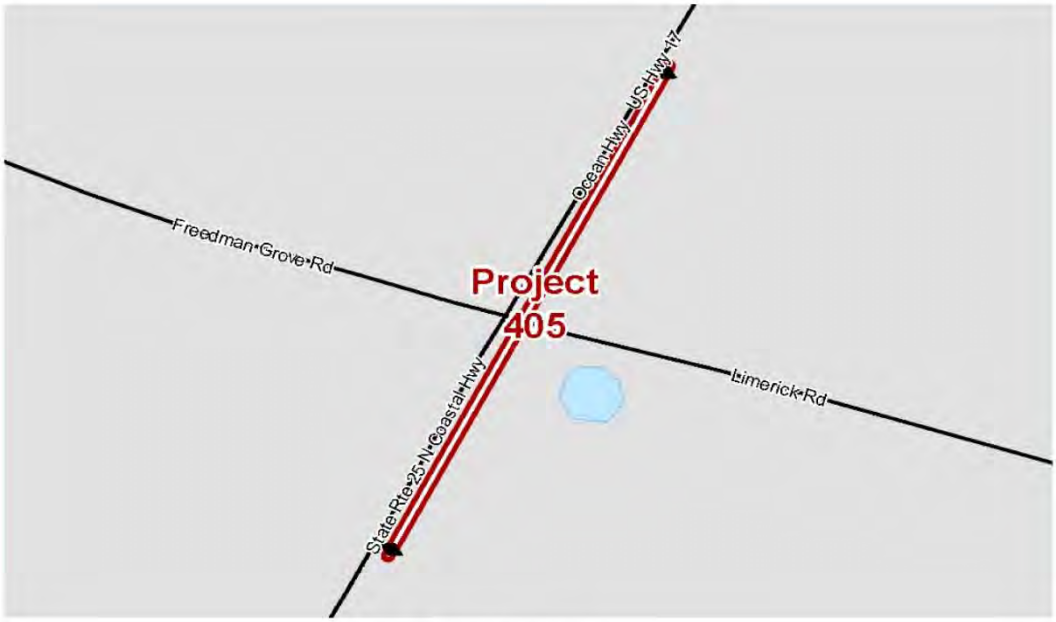
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Impr	HAMPO No:	405	GDOT No:	0
PROJECT DESCRIPTION:	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements				
STRAHNET/GRIP:	NO	City:	-	County:	Liberty County
Local Road Name:	N Coastal Hwy	GDOT District:	5	Cong. District:	1
US/ST Road Name:	US 17	Existing Volume (2015):	5510	Design Volume (2045):	5510
Project Type:	Signal and Intersection Improvements	Regionally Significant:	YES	Capacity Adding:	NO
Project Termini From:	US 17 @ Limerick Rd.	Project Length (Mi)	0.13	R. Commision:	Coastal
Project Termini To:		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
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
	TOTAL	$0	$691,365.96	$0.00	$691,365.96

Project Comments and Remarks:	*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

PROJECT NAME:	Intersection Improvements Veterans Pkwy @ Walmart/Lowes		**HAMPO No:** 406	**GDOT No:**	0
PROJECT DESCRIPTION:	Intersection Improvements Veterans Pkwy @ Walmart/Lowes				
STRAHNET/GRIP:	NO	**City:** Hinesville		**County:**	Liberty County
Local Road Name:	Veteran's Pkwy		**GDOT District:** 5	**Cong. District:**	1
US/ST Road Name:	-	**Existing Volume (2015):**	1480	**Design Volume (2045):**	1994.8164
Project Type:	Signal and Intersection Improvements	**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:** Veterans Parkway @ Walmart/Lowes	**Project Length (Mi)**	0.23	**R. Commision:**	Coastal
	To: 0	**Exist Lanes:**	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	$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

Project Comments and Remarks: *TSPLOST project: Installation of signal and turn lanes to facilitate turning movements*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

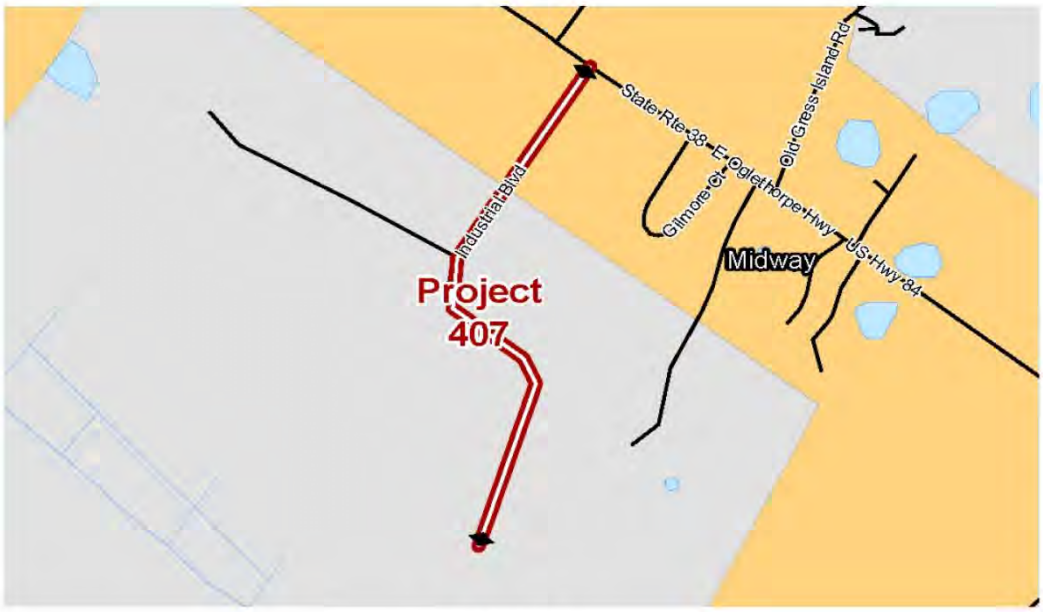
HAMPO 2045 Metropolitan Transportation Plan

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

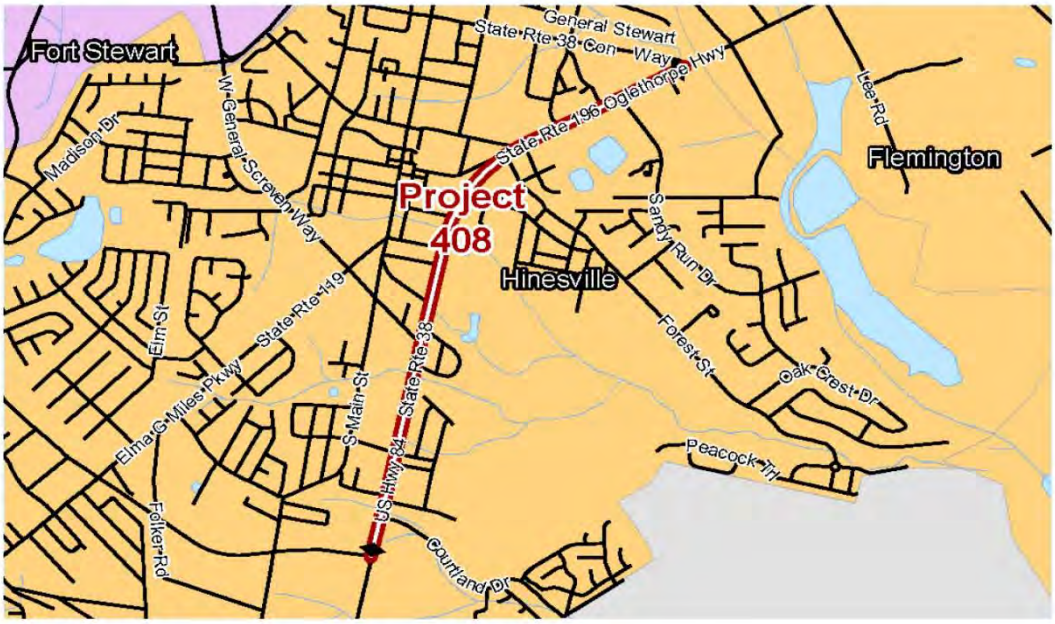
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	US 84 Adaptive Signal Upgrades			HAMPO No:	408	GDOT No:	0
PROJECT DESCRIPTION:	US 84 Adaptive Signal Upgrades						
STRAHNET/GRIP:	YES	City:	Hinesville	County:	Liberty County		
Local Road Name:	-			GDOT District:	5	Cong. District:	1
US/ST Road Name:	US 84	Existing Volume (2015):		31650	Design Volume (2045):		31650
Project Type:	Operational: Signal Upgrade		Regionally Significant:		YES	Capacity Adding:	NO
Project Termini	From:	Veterans Parkway	Project Length (Mi)		2.27	R. Commision:	Coastal
	To:	General Stewart Way	Exist Lanes:		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	$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
	TOTAL	$0	$577,843.75	$0.00	$577,843.75

Project Comments and Remarks:	*Sourced from HAMPO Freight Plan*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Veterans Pkwy Adaptive Signal Upgrades			HAMPO No:	409	GDOT No:	0
PROJECT DESCRIPTION:	Veterans Pkwy Adaptive Signal Upgrades						
STRAHNET/GRIP:	NO	City:	Hinesville		County:	Liberty County	
Local Road Name:	Veteran's Pkwy			GDOT District:	5	Cong. District:	1
US/ST Road Name:	-	Existing Volume (2015):		1480	Design Volume (2045):		1994.8164
Project Type:	Operational: Signal Upgrade			Regionally Significant:	YES	Capacity Adding:	NO
Project Termini	From:	SR 119/SR 196/EG Miles Pkwy		Project Length (Mi)	1.02	R. Commision:	Coastal
	To:	US 84 / SR 38		Exist Lanes:	4	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	$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

Project Comments and Remarks:	*Sourced from HAMPO Freight Plan*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

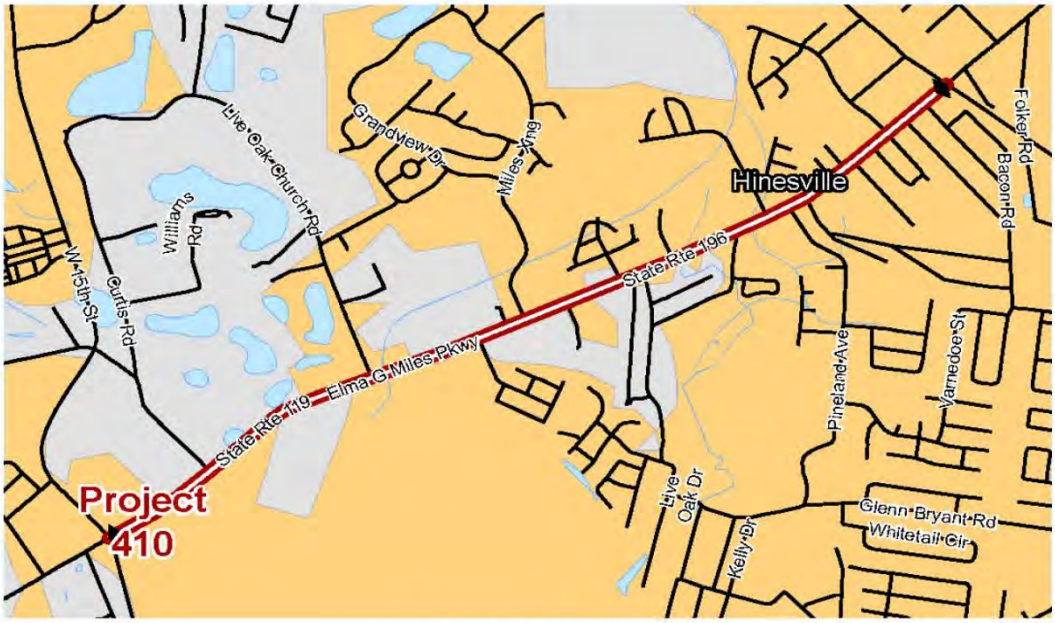
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	E.G. Miles Adaptive Signal Upgrades			HAMPO No:	410	GDOT No:	0
PROJECT DESCRIPTION:	E.G. Miles Adaptive Signal Upgrades						
STRAHNET/GRIP:	NO	City:	Hinesville	County:	Liberty County		
Local Road Name:	E.G. Miles Pkwy			GDOT District:	5	Cong. District:	1
US/ST Road Name:	-	Existing Volume (2015):		16900	Design Volume (2045):		16900
Project Type:	Operational: Signal Upgrade		Regionally Significant:		YES	Capacity Adding:	NO
Project Termini	From:	15th Street	Project Length (Mi)		2.48	R. Commision:	Coastal
	To:	SR 196/Veterans Pkwy	Exist Lanes:	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	$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
	TOTAL	$0	$577,843.75	$0.00	$577,843.75

Project Comments and Remarks: *Sourced from HAMPO Freight Plan*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and S	**HAMPO No:**	411	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety				
STRAHNET/GRIP:	NO	**City:**	Hinesville	**County:**	Liberty County
Local Road Name:	E.G. Miles Pkwy	**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	SR 119/SR 196	**Existing Volume (2015):**	16900	**Design Volume (2045):**	16900
Project Type:	Access Management / Safety	**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:** 15th Street	**Project Length (Mi)**	1.96	**R. Commision:**	Coastal
	To: Pineland Avenue	**Exist Lanes:**	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	$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
	TOTAL	$0	$565,745.15	$0.00	$565,745.15

Project Comments and Remarks: *Sourced from 2045 HAMPO MTP Safety Audit and Operational Analysis*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 196 / E.G. Miles Pkwy Access Management			**HAMPO No:**	412	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 196 / E.G. Miles Pkwy Access Management						
STRAHNET/GRIP:	NO		**City:**	Hinesville/Gumbranch		**County:**	Liberty County
Local Road Name:	-				**GDOT District:**	5	**Cong. District:** 1
US/ST Road Name:	-		**Existing Volume (2015):**		10650	**Design Volume (2045):**	14354.5909
Project Type:	Access Management / Safety			**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:**	15th Street		**Project Length (Mi)**	0.63	**R. Commision:**	Coastal
	To:	Elim Church Rd.		**Exist Lanes:**	4	**Future Lanes:**	4
Open to Traffic Date:	N/A			**Multimodal:**	NO		
Network Year:	N/A	**MTP Band:** 2	2026-2035				

Status	Phase	Local	State/Federal	Other	Total
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

Project Comments and Remarks: *Sourced from 2045 Operational and Safety Analysis.*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

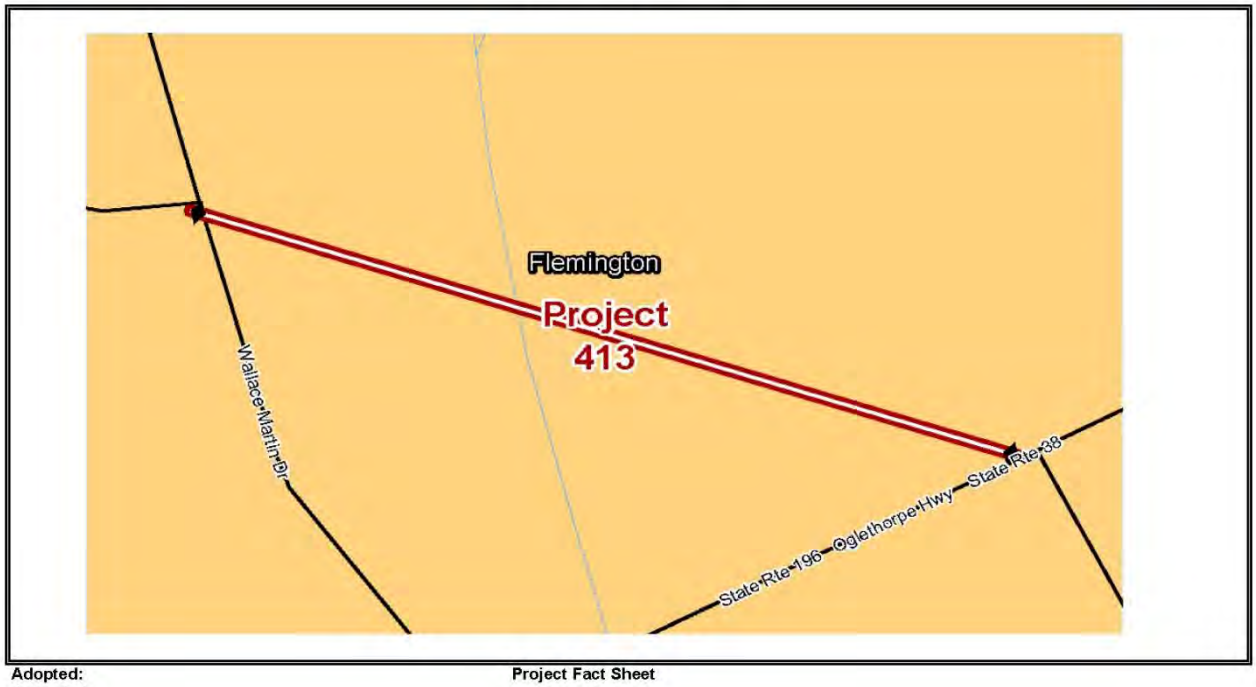
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Wallace Martin Realignment		**HAMPO No:** 413	**GDOT No:**	0
PROJECT DESCRIPTION:	Wallace Martin Realignment				
STRAHNET/GRIP:	NO	**City:** Hinesville		**County:**	Liberty County
Local Road Name:	Wallace Martin Dr		**GDOT District:** 5	**Cong. District:**	1
US/ST Road Name:	-	**Existing Volume (2015):**	3512.50	**Design Volume (2045):**	4734.3193
Project Type:	Realignment	**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:** US 84/SR 38	**Project Length (Mi)**	0.30	**R. Commision:**	Coastal
	To: South of Tremain Dr.	**Exist Lanes:**	0	**Future Lanes:**	2
Open to Traffic Date:	N/A	**Multimodal:**	NO		
Network Year:	N/A	**MTP Band:** 1 & 2	(2019-2025) & (2026-2035)		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$3,034,605.94	$0.00	$3,034,605.94

Project Comments and Remarks: *Support project for US 84 Access Management median improvements to maintain access to public schools*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

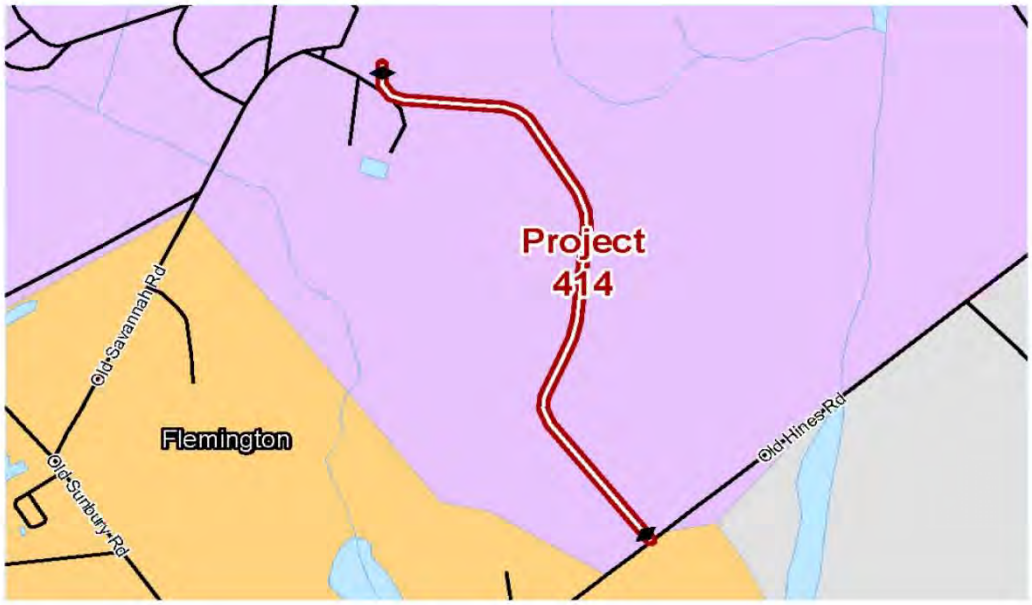
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	WAAF / Midcoast Regional Joint Municipal Airport Access Road		**HAMPO No:** 414	**GDOT No:**	0
PROJECT DESCRIPTION:	New Roadway WAAF / Midcoast Regional Joint Municipal Airport Access Road				
STRAHNET/GRIP:	NO	**City:** Flemington		**County:**	Liberty County
Local Road Name:	Midcoast Regional Joint Municipal Airport Access Rd		**GDOT District:** 5	**Cong. District:**	1
US/ST Road Name:	-	**Existing Volume (2015):**	2000	**Design Volume (2045):**	2695.6978
Project Type:	New Construction		**Regionally Significant:** YES	**Capacity Adding:**	YES
Project Termini	**From:** Old Hines Road		**Project Length (Mi)** 1.34	**R. Commision:**	Coastal
	To: Airport South Access		**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	$0.00	$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
	TOTAL	$0.00	$8,470,900.19	$0.00	$8,470,900.19

Project Comments and Remarks: *Recommended by Airport Plan to eliminate conflicts with Fort Stewart's security zones*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

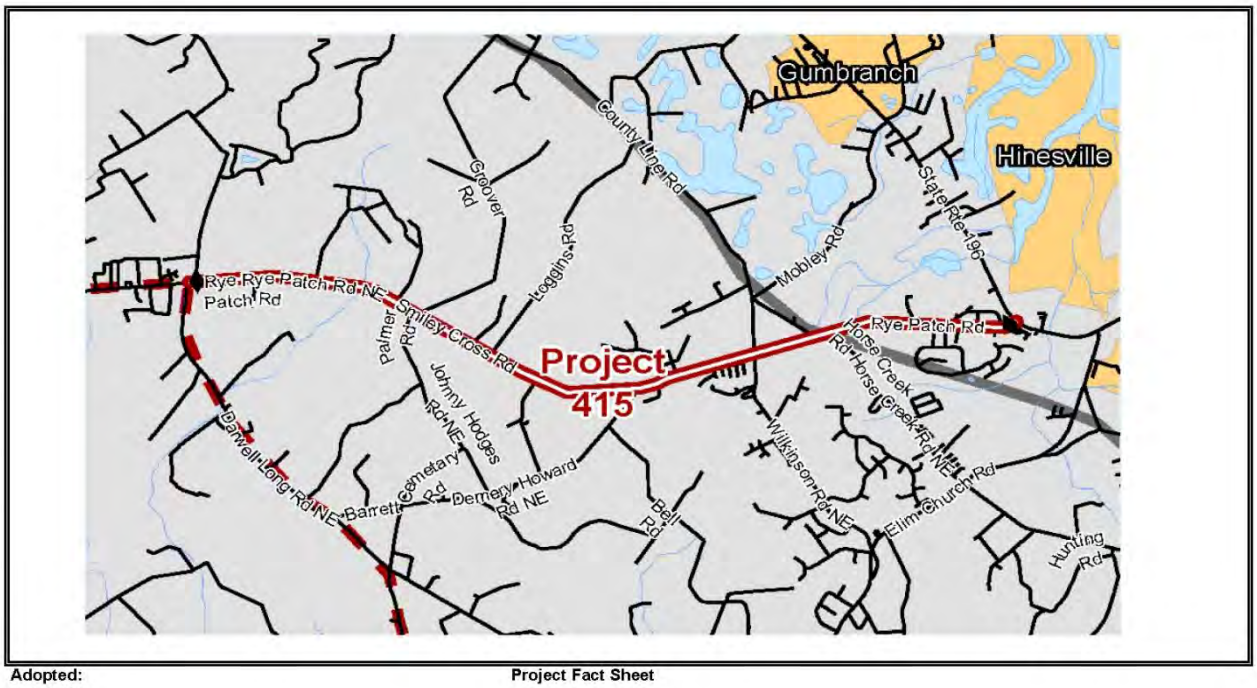
HAMPO 2045 Metropolitan Transportation Plan

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. Commision: 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

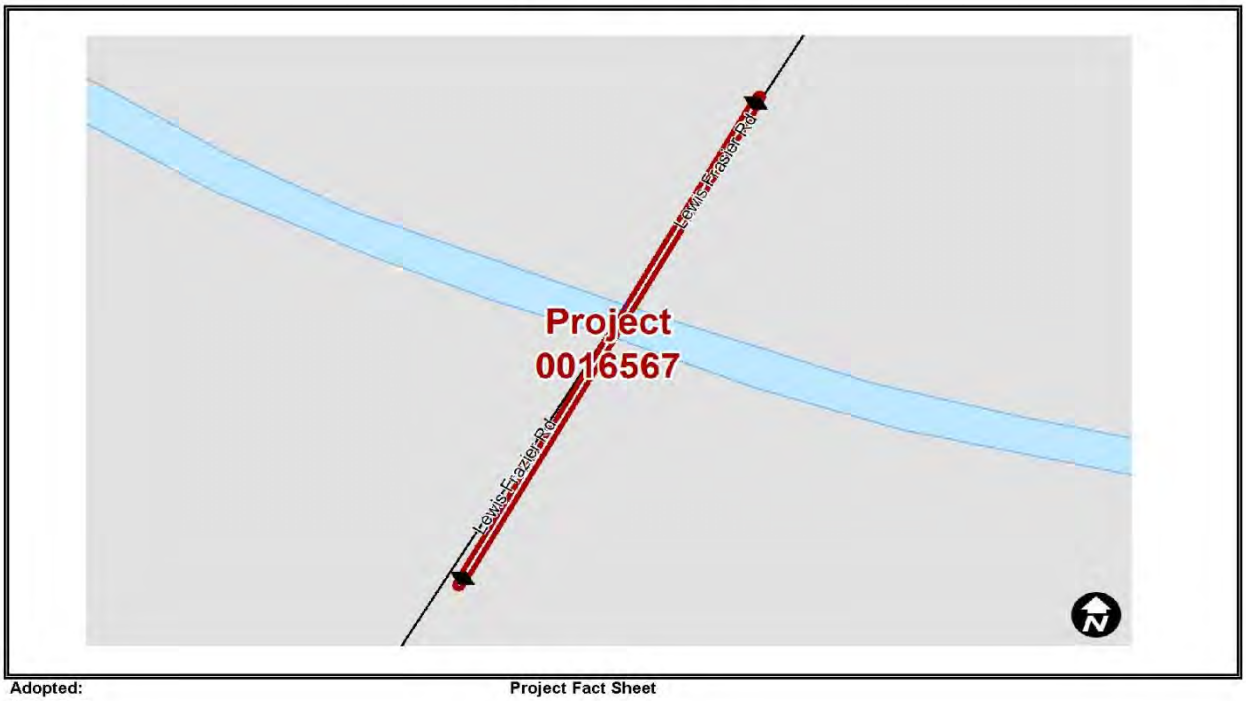
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	CR 171/Lewis Fraiser Rd @ Peacock Creek		HAMPO No:	0016567	GDOT No: 0016567
PROJECT DESCRIPTION:	Bridge Replacement CR 171/Lewis Fraiser Rd @ Peacock Creek				
STRAHNET/GRIP:	NO	City: -	County:	Liberty County	
Local Road Name:	Lewis Fraiser Rd	GDOT District:	5	Cong. District:	1
US/ST Road Name:	CR 17	Existing Volume (2015):	580	Design Volume (2045):	781.7524
Project Type:	Bridge Replacement	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: CR 171/Lewis Fraiser Rd.	Project Length (Mi)	0.40	R. Commision:	Coastal
	To: 0	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	$0.00	$0.00
	ROW	$0	$0	$0.00	$0.00
MTP Band :1	CST	$0	$10,732,931.20	$0.00	$10,732,931.20
	TOTAL	$0	$10,732,931	$0.00	$10,732,931.20

Project Comments and Remarks:	*GDOT CWP: PE 2021, ROW 2023, CST 2025, HAMPO ID 402*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	HAMPO No:	319b	GDOT No:	0
PROJECT DESCRIPTION:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project				

STRAHNET/GRIP:	YES	City:	Hinesville	County:	Liberty County		
Local Road Name:	-			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38/US 84	Existing Volume (2015):		29800.0000	Design Volume (2045):		29800.0000
Project Type:	Signal and Intersection Improvements	Regionally Significant:		YES	Capacity Adding:	NO	
Project Termini	From:	Martin Luther King Jr. @ US 84	Project Length (Mi)	0.25	R. Commision:	Coastal	
	To:	Fraiser Drive @ US 84	Exist Lanes: 2	N/A	Future Lanes:	N/A	
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	$0.00	$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
	TOTAL	$0.00	$0.00	$525,174.38	$525,174.38

Project Comments and Remarks:	*TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	HAMPO No:	319c	GDOT No:	0
PROJECT DESCRIPTION:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project				

STRAHNET/GRIP:	YES	City:	Hinesville	County:	Liberty County		
Local Road Name:	Memorial Drive			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38/US 84	Existing Volume (2015):		29800	Design Volume (2045):		29800
Project Type:	Intersection Improvements	Regionally Significant:		YES	Capacity Adding:		NO
Project Termini	From:	East Memorial Drive @ US 84 / SR 38	Project Length (Mi)		0.25	R. Commision:	Coastal
	To:	0	Exist Lanes: 2	N/A		Future Lanes:	N/A
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	$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
	TOTAL	$0	$0	$184,384.69	$184,384.69

Project Comments and Remarks:	*TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project	**HAMPO No:**	320b	**GDOT No:**	0
PROJECT DESCRIPTION:	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project				

STRAHNET/GRIP:	YES	**City:**	Hinesville		**County:**	Liberty County	
Local Road Name:	-			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:		**Existing Volume (2015):**		31000	**Design Volume (2045):**		31000
Project Type:	Intersection Improvements		**Regionally Significant:**		YES	**Capacity Adding:**	NO
Project Termini	**From:**	SR 196 /General Screven Way @ US 84 / SR 38	**Project Length (Mi)**		0.25	**R. Commision:**	Coastal
	To:	0	**Exist Lanes:**		N/A	**Future Lanes:**	N/A
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	$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**
	TOTAL	**$0**	**$0**	**$682,906.25**	**$682,906.25**

Project Comments and Remarks:	***TSPLOST Intersection Improvements Supporting Lump Sum Safety Funded Median Project***

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	15th Street Multimodal Safety Enhancements:TSPLOST			**HAMPO No:**	201	**GDOT No:**	0010348
PROJECT DESCRIPTION:	15th Street Multimodal Safety Enhancements:TSPLOST						
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):**		6890	**Design Volume (2045):**	9286.6790
Project Type:	Safety Enhancements - Sidewalks			**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:**	EG Miles Pkwy		**Project Length (Mi)**	2.82	**R. Commision:**	Coastal
	To:	Fort Stewart boundary		**Exist Lanes:**	2	**Future Lanes:**	4
Open to Traffic Date:	N/A			**Multimodal:**	YES		
Network Year:	N/A	**MTP Band:** 1	2019-2025				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$1,000,647.50	$0.00	$1,000,647.50

Project Comments and Remarks: *HAMPO Project 201 was split out from Project PI#0010348 15th Street Widening.*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	South Main Street Widening		HAMPO No: 307	GDOT No:	0
PROJECT DESCRIPTION:	South Main Street Widening				
STRAHNET/GRIP:	NO	City: Hinesville		County:	Liberty County
Local Road Name:	South Main St		GDOT Distri 5	Cong. District:	1
US/ST Road Name:		Existing Volume (2015):	8140	Design Volume (2045):	8140
Project Type:	Mix: widening, access improvements	Regionally Significant:	YES	Capacity Adding:	YES
Project Termini	From: 2nd Street	Project Length (Mi)	2.39	R. Commision:	Coastal
	To: KayceStreet	Exist Lanes: 2	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
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
	TOTAL	$0	$34,628,600.00	$0.00	$34,628,600.00

Project Comments and Remarks:	*Preliminary designs completed by PC Simonton - TSPLOST*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks		**HAMPO No:**	312	**GDOT No:** 0
PROJECT DESCRIPTION:	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks				
STRAHNET/GRIP:	YES	**City:** Midway		**County:**	Liberty County
Local Road Name:	-		**GDOT District:**	5	**Cong. District:** 1
US/ST Road Name:		**Existing Volume (2015):**	8850	**Design Volume (2045):**	8850
Project Type:	Safety, Access Control	**Regionally Significant:**		YES	**Capacity Adding:** YES
Project Termini	**From:** Bacontown Rd	**Project Length (Mi)**		3.79	**R. Commision:** Coastal
	To: Lewis Frasier Rd	**Exist Lanes:**		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	$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**
	TOTAL	**$0**	**$0**	**$1,932,932.52**	**$1,932,932.52**

Project Comments and Remarks: *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 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	**HAMPO No:**	311a	**GDOT No:**	0
PROJECT DESCRIPTION:	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median				

STRAHNET/GRIP:	YES		**City:**	Midway	**County:**	Liberty County	
Local Road Name:	Oglethorpe Hwy			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:	US 84		**Existing Volume (2015):**	10000	**Design Volume (2045):**		10000
Project Type:	Intersection Upgrade /Safety, Access Control			**Regionally Significant:**	YES	**Capacity Adding:**	NO
Project Termini	**From:**	US 84@Butler Avenue		**Project Length (Mi)**	0.73	**R. Commision:**	Coastal
	To:			**Exist Lanes:**	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	$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**
	TOTAL	**$0**	**$0**	**$368,454.59**	**$368,454.59**

Project Comments and Remarks: *TSPLOST Intersection Improvements and Median*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	SR 38 /US 84 Safety and Access Management		HAMPO No:	311b	GDOT No: 0
PROJECT DESCRIPTION:	SR 38 /US 84 Safety and Access Management				
STRAHNET/GRIP:	YES	City:	Midway	County:	Liberty County
Local Road Name:	Oglethorpe Hwy		GDOT District:	5	Cong. District: 1
US/ST Road Name:	US 84	Existing Volume (2015):	10000	Design Volume (2045):	10000
Project Type:	Safety, Access Control	Regionally Significant:	YES	Capacity Adding:	NO
Project Termini	From: Butler Avenue	Project Length (Mi)	0.00	R. Commision:	Coastal
	To: Lewis Frasier Rd	Exist Lanes:	4	Future Lanes:	4
Open to Traffic Date:	N/A	Multimodal:	NO		
Network Year:	N/A MTP Band: 3	2039-2045			

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$681,488.04	$0.00	$681,488.04

Project Comments and Remarks: *Safety and Access Management*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

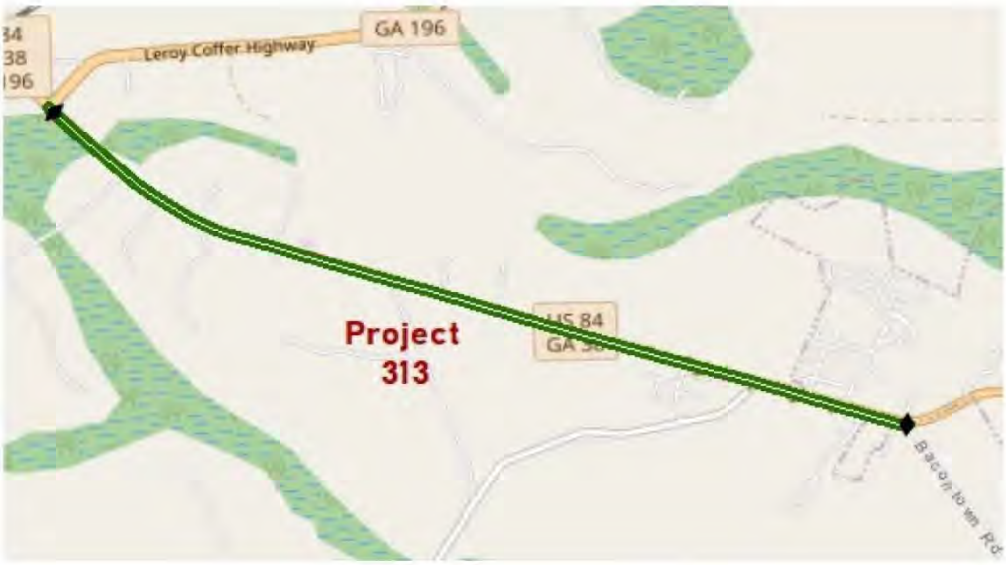
HAMPO 2045 Metropolitan Transportation Plan

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:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Phase I SR 38 /US 84 Safety and Access Management: TSPL			HAMPO No:	315a	GDOT No:	0
PROJECT DESCRIPTION:	Phase I SR 38 /US 84 Safety and Access Management: TSPLOST Multimodal Safety Enhancements						
STRAHNET/GRIP:	YES	City:	Hinesville		County:	Liberty County	
Local Road Name:	Old Sunburry Road			GDOT District:	5	Cong. District:	1
US/ST Road Name:	SR 38 /US 84	Existing Volume (2015):		24200	Design Volume (2045):		32617.9438
Project Type:	Multimodal Safety Enhancements		Regionally Significant:		0	Capacity Adding:	NO
Project Termini	From:	Old Sunburry Road	Project Length (Mi)		1.67	R. Commision:	Coastal
	To:	Liberty County High School	Exist Lanes:		4	Future Lanes:	4
Open to Traffic Date:	N/A		Multimodal:	YES			
Network Year:	N/A	MTP Band: 1	2019-2025				

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$0	$1,092,650.00	$1,092,650.00

Project Comments and Remarks:	*TSPLOST Multimodal Safety Enhancements*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Phase II SR 38 /US 84 Safety and Access Management: Mutin	**HAMPO No:**	315b	**GDOT No:**	0
PROJECT DESCRIPTION:	Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.				
STRAHNET/GRIP:	YES	**City:**	-	**County:**	Liberty County
Local Road Name:	-	**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:		**Existing Volume (2015):**	24200.0000	**Design Volume (2045):**	32617.9438
Project Type:	Safety, Access Control	**Regionally Significant:**	0	**Capacity Adding:**	NO
Project Termini	From: Brights Lake Road	**Project Length (Mi)**	1.67	**R. Commision:**	Coastal
	To: John Martin	**Exist Lanes:**	4	**Future Lanes:**	4
Open to Traffic Date:	N/A	**Multimodal:**	YES		
Network Year:	N/A	**MTP Band:** 3	2036-2045		

Status	Phase	Local	State/Federal	Other	Total
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
	TOTAL	$0	$4,808,516.87	$0.00	$4,808,516.87

Project Comments and Remarks: *Mutimodal enhancements completed in Phase I.*

PROJECT LOCATION

Adopted:
Amended:

Project Fact Sheet

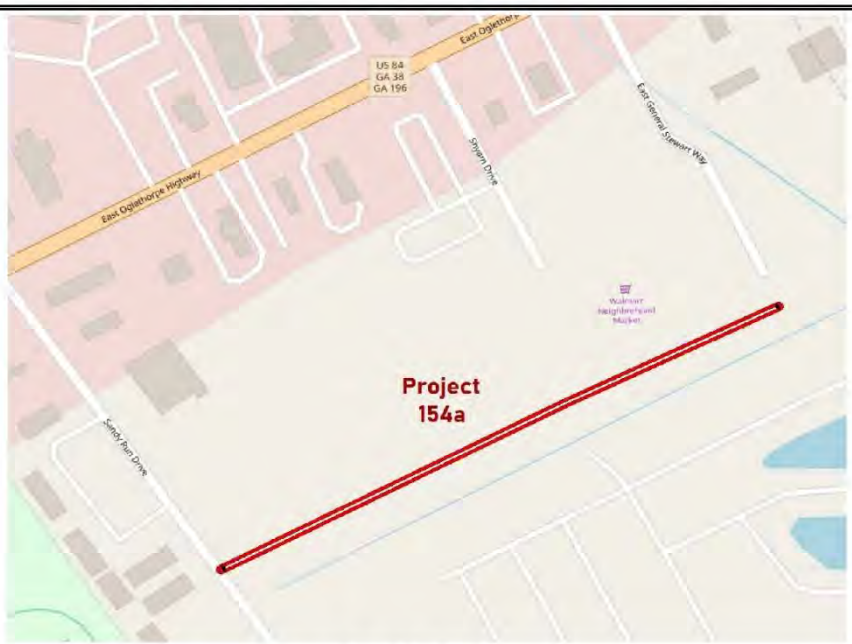
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Sandy Run/Patriots Trail Connector Phase I			**HAMPO No:**	154a	**GDOT No:**	0
PROJECT DESCRIPTION:	New Construction						
STRAHNET/GRIP:	NO	**City:**	Hinesville			**County:**	Liberty County
Local Road Name:	Sandy Run Dr			**GDOT District:**	5	**Cong. District:**	1
US/ST Road Name:		**Existing Volume (2015):**		3700	**Design Volume (2045):**		3700
Project Type:	New Construction			**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:**	Sandy Run Dr		**Project Length (Mi)**	0.24	**R. Commision:**	Coastal
	To:	General Stewart Way Extension		**Exist Lanes:**	0	**Future Lanes:**	2
Open to Traffic Date:	N/A			**Multimodal:**	NO		
Network Year:	N/A	**MTP Band: 1 & 2**	**(2019-2025) & (2026-2035)**				

Status	Phase	Local	State/Federal	Other	Total
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**
	TOTAL	**$0**	**$1,271,617.12**	**$0.00**	**$1,271,617.12**

Project Comments and Remarks: ***Critical if Lump Sum projects are authorized and limit access at Patriots Trail and Sandy Run***

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

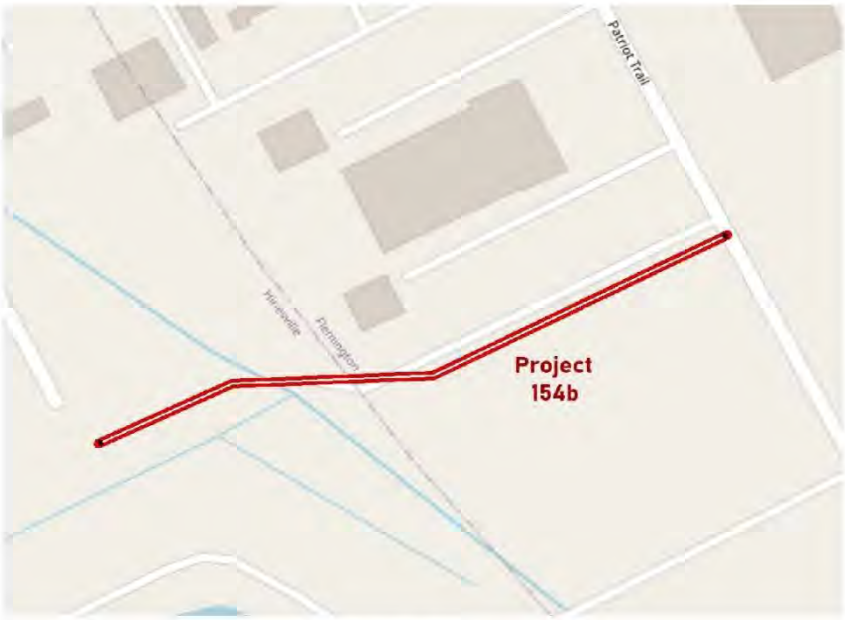
HAMPO 2045 Metropolitan Transportation Plan

PROJECT NAME:	Sandy Run/Patriots Trail Connector Phase II			**HAMPO No:**	154b	**GDOT No:**	0
PROJECT DESCRIPTION:	New Construction						
STRAHNET/GRIP:	NO		**City:**	Hinesivlle		**County:**	Liberty County
Local Road Name:	-				**GDOT District:**	5	**Cong. District:** 1
US/ST Road Name:			**Existing Volume (2015):**		3700	**Design Volume (2045):**	3700
Project Type:	New Construction			**Regionally Significant:**	YES	**Capacity Adding:**	YES
Project Termini	**From:**	Developer Road		**Project Length (Mi)**	0.17	**R. Commision:**	Coastal
	To:	Patriots Trail		**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	$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

Project Comments and Remarks: *Critical if Lump Sum projects are authorized and limit access at Patriots Trail and Sandy Run*

PROJECT LOCATION



Adopted:
Amended:

Project Fact Sheet

2. Performance Assessment and Prioritization Tool

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

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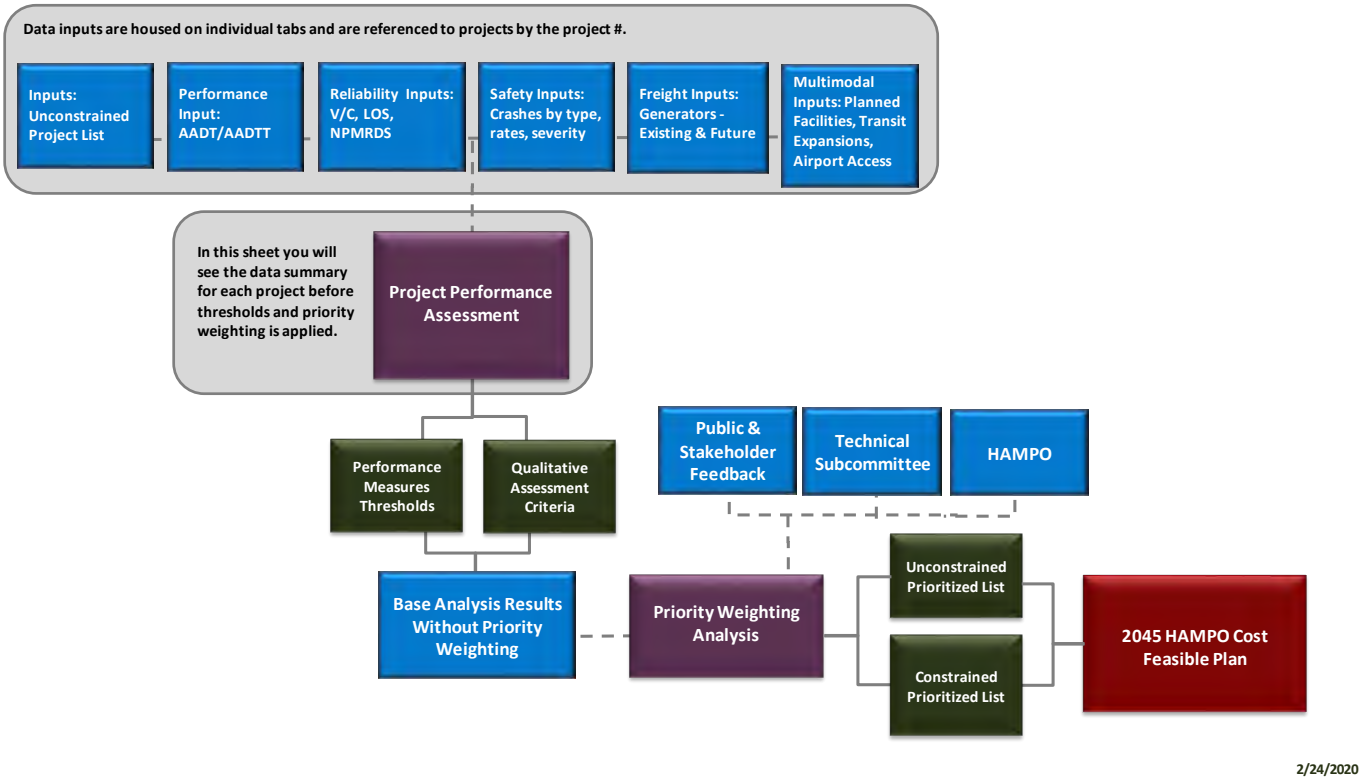
Project Prioritization Scoring Methodology

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.[3]

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.

[3] Source: https://www.transit.dot.gov/performance-based-planning

Figure 1: Performance Based Screening Tool Functional Diagram



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 (3rd 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.

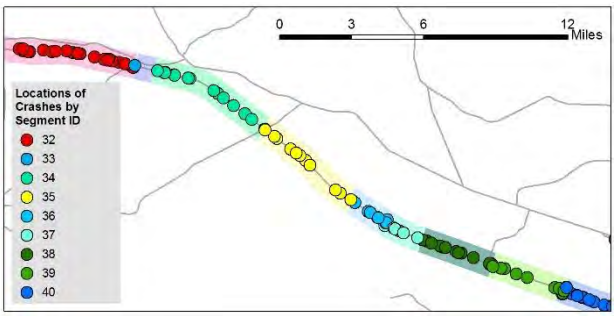
Data Preparation Process

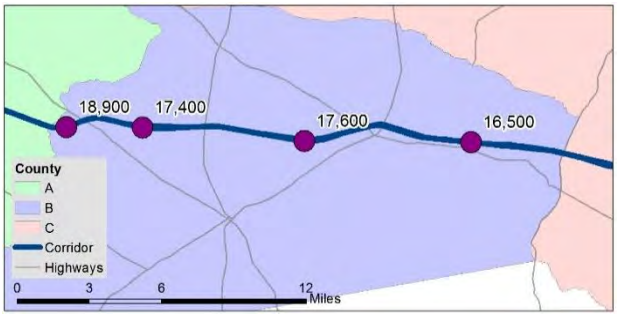
GIS Processing Overview

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.

Crash and Traffic Data with Associated





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

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.

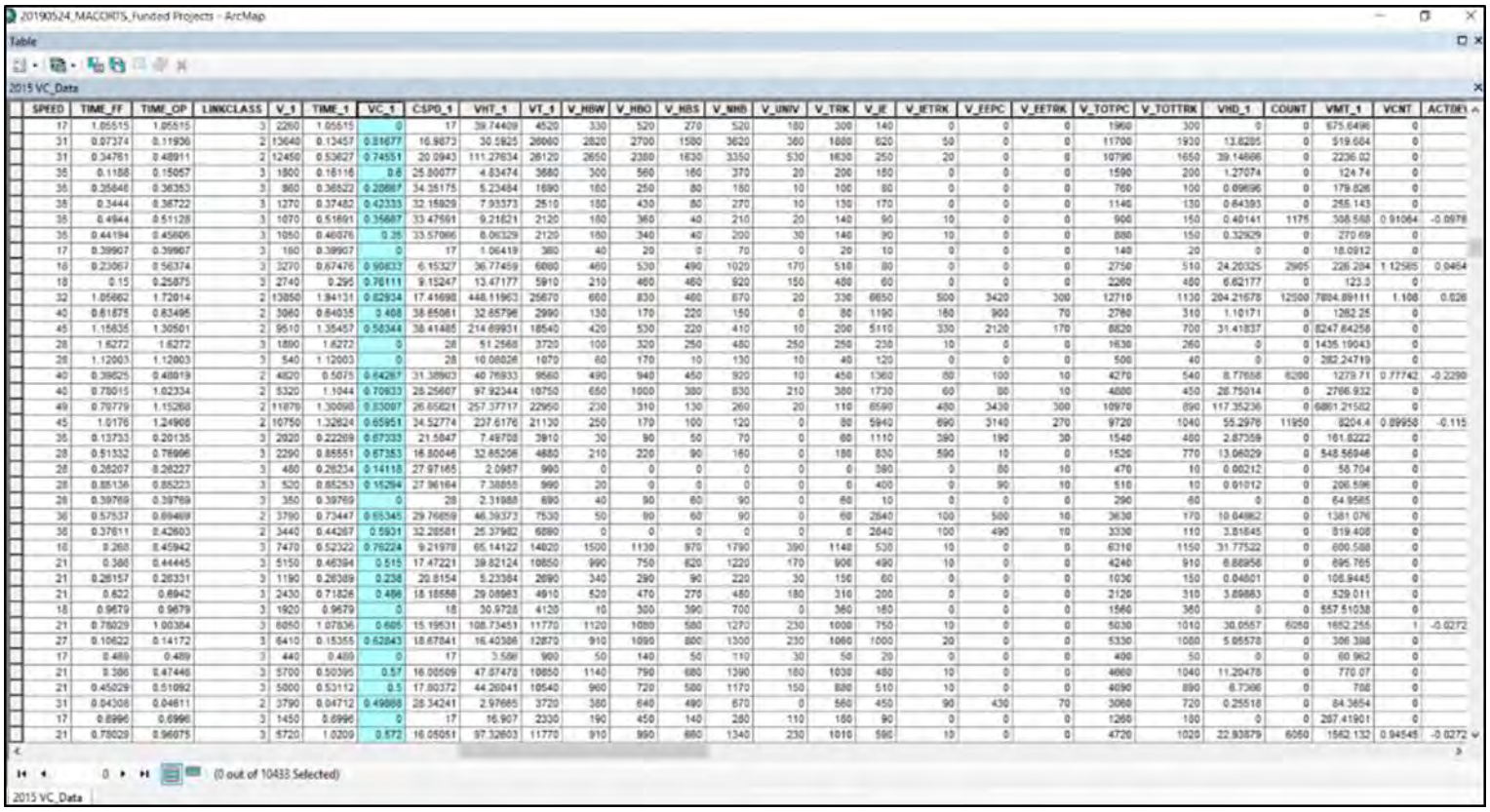
This GIS analysis provides a snapshot of the existing conditions and can uncover the need for enhanced facilities with more geographic precision. To enable analysis of proposed project segments, the underlying data must be assigned to a project represented by a line or point. This assignment enables 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



20190524_MACORTS_Funded Projects - ArcMap

Table

2015 VC_Data

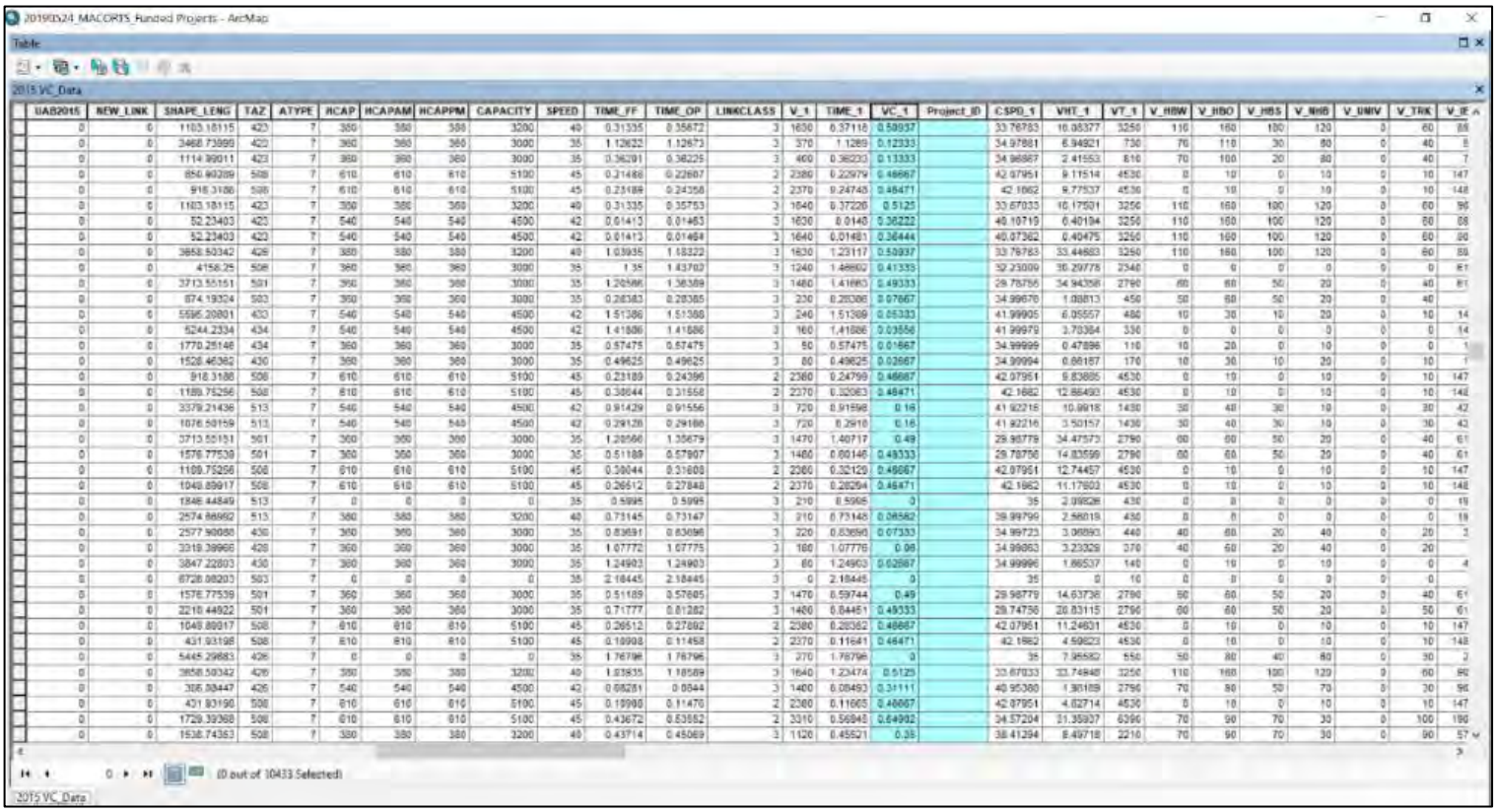
SPEED	TIME_FF	TIME_OP	LINKCLASS	V_1	TIME_1	VC_1	CSPD_1	VHT_1	VT_1	V_HBW	V_HBO	V_HBS	V_NHB	V_UNIV	V_TRK	V_JE	V_JETRK	V_EEPC	V_EETRK	V_TOTPC	V_TOTTRK	VHD_1	COUNT	VMT_1	VCNT	ACTDEN
17	1.05515	1.05515	3	2260	1.05515	0	17	39.74409	4520	330	520	270	520	180	300	140	0	0	0	1960	300	0	0	675.6496	0	
31	0.07374	0.11936	2	13640	0.13457	0.81677	16.9873	30.5825	26060	2820	2700	1580	3620	360	1800	620	50	0	0	11700	1930	13.8205	0	519.604	0	
31	0.34761	0.48911	2	12450	0.53627	0.74551	20.0943	111.27634	28120	2650	2380	1630	3350	530	1630	250	20	0	0	10790	1650	39.14866	0	2236.02	0	
35	0.1188	0.15057	3	1800	0.18116	0.6	25.80077	4.83474	3680	300	560	160	370	20	200	160	0	0	0	1590	200	1.27074	0	124.74	0	
35	0.35646	0.36353	3	860	0.36522	0.20667	34.35175	5.23484	1690	160	250	80	180	10	100	80	0	0	0	760	100	0.09696	0	179.826	0	
35	0.3444	0.36722	3	1270	0.37482	0.42333	32.15929	7.93373	2510	180	430	80	270	10	130	170	0	0	0	1140	130	0.64393	0	255.143	0	
35	0.4944	0.51128	3	1070	0.51691	0.35667	33.47591	9.21621	2120	160	360	40	210	20	140	90	10	0	0	900	150	0.40141	1175	308.568	0.91064	-0.0978
35	0.44194	0.45606	3	1050	0.46076	0.35	33.57086	8.06329	2120	160	340	40	200	30	140	90	10	0	0	880	150	0.32929	0	270.69	0	
17	0.39907	0.39907	3	160	0.39907	0	17	1.06419	380	40	20	0	70	0	20	10	0	0	0	140	20	0	0	18.0912	0	
18	0.23067	0.56374	3	3270	0.67476	0.99833	6.15327	36.77459	6060	460	530	490	1020	170	510	80	0	0	0	2750	510	24.20325	2965	226.284	1.12565	0.0464
18	0.15	0.25875	3	2740	0.295	0.78111	9.15247	13.47177	5910	210	460	460	920	150	400	60	0	0	0	2260	460	6.62177	0	123.3	0	
32	1.05662	1.72014	2	13850	1.94131	0.82934	17.41698	448.11963	25670	660	830	460	670	20	330	6650	500	3420	300	12710	1130	204.21678	12500	7804.89111	1.108	0.028
40	0.61875	0.83495	2	3060	0.84035	0.408	38.65081	32.65798	2990	130	170	220	150	0	80	1190	180	900	70	2760	310	1.10171	0	1282.25	0	
45	1.15835	1.30501	2	9510	1.35457	0.50344	38.41485	214.69931	18540	420	530	220	410	10	200	5110	330	2120	170	8820	700	31.41837	0	8247.84258	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	
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	
40	0.38625	0.48919	2	4820	0.5075	0.64267	31.38903	40.76933	9560	490	940	450	920	10	450	1360	60	100	10	4270	540	8.77658	6200	1279.71	0.77742	-0.2290
40	0.78015	1.02334	2	5320	1.1044	0.70833	28.25607	97.92344	10750	650	1000	380	830	210	380	1730	60	80	10	4880	450	28.75014	0	2766.932	0	
49	0.79779	1.15268	2	11879	1.30098	0.83097	26.65621	257.37717	22950	230	310	130	260	20	110	6590	480	3430	300	10970	890	117.35236	0	6861.21582	0	
45	1.0176	1.24908	2	10750	1.32624	0.65951	34.52774	237.6176	21130	250	170	100	120	0	80	5940	690	3140	270	9720	1040	55.2976	11950	8204.4	0.89958	-0.115
35	0.13733	0.20135	3	2920	0.22269	0.67333	21.5847	7.49708	3910	30	90	50	70	0	60	1110	380	190	30	1540	480	2.87359	0	161.6222	0	
28	0.51332	0.78996	3	2290	0.85551	0.67353	16.80046	32.85206	4880	210	220	90	180	0	180	830	590	10	0	1520	770	13.06029	0	548.56946	0	
28	0.26207	0.28227	3	480	0.28234	0.14118	27.97165	2.0987	990	0	0	0	0	0	0	380	0	80	10	470	10	0.00212	0	58.704	0	
28	0.85136	0.85223	3	520	0.85253	0.15294	27.96164	7.38855	990	20	0	0	0	0	0	400	0	90	10	510	10	0.01012	0	206.596	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	64.9585	0	
36	0.57537	0.69489	2	3790	0.73447	0.65345	29.76659	46.39373	7530	50	90	60	90	0	60	2640	100	500	10	3630	170	10.04862	0	1381.076	0	
36	0.37611	0.42603	2	3440	0.44267	0.5931	32.28581	25.37982	6080	0	0	0	0	0	0	2640	100	490	10	3330	110	3.81645	0	819.408	0	
16	0.268	0.45942	3	7470	0.52322	0.76224	9.21978	65.14122	14820	1500	1130	970	1790	390	1140	530	10	0	0	6310	1150	31.77522	0	600.588	0	
21	0.366	0.44445	3	5150	0.46394	0.515	17.47221	39.82124	10850	990	750	620	1220	170	906	490	10	0	0	4240	910	6.88956	0	695.765	0	
21	0.28157	0.28351	3	1190	0.28389	0.238	20.8154	5.23384	2690	340	290	90	220	30	150	60	0	0	0	1030	150	0.04601	0	106.9445	0	
21	0.622	0.6942	3	2430	0.71826	0.486	18.18588	29.08983	4910	520	470	270	480	180	310	200	0	0	0	2120	310	3.69883	0	529.011	0	
18	0.9679	0.9679	3	1920	0.9679	0	18	30.9728	4120	10	300	390	700	0	360	160	0	0	0	1560	360	0	0	557.51038	0	
21	0.76029	1.00384	3	6060	1.07836	0.606	15.19531	108.73451	11770	1120	1080	580	1270	230	1000	750	10	0	0	5030	1010	30.0557	6060	1652.255	1	-0.0272
27	0.10622	0.14172	3	6410	0.15355	0.62843	18.67841	16.40386	12870	910	1090	800	1300	230	1060	1000	20	0	0	5330	1080	5.05578	0	306.398	0	
17	0.489	0.489	3	440	0.489	0	17	3.586	900	50	140	50	110	30	50	20	0	0	0	400	50	0	0	60.962	0	
21	0.366	0.47446	3	5700	0.50395	0.57	16.00509	47.07478	10850	1140	790	680	1390	180	1030	460	10	0	0	4660	1040	11.20478	0	770.07	0	
21	0.45029	0.51092	3	5000	0.53112	0.5	17.80372	44.26041	10540	960	720	580	1170	150	880	510	10	0	0	4090	890	8.7366	0	788	0	
31	0.04308	0.04611	2	3790	0.04712	0.49888	28.34241	2.97665	3720	360	640	490	670	0	560	450	90	430	70	3060	720	0.25518	0	84.3654	0	
17	0.8996	0.8996	3	1450	0.8996	0	17	16.907	2330	190	450	140	280	110	160	90	0	0	0	1260	180	0	0	287.41901	0	
21	0.78029	0.96075	3	5720	1.0209	0.572	16.05051	97.32603	11770	910	990	880	1340	230	1010	590	10	0	0	4720	1020	22.93879	6060	1562.132	0.94545	-0.0272

(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)

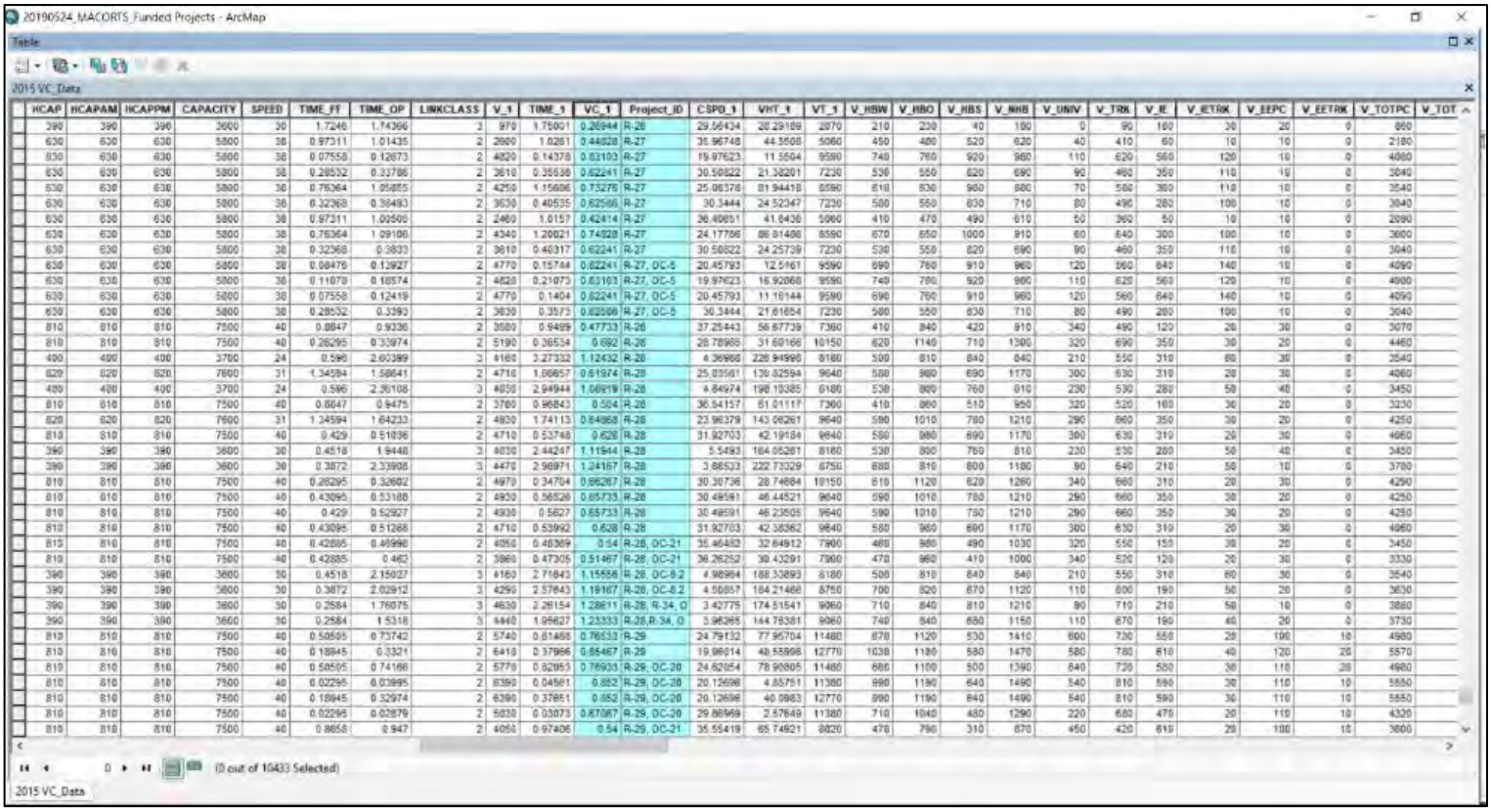
Figure 3: Example – ArcGIS Attribute Table, Relocating Data Field



UAB2015	NEW_LINK	SHAPE_LENG	TAZ	ATYPE	HCAP	HCAPAM	HCAPPM	CAPACITY	SPEED	TIME_FF	TIME_OP	LINKCLASS	V_1	TIME_1	VC_1	Project_ID	CSPD_1	VHT_1	VT_1	V_HBW	V_HBO	V_HBS	V_NHB	V_DMV	V_TRK	V_IE
0	0	1103.18115	420	7	360	360	360	3200	40	0.31335	0.35672	3	1630	0.37116	0.50937		33.78783	10.08377	3250	110	160	100	120	0	60	89
0	0	3468.73999	420	7	360	360	360	3000	35	1.12622	1.12673	3	370	1.1289	0.12333		34.97881	6.94921	730	70	110	30	80	0	40	8
0	0	1114.99011	423	7	360	360	360	3000	35	0.36291	0.36225	3	400	0.36233	0.13333		34.98867	2.41553	810	70	100	20	80	0	40	7
0	0	850.90289	508	7	610	610	610	5100	45	0.21488	0.22687	2	2380	0.22979	0.46667		42.07951	9.11514	4530	0	10	0	10	0	10	147
0	0	918.3188	508	7	610	610	610	5100	45	0.23189	0.24356	2	2370	0.24745	0.46471		42.1862	9.77537	4530	0	10	0	10	0	10	148
0	0	1103.18115	420	7	360	360	360	3200	40	0.31335	0.35753	3	1640	0.37226	0.5125		33.67033	10.17501	3250	110	160	100	120	0	60	96
0	0	52.23403	420	7	540	540	540	4500	42	0.01413	0.01463	3	1630	0.0140	0.36222		40.10719	0.40194	3250	110	160	100	120	0	60	88
0	0	52.23403	420	7	540	540	540	4500	42	0.01413	0.01464	3	1640	0.01481	0.36444		40.07362	0.40475	3250	110	160	100	120	0	60	89
0	0	3858.50342	429	7	360	360	360	3200	40	1.03935	1.18322	3	1630	1.23117	0.50937		33.78783	33.44883	3250	110	160	100	120	0	60	89
0	0	4158.25	508	7	360	360	360	3000	35	1.35	1.43702	3	1240	1.48602	0.41333		32.23009	36.29778	2340	0	0	0	0	0	0	81
0	0	3713.55151	501	7	360	360	360	3000	35	1.20586	1.36389	3	1480	1.41883	0.49333		29.78756	34.94358	2790	60	60	50	20	0	40	61
0	0	874.19304	503	7	360	360	360	3000	35	0.28383	0.28385	3	230	0.28386	0.07667		34.99676	1.08813	450	50	60	50	20	0	40	
0	0	5595.20801	430	7	540	540	540	4500	42	1.51386	1.51388	3	240	1.51389	0.05333		41.99905	6.05557	480	10	30	10	20	0	10	14
0	0	5244.2334	434	7	540	540	540	4500	42	1.41886	1.41886	3	160	1.41886	0.03556		41.99979	3.70384	330	0	0	0	0	0	0	14
0	0	1770.25146	434	7	360	360	360	3000	35	0.57475	0.57475	3	50	0.57475	0.01667		34.99999	0.47896	110	10	20	0	10	0	0	1
0	0	1528.46362	430	7	360	360	360	3000	35	0.49625	0.49625	3	60	0.49625	0.02667		34.99994	0.68187	170	10	30	10	20	0	10	1
0	0	918.3188	508	7	610	610	610	5100	45	0.23189	0.24396	2	2380	0.24799	0.46667		42.07951	9.83885	4530	0	10	0	10	0	10	147
0	0	1189.75256	508	7	610	610	610	5100	45	0.30044	0.31558	2	2370	0.32083	0.46471		42.1862	12.66493	4530	0	10	0	10	0	10	148
0	0	3379.21436	513	7	540	540	540	4500	42	0.91429	0.91556	3	720	0.91598	0.16		41.92216	10.9918	1430	30	40	30	10	0	30	42
0	0	1076.50159	513	7	540	540	540	4500	42	0.29126	0.29186	3	720	0.2918	0.16		41.92216	3.50157	1430	30	40	30	10	0	30	42
0	0	3713.55151	501	7	360	360	360	3000	35	1.20566	1.35679	3	1470	1.40717	0.49		29.98779	34.47573	2790	60	60	50	20	0	40	61
0	0	1576.77539	501	7	360	360	360	3000	35	0.51189	0.57607	3	1460	0.60146	0.49333		29.78756	14.83599	2790	60	60	50	20	0	40	61
0	0	1109.75256	508	7	610	610	610	5100	45	0.30044	0.31603	2	2360	0.32129	0.46667		42.07951	12.74457	4530	0	10	0	10	0	10	147
0	0	1048.89917	508	7	610	610	610	5100	45	0.26512	0.27848	2	2370	0.28254	0.46471		42.1862	11.17803	4530	0	10	0	10	0	10	148
0	0	1846.44849	513	7	0	0	0	0	35	0.5995	0.5995	3	210	0.5995	0		35	2.09828	430	0	0	0	0	0	0	19
0	0	2574.88892	513	7	360	360	360	3200	40	0.73145	0.73147	3	910	0.73148	0.08582		39.99799	2.56019	430	0	0	0	0	0	0	19
0	0	2577.90088	430	7	360	360	360	3000	35	0.83691	0.83696	3	220	0.83696	0.07333		34.99723	3.06893	440	40	60	20	40	0	20	3
0	0	3319.39966	428	7	360	360	360	3000	35	1.07772	1.07775	3	160	1.07776	0.06		34.99863	3.23328	370	40	60	20	40	0	20	
0	0	3847.22803	430	7	360	360	360	3000	35	1.24903	1.24903	3	60	1.24903	0.02667		34.99996	1.66537	140	0	10	0	10	0	0	4
0	0	6728.08203	503	7	0	0	0	0	35	2.18445	2.18445	3	0	2.18445	0		35	0	10	0	0	0	0	0	0	
0	0	1576.77539	501	7	360	360	360	3000	35	0.51189	0.57605	3	1470	0.59744	0.49		29.98779	14.63738	2790	60	60	50	20	0	40	61
0	0	2210.44922	501	7	360	360	360	3000	35	0.71777	0.81282	3	1460	0.84451	0.49333		29.74756	20.83115	2790	60	60	50	20	0	50	61
0	0	1048.89917	508	7	610	610	610	5100	45	0.26512	0.27892	2	2380	0.28362	0.46667		42.07951	11.24631	4530	0	10	0	10	0	10	147
0	0	431.93198	508	7	610	610	610	5100	45	0.10908	0.11458	2	2370	0.11641	0.46471		42.1862	4.59823	4530	0	10	0	10	0	10	148
0	0	5445.29883	428	7	0	0	0	0	35	1.76798	1.76796	3	270	1.76796	0		35	7.95582	550	50	80	40	80	0	30	3
0	0	3858.50342	429	7	360	360	360	3200	40	1.03935	1.18589	3	1640	1.23474	0.5125		33.67033	33.74948	3250	110	160	100	120	0	60	89
0	0	366.30447	428	7	540	540	540	4500	42	0.08251	0.0844	3	1400	0.08493	0.31111		40.95080	1.30189	2790	70	80	50	70	0	30	56
0	0	431.93198	508	7	610	610	610	5100	45	0.10908	0.11470	2	2380	0.11665	0.46667		42.07951	4.62714	4530	0	10	0	10	0	10	147
0	0	1729.39368	508	7	610	610	610	5100	45	0.43672	0.53552	2	3310	0.56948	0.64902		34.57204	21.35937	6390	70	90	70	30	0	100	180
0	0	1538.74363	508	7	380	380	380	3200	40	0.43714	0.45069	3	1120	0.45521	0.35		38.41294	8.49718	2210	70	90	70	30	0	90	57

6. ArcMap data analysis
   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.

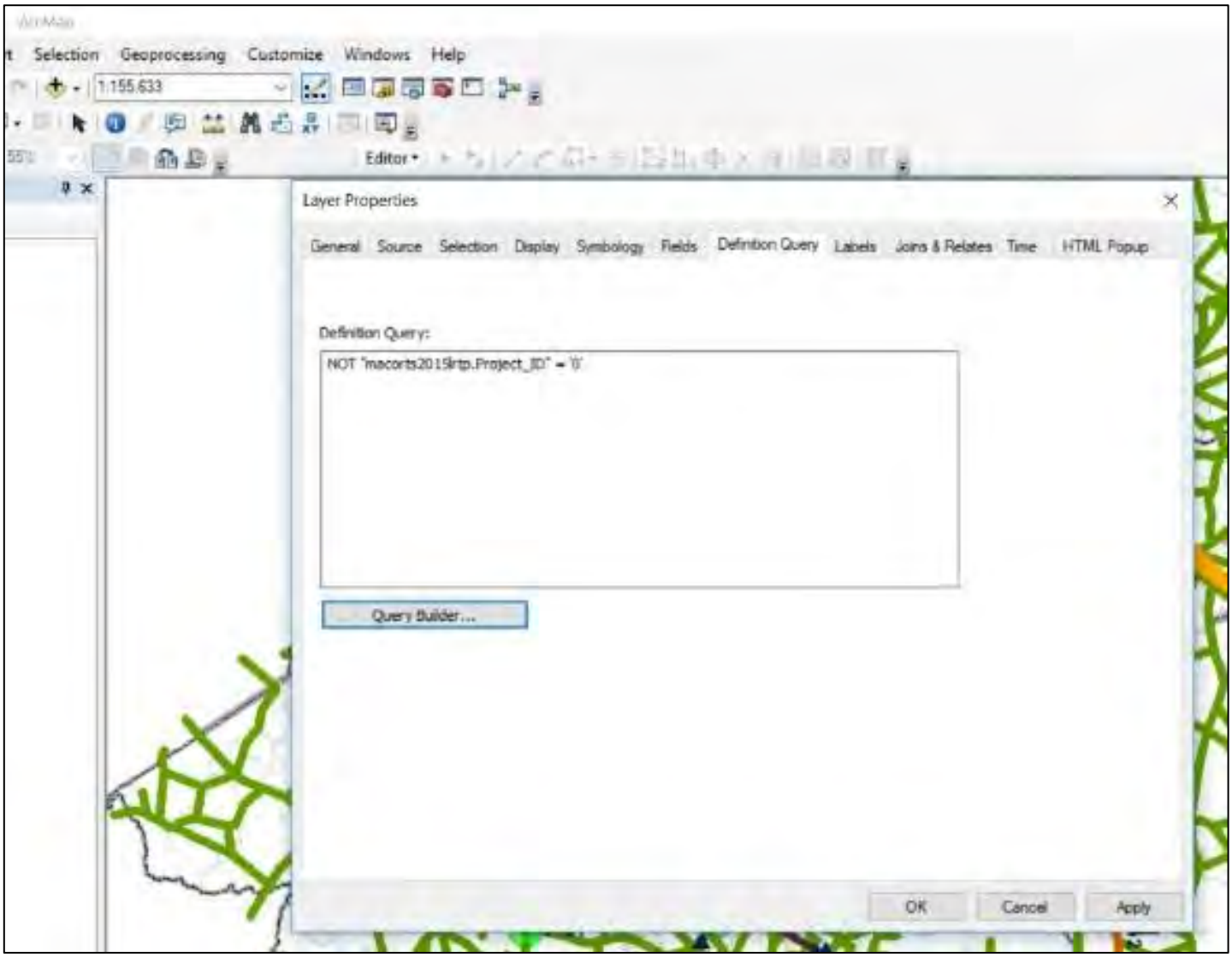
Figure 4: Example – ArcGIS Attribute Table, Assigning Segments to VC_1 Values



HCAP	HCAPAM	HCAPPM	CAPACITY	SPEED	TIME_FF	TIME_OP	LINKCLASS	V_1	TIME_1	VC_1	Project_ID	CSPD_1	VHT_1	VT_1	V_HBW	V_HBO	V_HBS	V_NHB	V_DMV	V_TRK	V_IE	V_IETRK	V_EEPC	V_EETRK	V_TOTPC	V_TOT
390	390	390	3600	30	1.7246	1.74366	2	970	1.75001	0.26944	R-28	29.56434	28.29189	2070	210	230	40	180	0	90	100	30	20	0	860	
630	630	630	5800	38	0.97311	1.01435	2	2600	1.0261	0.44828	R-27	36.96748	44.5508	5060	450	480	520	620	40	410	60	10	10	0	2180	
630	630	630	5800	38	0.07558	0.12873	2	4820	0.14378	0.83103	R-27	19.97623	11.5504	9590	740	760	920	960	110	620	560	120	10	0	4060	
630	630	630	5800	38	0.28532	0.33786	2	3610	0.35538	0.62241	R-27	30.50822	21.38201	7230	530	550	620	690	90	460	350	110	10	0	3040	
630	630	630	5800	38	0.76364	1.05855	2	4250	1.15606	0.73276	R-27	25.06378	81.94418	6590	610	630	960	880	70	560	360	110	10	0	3540	
630	630	630	5800	38	0.32368	0.38493	2	3630	0.40535	0.62586	R-27	30.3444	24.52347	7230	530	550	630	710	80	490	280	100	10	0	3040	
630	630	630	5800	38	0.97311	1.00500	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	5800	38	0.76364	1.09106	2	4340	1.20021	0.74828	R-27	24.17796	86.81486	6590	670	650	1000	910	60	640	300	100	10	0	3600	
630	630	630	5800	38	0.32368	0.3833	2	3610	0.40317	0.62241	R-27	30.50822	24.25739	7230	530	550	620	690	90	460	350	110	10	0	3040	
630	630	630	5800	38	0.08476	0.12927	2	4770	0.15744	0.62241	R-27, OC-5	20.45793	12.5161	9590	690	760	910	960	120	560	640	140	10	0	4090	
630	630	630	5800	38	0.11078	0.16574	2	4620	0.21073	0.63103	R-27, OC-5	19.97623	16.92066	9590	740	760	920	960	110	620	560	120	10	0	4060	
630	630	630	5800	38	0.07558	0.12419	2	4770	0.1404	0.62241	R-27, OC-5	20.45793	11.18144	9590	690	760	910	960	120	560	640	140	10	0	4090	
630	630	630	5800	38	0.28532	0.3393	2	3630	0.3573	0.62586	R-27, OC-5	30.3444	21.61654	7230	560	550	630	710	80	490	280	100	10	0	3040	
810	810	810	7500	40	0.8647	0.9336	2	3580	0.9499	0.47733	R-28	37.25443	56.87739	7360	410	840	420	810	340	490	120	20	30	0	3070	
810	810	810	7500	40	0.26295	0.33974	2	5190	0.36554	0.692	R-28	28.78985	31.60166	10150	620	1140	710	1300	320	690	350	30	20	0	4460	
400	400	400	3700	24	0.596	2.60399	3	4160	3.27332	1.12432	R-28	4.36968	228.94996	6180	500	810	840	640	210	550	310	80	30	0	3540	
820	820	820	7600	31	1.34594	1.58641	2	4710	1.66657	0.61974	R-28	25.03561	139.82594	9640	580	980	690	1170	300	630	310	20	30	0	4060	
400	400	400	3700	24	0.596	2.36108	3	4030	2.94944	1.08919	R-28	4.84974	198.10385	6180	530	860	760	910	230	530	280	50	40	0	3450	
810	810	810	7500	40	0.8647	0.9475	2	3760	0.96843	0.504	R-28	36.54157	61.01117	7360	410	860	510	950	320	520	160	30	20	0	3230	
820	820	820	7600	31	1.34594	1.64233	2	4830	1.74113	0.64868	R-28	23.96379	143.06261	9640	590	1010	780	1210	290	660	350	30	20	0	4250	
810	810	810	7500	40	0.429	0.51836	2	4710	0.53748	0.628	R-28	31.92703	42.19184	9640	580	980	690	1170	300	630	310	20	30	0	4060	
390	390	390	3600	30	0.4518	1.9448	3	4030	2.44247	1.11944	R-28	5.5493	164.05261	6180	530	860	760	910	230	530	280	50	40	0	3450	
390	390	390	3600	30	0.3872	2.33908	3	4470	2.98971	1.24167	R-28	3.66523	222.73029	6750	680	810	800	1180	90	640	210	50	10	0	3700	
810	810	810	7500	40	0.26295	0.32602	2	4970	0.34704	0.66267	R-28	30.30736	28.74684	10150	610	1120	620	1260	340	660	310	20	30	0	4290	
810	810	810	7500	40	0.43095	0.53188	2	4930	0.56526	0.65733	R-28	30.48591	46.44521	9640	590	1010	780	1210	290	660	350	30	20	0	4250	
810	810	810	7500	40	0.429	0.52927	2	4930	0.5627	0.65733	R-28	30.48591	46.23505	9640	590	1010	780	1210	290	660	350	30	20	0	4250	
810	810	810	7500	40	0.43095	0.51288	2	4710	0.53992	0.628	R-28	31.92703	42.38362	9640	580	980	690	1170	300	630	310	20	30	0	4060	
810	810	810	7500	40	0.42885	0.46998	2	4050	0.48389	0.54	R-28, OC-21	35.46483	32.64912	7900	460	980	490	1030	320	550	150	30	20	0	3450	
810	810	810	7500	40	0.42885	0.462	2	3960	0.47305	0.51467	R-28, OC-21	36.26252	30.43291	7900	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	4.98964	188.33893	6180	500	810	840	640	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	4.50857	164.21466	6750	700	820	870	1120	110	600	190	50	20	0	3630	
390	390	390	3600	30	0.2584	1.76075	3	4630	2.28154	1.28611	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	1.5318	3	4440	1.95627	1.23333	R-28, R-34, O	3.96265	144.78381	9060	740	840	680	1150	110	670	190	40	20	0	3730	
810	810	810	7500	40	0.50595	0.73742	2	5740	0.81468	0.76533	R-29	24.79132	77.95704	11480	670	1120	530	1410	600	730	550	20	100	10	4980	
810	810	810	7500	40	0.18945	0.3321	2	6410	0.37966	0.85467	R-29	19.98014	48.53998	12770	1030	1130	580	1470	580	780	610	40	120	20	5570	
810	810	810	7500	40	0.50595	0.74166	2	5770	0.82953	0.76933	R-29, OC-20	24.62054	78.90805	11480	660	1100	500	1390	640	720	550	30	110	20	4980	
810	810	810	7500	40	0.02295	0.03995	2	6390	0.04561	0.852	R-29, OC-20	20.12698	4.85751	11380	990	1190	640	1490	540	810	590	30	110	10	5550	
810	810	810	7500	40	0.18945	0.32974	2	6390	0.37861	0.852	R-29, OC-20	20.12698	40.0983	12770	990	1190	640	1490	540	810	590	30	110	10	5550	
810	810	810	7500	40	0.02295	0.02879	2	5030	0.03073	0.67067	R-29, OC-20	29.86969	2.57649	11380	710	1040	480	1290	220	680	470	20	110	10	4320	
810	810	810	7500	40	0.8658	0.947	2	4050	0.97406	0.54	R-29, OC-21	35.55419	65.74921	8020	470	790	310	870	450	420	610	20	100	10	3600	

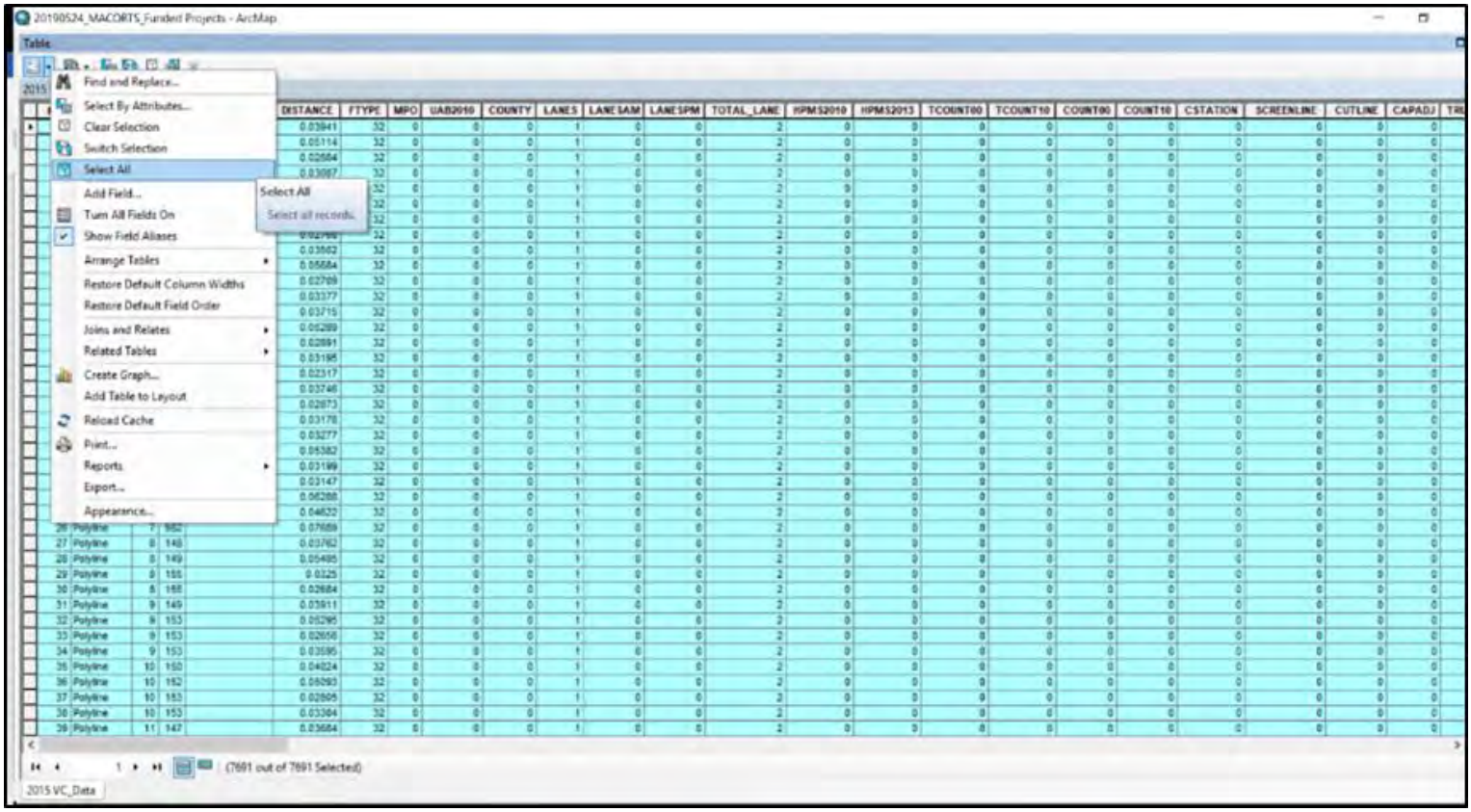
7. Create a definition query
   i. Use definition query to isolate roadways with VC_1 features that do not interact with projects being analyzed. (e.g. NOT "Project_ID" = "0")

Figure 5: Example – ArcGIS Definition Query



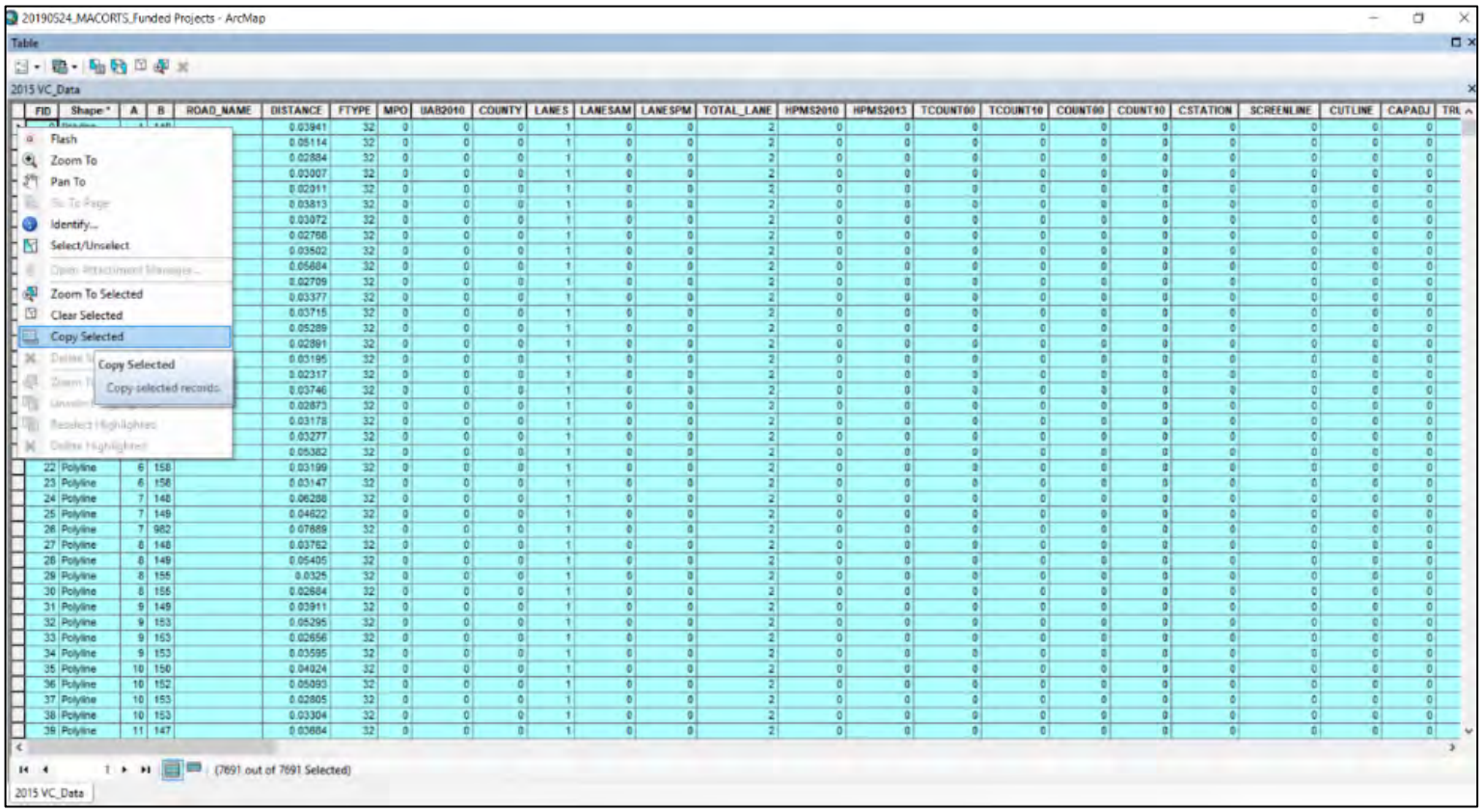
8. Export data to Excel workbook
   i. Open attribute table and select all features.

Figure 6: Example – ArcGIS "Select All Features"



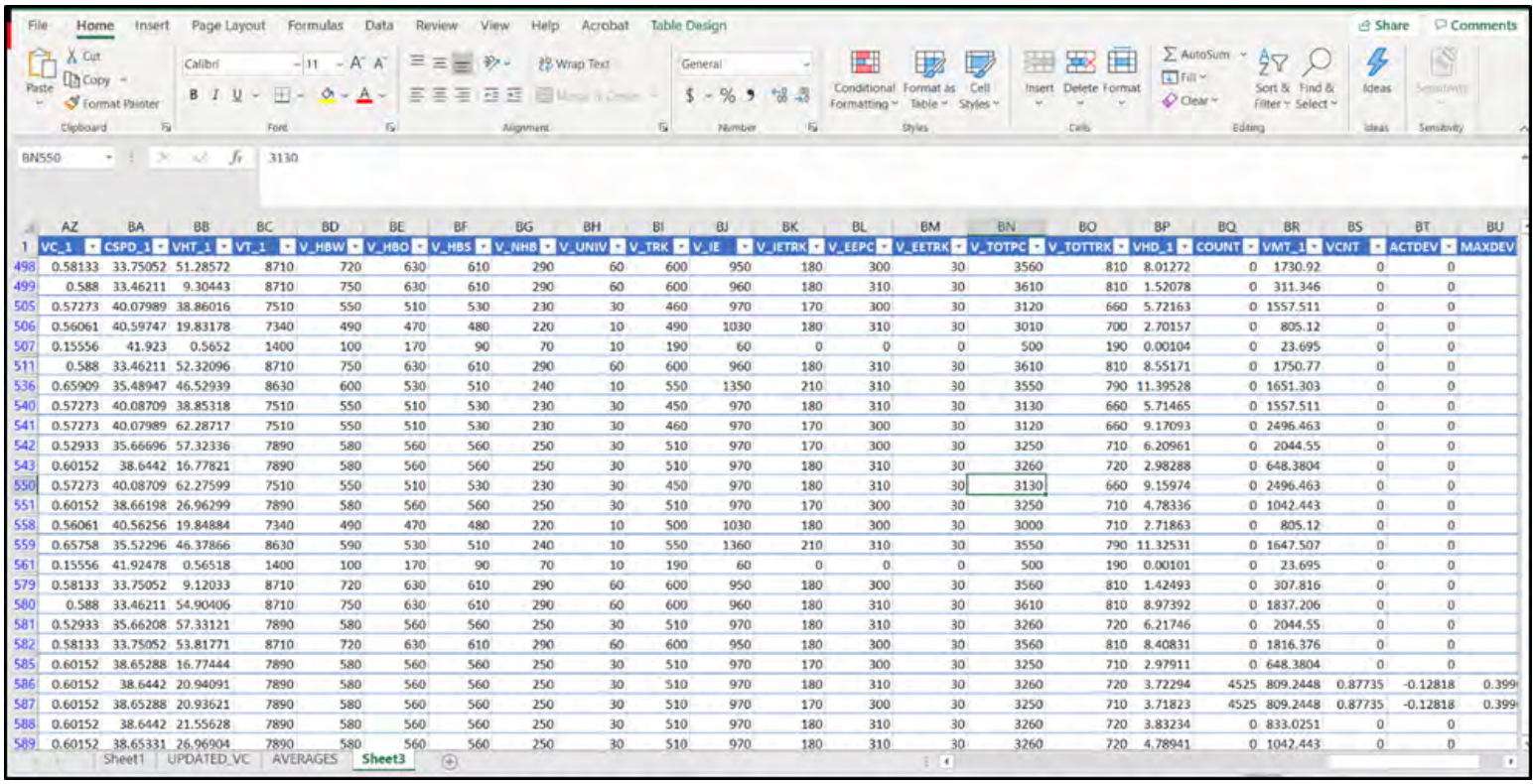
ii. Right click in top left corner of attribute table and select "Copy Selected"

Figure 7: Example – ArcGIS Select "Copy Selected"



9. Spreadsheet analysis
   i. Open new excel workbook and paste ArcGIS Data for attribute table.
   ii. Format data as a table.

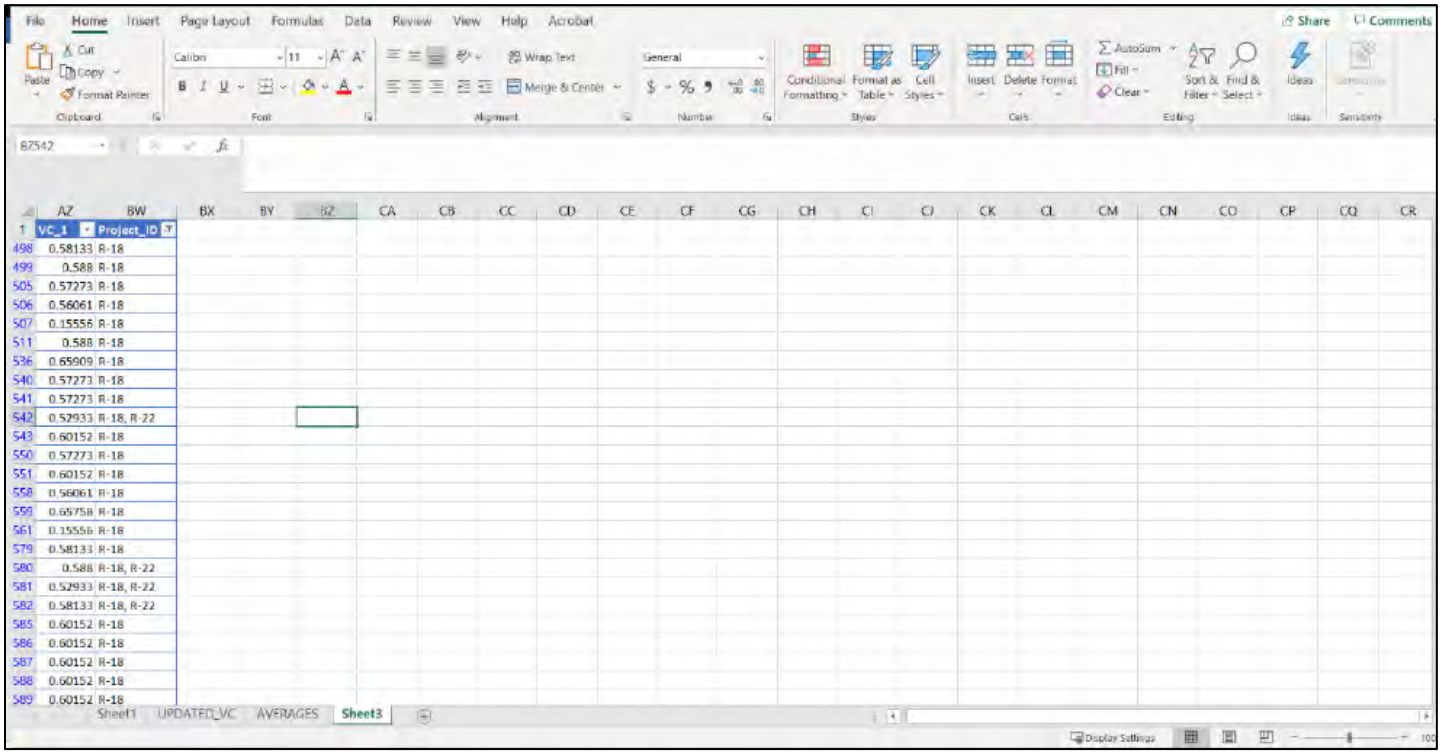
Figure 8: Example – ArcGIS Data converted to Microsoft Excel Workbook



	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	VHT_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	

iii. Hide/ remove all columns except "VC_1" and "Project_ID"

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

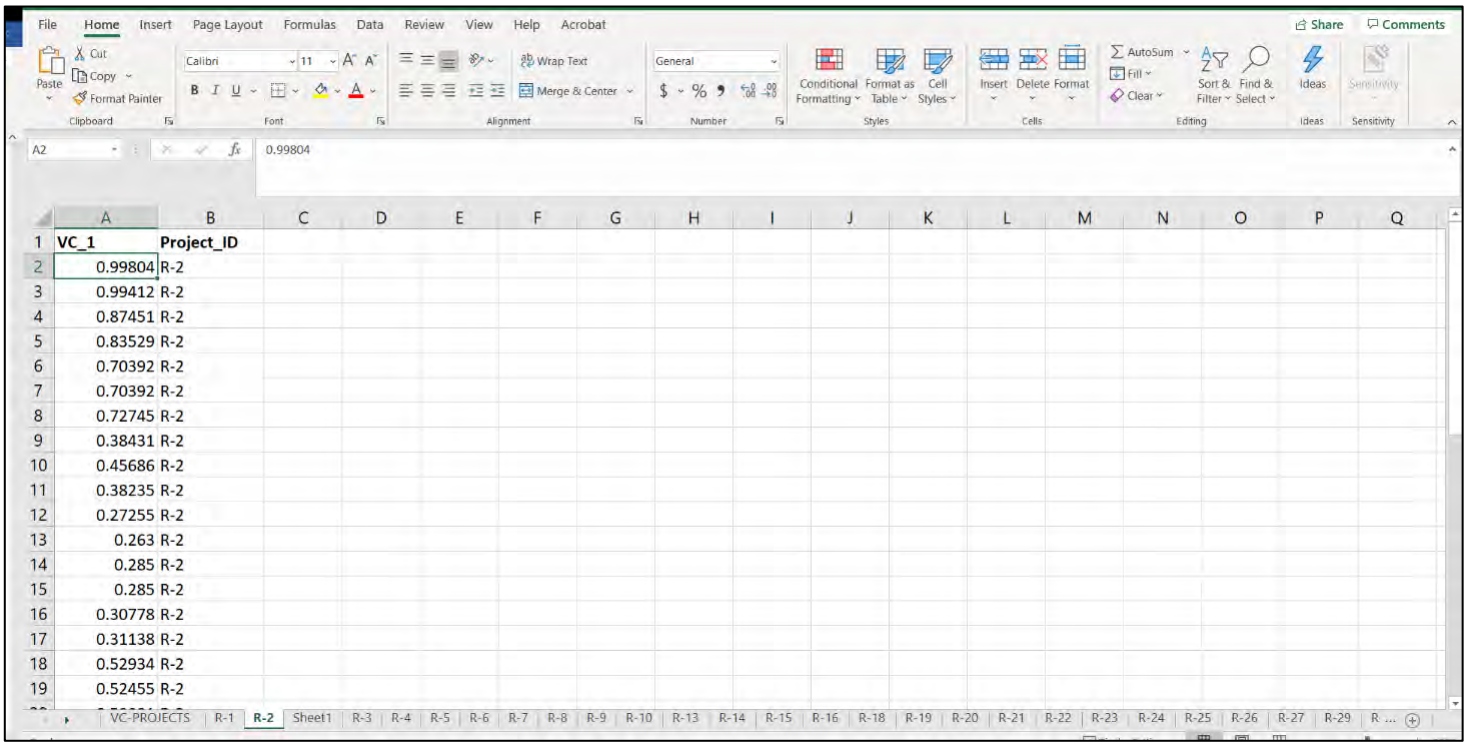


	AZ	BW
1	VC_1	Project_ID
498	0.58133	R-18
499	0.588	R-18
505	0.57273	R-18
506	0.56061	R-18
507	0.15556	R-18
511	0.588	R-18
536	0.65909	R-18
540	0.57273	R-18
541	0.57273	R-18
542	0.52933	R-18, R-22
543	0.60152	R-18
550	0.57273	R-18
551	0.60152	R-18
558	0.56061	R-18
559	0.65758	R-18
561	0.15556	R-18
579	0.58133	R-18
580	0.588	R-18, R-22
581	0.52933	R-18, R-22
582	0.58133	R-18, R-22
585	0.60152	R-18
586	0.60152	R-18
587	0.60152	R-18
588	0.60152	R-18
589	0.60152	R-18

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.

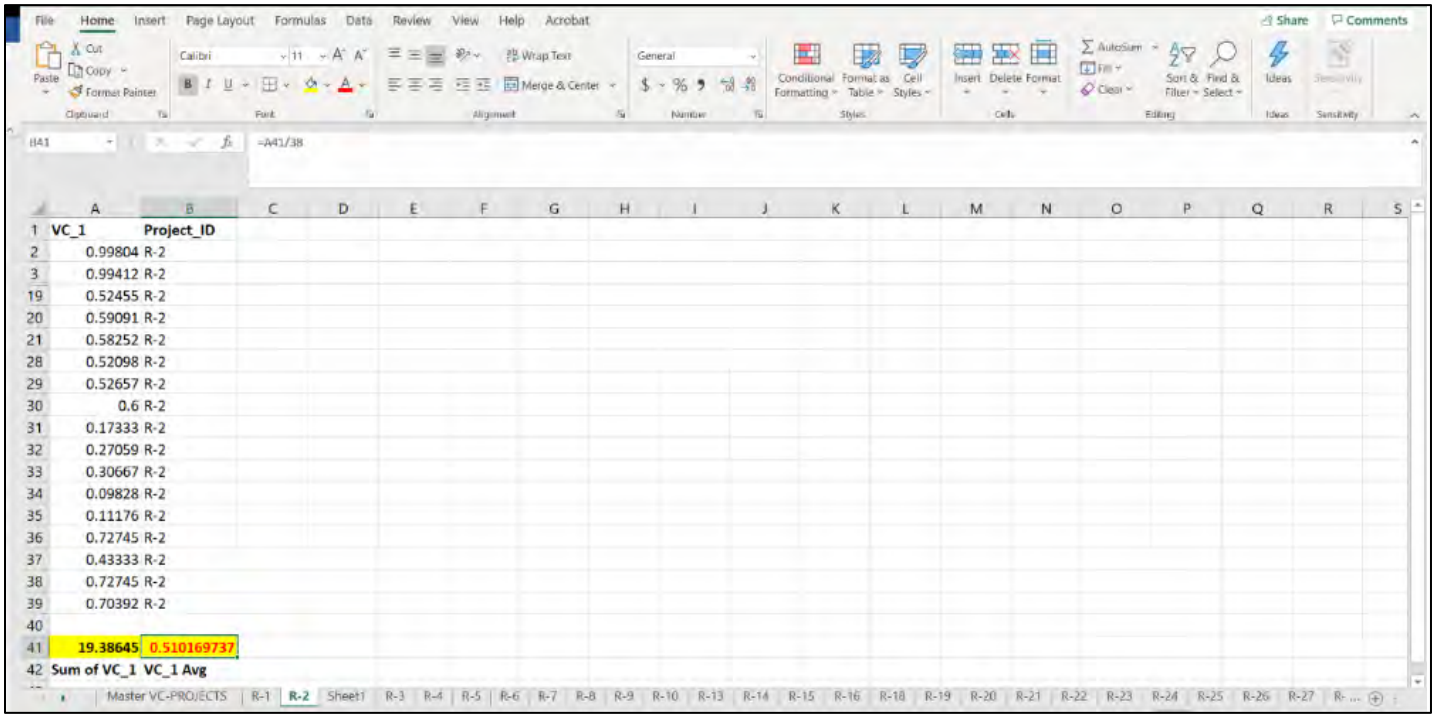
Figure 10: Example –Microsoft Excel Data Filtered by Project



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

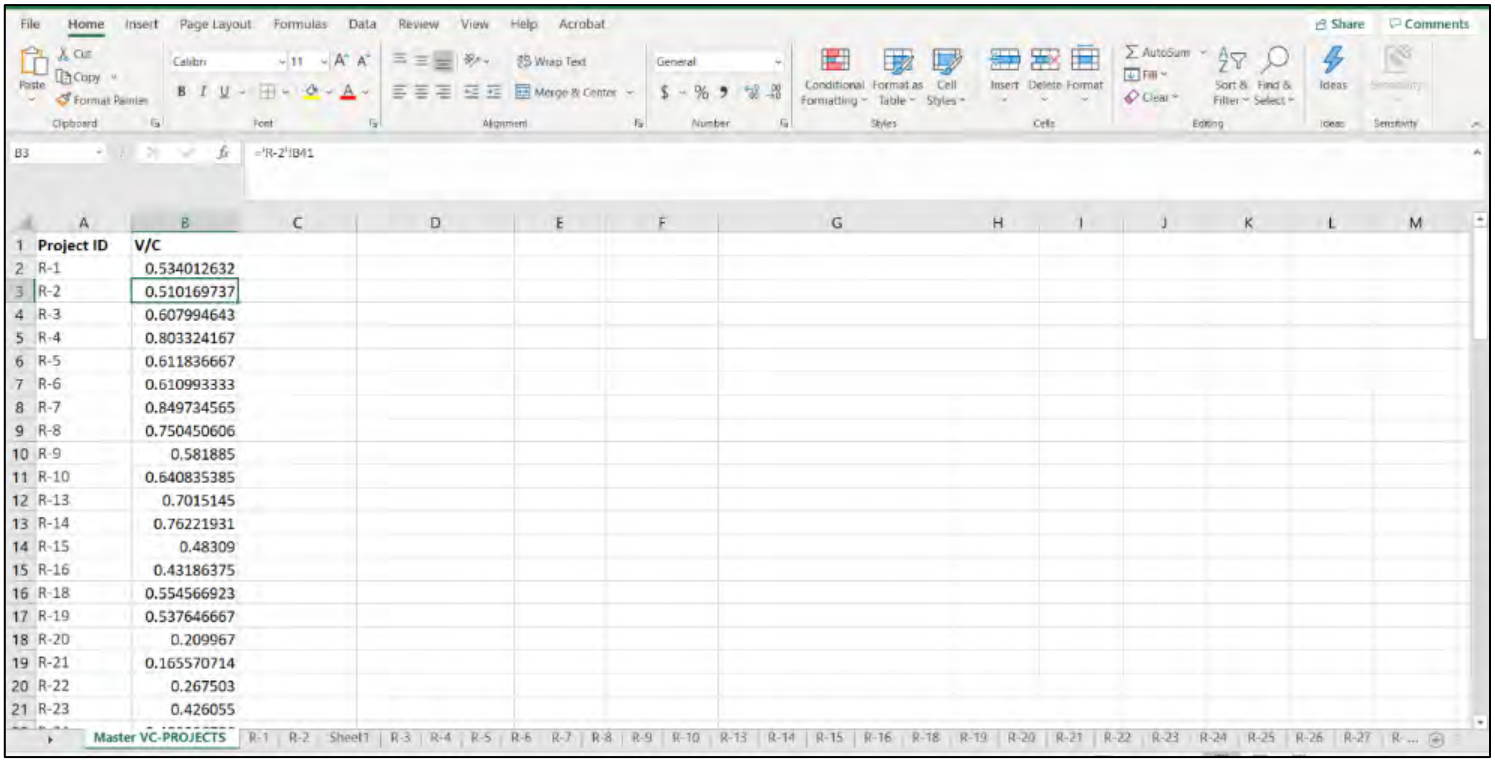


	A	B
1	VC_1	Project_ID
2	0.99804	R-2
3	0.99412	R-2
19	0.52455	R-2
20	0.59091	R-2
21	0.58252	R-2
28	0.52098	R-2
29	0.52657	R-2
30	0.6	R-2
31	0.17333	R-2
32	0.27059	R-2
33	0.30667	R-2
34	0.09828	R-2
35	0.11176	R-2
36	0.72745	R-2
37	0.43333	R-2
38	0.72745	R-2
39	0.70392	R-2
40		
41	19.38645	0.510169737
42	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
Overview	Graphic description of how the Tool functions
Dashboard	Summarizes the results of the MTP
2045 Project List Approved	Detailed comprehensive project list approved by HAMPO
Priority Weighting	Averages prioritization values for weighting criteria
Performance Summary	Summary of project performance linking project list to source data
Prioritized Ranking Summary	Summary of project performance ranking with priority weighting factors applied
dHistoric	Source data: Qualitative assessment of impacts to historic structures and/or sites
dCrash	Source data: Quantitative assessment of crash data by type and severity, and associated ranking
dVC_LOS	Source data: Quantitative assessment of Level of Service and Volume/Capacity for corridors with projects identified
dNatural_R	Source data: Qualitative assessment of impacts to natural and cultural resources such as waterbodies or public parks
dTourism	Source data: Qualitative assessment of improvements that support access to local travel and tourism destinations
dAADT	Source data: Quantitative assessment of vehicles traveling in the region. This input is used in calculations of crash rates.

dPer_Trk	Source data: Quantitative assessment of percentage trucks derived from base year AADT
dEx_FM	Source data: Qualitative assessment of transportation improvements that directly impact or benefit existing freight and manufacturing attractors and generators
dMultiM	Source data: Qualitative assessment of multimodal transportation features present or planned within proposed project limits
dBridge	Source data: Quantitative assessment of bridge conditions within proposed project limits
dSeaLvl	Source data: Qualitative assessment of perceived impacts of projected sea level rise
dDefense	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)**
   a. 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.
   b. For new construction project corridors, traffic counts were sourced from TDM counts for both base year and 2045 future year projections.
   c. For corridors where no existing traffic counts or 2015 base year TDM source data was available, the 5th 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).

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

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 4th Network (Existing Plus Committed) and 5th 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**
    a. 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.
    b. Proposed new construction projects were not assigned crash data estimates and will be represented as null values.
    c. 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)**
    a. 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 ¾ 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 instillations?

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

HAMPO 2045 MTP - PROJECT PERFORMANCE SUMMARY

			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 %TRUCK	BRIDGE RATING	BASE LOS	BASE V/C	FUTURE LOS	FUTURE V/C	TOTAL VEHICLE CRASHES	RATE OF CRASHES (PER 100M VMT)	TOTAL BIKE/PED. CRASHES	# OF CRASHES WITH BIKE/PED INJURIES	# OF CRASHES WITH BIKE/PED FATALITIES	# OF VEHICULAR CRASHES WITH INJURY	# OF VEHICULAR CRASHES WITH FATALITY	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	SUPPORTS FREIGHT MOVEMENT	SUPPORTS DEFENSE ACCESS	SUPPORTS ACCESS TO TOURISM ATTRACTIONS	PLANNED BICYCLE/ PEDESTRIAN FACILITIES	EXISTING/ PLANNED TRANSIT SERVICE	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT	IMPACTS HISTORIC RESOURCES	IMPACTS ENVIRONMENTAL RESOURCES	IMPACTED BY SEA LEVEL RISE (NOAA)	ABILITY TO IMPLEMENT (+/-)	LOCAL SUPPORT
522570	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Liberty County																												
0016567	CR 171/Lewis Fraser Rd @ Peacock Creek	Liberty County																												
154	Sandy Run/Patriots Trail Connector	Hinesville	3,700	3,700	0.00%	–	C	0.44	C	0.47	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	NO	NO		
308	SR 38/US 84 Safety and Access Management	Midway	7,320	7,320	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	SOMEWHAT		
365	SR 119/General Screven Access Improvements	Hinesville	18,175	18,175	2.50%	–	C	0.58	D	0.75	658.0	1470.6	1.0	1.0	–	253.0	2.0	4.5	565.4	NO	NO	YES	YES	YES	NO	NO	NO	NO		
307	South Main Street Widening	Hinesville	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		
310	SR 38/US 84 Safety and Access Management	Midway	10,000	13,478	8.00%	–	E	0.84	E	0.87	28.0	97.1	1.0	–	–	19.0	-	-	65.9	NO	YES	SOMEWHAT	YES	NO	NO	YES	NO	YES		
317	SR 38/US 84 Safety and Access Management	Flemington	23,400	31,540	8.00%	–	D	0.62	D	0.62	44.0	136.8	1.0	–	1.0	26.0	1.0	3.1	80.8	YES	YES	SOMEWHAT	YES	NO	NO	YES	NO	NO		
314	SR 38/US 84 Safety and Access Management	Liberty County	23,400	31,540	8.00%	83	D	0.73	D	0.72	118.0	242.5	–	–	–	58.0	1.0	2.1	119.2	YES	YES	SOMEWHAT	YES	NO	NO	NO	NO	SOMEWHAT		
323	SR 38/US 84 Safety and Access Management	Hinesville/Allenhurst/Walthourville	15,667	16,500	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		
302	SR 196/E.G. Miles Pkwy Access Management	Hinesville	19,100	19,100	2.00%	–	E	0.82	E	0.98	772.0	1235.0	3.0	2.0	–	356.0	-	-	569.5	NO	NO	YES	YES	YES	NO	YES	NO	NO		
255	SR 38C/General Stewart Way	Hinesville	5,705	5,705	3.00%	–	B	0.37	C	0.59	63.0	936.4	–	–	–	39.0	-	-	579.7	NO	YES	YES	YES	YES	NO	NO	NO	NO		
254	SR 38C/General Stewart Way	Hinesville	6,400	8,626	0.00%	–	D	0.70	D	0.68	3.0	115.3	–	–	–	-	-	-	-	NO	YES	YES	YES	YES	NO	NO	NO	NO		
109	Flemington Loop Bypass	Flemington	6,000	8,087	6.17%	–	D	0.65	D	0.75	4.0	6.7	–	–	–	1.0	-	-	1.7	NO	NO	YES	YES	NO	YES	YES	YES	NO		
249	Coastal Hwy/US 17 Widening	Midway / Liberty County	5,110	5,110	14.00%	65.4	A	0.19	A	0.24	67.0	294.0	–	–	–	34.0	-	-	149.2	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	YES		
312	Oglethorpe Hwy/US 84 Safety	Midway / Liberty County	8,850	8,850	6.00%	–	C	0.49	C	0.48	86.0	140.5	–	–	–	43.0	-	-	70.2	YES	YES	YES	YES	NO	NO	YES	NO	YES		
226	Sunbury Rd/Islands Hwy Widening	Midway / Liberty County	3,800	5,122	8.00%	–	F	1.02	F	1.51	11.0	280.0	–	–	–	2.0	-	-	50.9	NO	NO	NO	YES	NO	NO	NO	NO	NO		
113	Central Connector/General Stewart ext.	Hinesville	4,000	5,391	2.00%	–	A	0.23	D	0.68	1.0	15.1	–	–	–	-	-	-	-	NO	NO	YES	YES	NO	NO	NO	NO	NO		
311	SR 38/US 84 Safety and Access Management	Midway	10,000	10,000	7.00%	81.5	F	1.09	F	1.12	38.0	284.5	–	–	–	19.0	-	-	142.3	NO	YES	SOMEWHAT	YES	NO	NO	NO	NO	YES		
313	SR 38/US 84 Safety and Access Management	Liberty County	7,600	10,244	7.00%	70.6	D	0.70	D	0.67	105.0	403.3	1.0	1.0	–	56.0	2.0	7.7	215.1	YES	YES	SOMEWHAT	YES	NO	NO	YES	NO	YES		
250	Coastal Hwy/US 17 Widening	Riceboro / Liberty County	2,905	3,470	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	YES		
228	US 84 bridge at I-95 Widening	Midway	4,800	6,470	10.00%	73.5	F	1.20	E	0.99	8.0	296.3	–	–	–	4.0	-	-	148.1	NO	YES	YES	YES	NO	NO	NO	NO	NO		
306	SR 119/EB Cooper Hwy Widening	Riceboro / 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	YES		
316	SR 38/US 84 Safety and Access Management	Flemington	23,400	31,540	8.00%	–	D	0.75	D	0.73	31.0	135.4	–	–	–	21.0	-	-	91.7	YES	YES	SOMEWHAT	YES	NO	NO	NO	NO	NO		
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd	Riceboro / Liberty County	3,600	4,852	17.00%	–	C	0.47	C	0.48	8.0	121.8	–	–	–	-	-	-	-	YES	NO	NO	NO	NO	NO	YES	NO	NO		
315	SR 38/US 84 Safety and Access Management	Liberty County	24,200	32,618	8.00%	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	SOMEWHAT		
0010348	15th Street Widening	Hinesville	6,890	9,287	0.00%	–	E	0.90	F	1.07	218.0	614.8	–	–	–	95.0	-	-	267.9	NO	NO	YES	YES	NO	NO	NO	NO	NO		
114	Hinesville Bypass (eastern segment)	Liberty County	2,340	2,340	8.00%	–	B	0.36	C	0.42	10.0	28.3	–	–	–	6.0	-	-	17.0	YES	NO	NO	YES	NO	NO	NO	YES	YES		
304	Hwy 57 Intersection Upgrade	Long County	10,000	13,478	16.00%	–	C	0.57	C	0.54	55.0	301.4	2.0	–	2.0	11.0	2.0	11.0	60.3	YES	YES	NO	NO	NO	NO	NO	NO	NO		
511145	I-95 Widening (8 lanes)	Liberty County / Riceboro / Midway	23,767	23,767	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	NO	NO	NO	NO	YES	YES		
511155	I-95 Widening (8 lanes) & miles included in HAMPO MPA	Liberty County/Riceboro / Midway	19,013	25,627	20.00%	79.9	F	1.09	A	0.22	1.0	0.5	–	–	–	-	-	-	-	YES	YES	YES	NO	NO	NO	NO	YES	YES		
325	SR 119/Edmunds Rd Multimodal Enhancements	Walthourville	3,220	3,220	14.00%	–	F	3.72	C	0.53	115.0	485.3	–	–	–	44.0	1.0	4.2	185.7	NO	NO	NO	YES	YES	NO	YES	NO	NO		
303	Elim Church Road Upgrade /Multimodal Improvements	Liberty / Long / Ludowici	2,430	2,503	6.00%	90.2	C	0.61	F	1.06	73.0	202.3	3.0	1.0	–	24.0	-	-	66.5	NO	NO	NO	YES	NO	NO	YES	SOMEWHAT	NO		
227	Coastal Hwy/US 17 Widening	Liberty County / Midway	5,880	5,880	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	YES		
301	Dunlevie Road Multimodal Safety Enhancements	Allenhurst	3,770	3,270	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		
103	Central Connector/General Stewart ext. 2	Hinesville	7,125	9,603	2.00%	–	B	0.41	C	0.45	-	0.0	–	–	–	-	-	-	-	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	NO		
224	SR 196 W (from Rye Patch Rd) Widening	Gumbranch	4,918	4,918	6.83%	92	C	0.45	B	0.41	121.0	277.3	–	–	–	61.0	2.0	4.6	139.8	NO	NO	NO	NO	NO	NO	YES	NO	NO		
309	SR 38/US 84 Safety and Access Management	Midway	5,900	7,952	8.00%	–	E	0.86	E	0.87	29.0	327.5	1.0	–	1.0	5.0	1.0	11.3	56.5	YES	YES	YES	YES	NO	NO	NO	NO	SOMEWHAT		
354	I-95 Interchange/Road Improvements	Midway	4,800	1,988	20.00%	–	B	0.28	A	0.21	12.0	137.0	–	–	–	2.0	-	-	22.8	YES	YES	YES	YES	NO	NO	NO	NO	NO		
225	SR 196 W (to US 301) Widening	Gumbranch / Liberty County	3,070	3,655	12.33%	90.7	A	0.26	B	0.35	156.0	236.7	1.0	1.0	–	88.0	4.0	6.1	133.5	NO	NO	NO	NO	NO	NO	YES	NO	NO		
117	15th St./Frank Cochran Connector	Hinesville	4,000	5,391	1.67%	–	A	0.23	B	0.31	1.0	7.5	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	NO	NO		
119	Flemington Connector / Peacock Creek Rd	Hinesville / Flemington	4,000	5,391	6.17%	–	A	0.23	B	0.30	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	YES	NO		
355	I-95 Interchange/Road Improvements	Riceboro / Liberty County	2,800	3,774	17.00%	–	A	0.16	A	0.08	21.0	483.8	–	–	–	4.0	-	-	92.1	YES	YES	YES	YES	NO	NO	NO	NO	YES		
106	Central Connector (W)	Hinesville	4,000	5,391	7.00%	–	A	0.23	B	0.34	-	0.0	–	–	–	-	-	-	-	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	NO		
248	Barrington Ferry Rd Widening	Riceboro	2,070	2,070	9.67%	99.9	A	0.20	A	0.20	34.0	479.6	–	–	–	4.0	-	-	56.4	NO	NO	NO	YES	NO	NO	YES	YES	YES		
151	Hinesville Bypass III	Liberty County	4,400	4,400	8.50%	–	D	0.79	F	1.02	36.0	124.3	–	–	–	13.0	-	-	44.9	YES	NO	NO	YES	NO	NO	NO	NO	NO		
153	Developer Road	Hinesville / Flemington	2,500	3,370	0.00%	–	A	0.14	B	0.37	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	YES	NO		
145	Independence Rd (N-S)	Hinesville	4,000	5,391	6.83%	–	A	0.23	D	0.64	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	YES	NO	NO		
146	Independence Spine Rd (E-W)	Hinesville	4,000	5,391	0.00%	–	A	0.23	A	0.30	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	NO	NO		
129	WAAF Access Road	Flemington	2,000	2,696	8.94%	–	A	0.11	A	0.11	-	0.0	–	–	–	-	-	-	-	NO	YES	YES	YES	NO	YES	NO	NO	NO		
147	Live Oak Church Rd	Hinesville	1,500	2,022	0.00%	–	A	0.09	B	0.36	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	YES	NO		
105	Cay Creek Extension	Midway	1,500	2,022	10.00%	–	A	0.09	B	0.40	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	NO	YES		
231	Hampton Island Road	Riceboro	730	730	12.00%	68.9	A	0.04	A	0.11	9.0	399.6	–	–	–	1.0	1.0	44.4	44.4	NO	NO	YES	YES	NO	NO	NO	NO	YES		
120	Sandy Run Drive Extension	Hinesville	1,500	2,022	0.00%	–	A	0.09	B	0.38	-	0.0	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	YES	YES		
155	Elim Church Road Widening	Liberty / Long / Ludowici	2,503	2,503	7.33%	90.2	C	0.55	F	1.07	73.0	196.4	3.0	1.0	–	24.0	-	-	64.6	NO	NO	NO	YES	NO	NO	YES	SOMEWHAT	NO		
401	Barrington Ferry Rd @ US 17 Intersection Improvement	Riceboro	1,854	1,937	10.00%	–	B	0.36	B	0.38	3.0	88.7	–	–	–	-	-	-	-	YES	NO	NO	YES	NO	NO	NO	NO	NO		
403	Ryon Avenue Realignment and Corridor Improvements	Hinesville	8,765	11,814	2.00%	–	A	0.04	A	0.07	57.0	356.3	–	–	–	14.0	-	-	87.5	NO	NO	SOMEWHAT	YES	NO	NO	NO	NO	NO		
404	Interstate Paper Road Rehabilitation	Riceboro	1,356	1,810	20.00%	–	A	0.08	A	0.14	9.0	142.8	–	–	–	2.0	-	-	31.7	YES	NO	NO	YES	NO	NO	NO	SOMEWHAT	YES		
405	US 17 @ Limerick Rd / Freedman Grove Rd Intersection Improvements	Liberty County	5,510	5,510	7.00%	–	F	1.13	F	1.18	20.0	198.9	–	–	–	19.0	-	-	188.9	NO	NO	NO	YES	NO	NO	YES	NO	NO		
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowes	Hinesville	1,480	1,995	2.00%	–	A	0.25	B	0.30	141.0	5220.3	1.0	1.0	–	58.0	-	-	2,147.4	NO	NO	NO	YES	NO	NO	NO	NO	NO		
407	Industrial Road Upgrade	Midway	7,950	10,715	10.00%	–	C	0.46	D	0.62	7.0	84.3	–	–	–	1.0	-	-	12.0	YES	NO	NO	YES	NO	NO	NO	NO	YES		
408	US 84 Adaptive Signal Upgrades	Hinesville	31,650	31,650	5.50%	–	D	0.71	E	0.87	1,272.0	2202.2	9.0	6.0	–	600.0	3.0	2.3	457.4	YES	YES	YES	YES	YES	NO	YES	YES	NO		
409	Veterans Pkwy Adaptive Signal Upgrades	Hinesville	1,480	1,995	2.00%	–	A	0.23	B	0.29	310.0	11477.2	1.0	1.0	–	138.0	-	-	4,993.1	YES	NO	NO	YES	NO	NO	NO	NO	NO		
410	E.G. Miles Adaptive Signal Upgrades	Hinesville	16,900	16,900	3.00%	–	F	1.05	F	1.22	910.0	2950.5	6.0	6.0	–	453.0	2.0	2.6	591.4	YES	NO	NO	YES	YES	NO	YES	YES	NO		
411	SR 119/SR 196 / E.G. Miles Pkwy Access Management and Safety	Hinesville	16,900	16,900	3.00%	–	F	1.14	F	1.29	450.0	745.1	5.0	5.0	–	230.0	1.0	1.7	380.8	NO	NO	NO	YES	NO	NO	YES	YES	NO		
412	SR 196 / E.G. Miles Pkwy Access Management	Hinesville / Gum Branch	10,650	14,355	4.00%	–	D	0.68	D	0.79	192.0	1567.6	–	–	–	71.0	1.0	8.2	579.7	NO	NO	NO	YES	NO	NO	YES	SOMEWHAT	NO		
413	Walker Martin Realignment	Hinesville	3,513	4,734	0.00%	–	A	0.20	A	0.18	4.0	207.6	–	–	–	-	-	-	-	NO	NO	NO	YES	NO	NO	NO	NO	NO		
414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	Flemington	2,000	2,696	10.00%	–	A	0.11	A	0.15	-	0.0	–	–	–	-	-	-	-	YES	YES	YES	YES	NO	YES	NO	NO	NO		
415	Rye Patch Road Widening	Liberty County / Long County	3,750	5,054	0.00%	–	C	0.42	C	0.46	50.0	121.8	–	–	–	24.0	1.0	2.4	58.4	NO	NO	NO	YES	NO	NO	YES	NO	NO		

3/25/2020

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 Ecomomic 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 sore 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	BASE SCORE	BASE V/C	FUTURE V/C	RATE OF CRASHES (PER 100M VMT)	TOTAL BIKE/PED. CRASHES	# OF CRASHES WITH BIKE/PED INJURIES	# OF CRASHES WITH BIKE/PED FATALITIES	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	AGGREGATE SAFETY SCORE	SUPPORTS FREIGHT MOVEMENT	SUPPORTS DEFENSE ACCESS	SUPPORTS ACCESS TO TOURISM ATTRACTIONS	PLANNED BICYCLE/PEDESTRIAN FACILITIES	EXISTING/PLANNED TRANSIT SERVICE	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT	IMPACTS HISTORIC RESOURCES	IMPACTS ENVIRONMENTAL RESOURCES	IMPACTED BY SEA LEVEL RISE (NOAA)	ABILITY TO IMPLEMENT (+/-)	LOCAL SUPPORT
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 Fraiser Rd @ Peacock Creek	Liberty County																					
1	2,463.0	410	E.G. Miles Adaptive Signal Upgrades	Hinesville	0	54	120	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0		
2	2,317.0	411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	Hinesville	63	42	24	-	-	-	-	-	-	-	-	16	4	6.0	-	6.0	0	0	0		
3	2,265.0	408	US 84 Adaptive Signal Upgrades	Hinesville	70	36	150	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	0	2		
4	2,180.0	412	SR 196 / E.G. Miles Pkwy Access Management	Hinesville / Gum Branch	0	30	138	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0		
5	2,086.0	525	SR 119/Talmadge Rd Multimodal Enhancements	Walthourville	14	126	90	65	1.0	1.0	-	-	65	1,072	-	-	-	6.0	-	-	0	0	0		
6	2,082.0	565	SR 119/General Screven Access Improvements	Hinesville	35	300	312	64	9.0	6.0	-	53	60	1,536	140	16	4	6.0	10.0	-	-8	-8	0		
7	2,039.0	515	SR 38 /US 84 Safety and Access Management	Liberty County	49	384	384	44	-	-	-	-	50	752	-	16	2	6.0	-	-	0	0	0		
8	2,031.0	508	SR 38 /US 84 Safety and Access Management	Midway	21	336	402	58	5.0	5.0	-	51	59	1,424	-	-	-	6.0	-	-	-8	-8	0		
9	2,022.0	509	SR 38 /US 84 Safety and Access Management	Midway	49	222	372	32	3.0	1.0	-	-	34	560	-	-	-	6.0	-	-	-8	-4	0		
10	1,989.0	227	Coastal Hwy/US 17 Widening	Liberty County / Midway	14	84	78	67	1.0	1.0	-	-	67	1,088	140	-	-	6.0	-	-	0	0	0		
11	1,822.0	514	SR 38 /US 84 Safety and Access Management	Liberty County	49	288	252	52	1.0	1.0	-	64	55	1,384	140	16	2	6.0	-	-	-8	0	0		
12	1,822.0	250	Coastal Hwy/US 17 Widening	Riceboro / Liberty County	14	258	342	59	3.0	3.0	-	-	58	984	-	-	-	6.0	10.0	-	-8	0	0		
13	1,818.0	504	Hwy 57 Intersection Upgrade	Long County	140	204	246	18	-	-	-	50	25	744	140	16	4	-	-	-	0	-8	2		
14	1,788.0	502	SR 196/E.G. Miles Pkwy Access Management	Hinesville	56	342	324	49	1.0	-	1.0	68	31	1,200	140	16	4	6.0	-	-	0	0	0		
15	1,710.0	0010948	15th Street Widening	Hinesville	56	366	408	43	-	-	-	-	29	576	-	-	-	6.0	-	-	0	0	0		
16	1,703.0	506	SR 119/EB Cooper Hwy Widening	Riceboro / Liberty County	56	264	234	28	1.0	-	1.0	56	38	992	140	16	2	6.0	-	-	-8	0	0		
17	1,700.0	228	US 84 bridge at I-95 Widening	Midway	49	330	330	33	-	-	-	-	54	696	-	-	-	6.0	-	-	-8	0	0		
18	1,671.0	511	SR 38 /US 84 Safety and Access Management	Midway	70	402	354	46	-	-	-	-	51	776	-	16	4	6.0	-	-	0	0	0		
19	1,648.0	507	South Main Street Widening	Hinesville	28	282	306	63	-	-	-	65	63	1,528	-	-	-	6.0	-	-	-8	-4	0		
20	1,607.0	405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements	Liberty County	14	168	168	-	-	-	-	-	-	-	-	-	2	6.0	-	-	0	0	0		
21	1,606.0	517	SR 38 /US 84 Safety and Access Management	Flemington	14	240	294	62	1.0	1.0	-	59	61	1,472	-	-	4	6.0	10.0	-	0	0	0		
22	1,601.0	224	SR 196 W (from Rye Patch Rd) Widening	Gumbranch	56	396	318	22	1.0	-	-	-	35	464	-	16	2	6.0	-	-	-8	0	0		
23	1,508.0	515	SR 38 /US 84 Safety and Access Management	Liberty County	84	132	108	37	1.0	1.0	-	61	48	1,184	-	-	-	-	-	-	-8	0	0		
24	1,500.0	225	SR 196 W (to US 301) Widening	Gumbranch / Liberty County	28	144	132	57	-	-	-	-	57	912	-	-	-	6.0	10.0	-	-8	0	0		
25	1,496.0	226	Sunbury Rd/Islands Hwy Widening	Midway / Liberty County	0	330	378	56	-	-	-	-	56	896	-	-	4	6.0	-	-	0	0	0		
26	1,439.0	255	SR 38C/General Stewart Way	Hinesville	63	348	330	42	1.0	1.0	-	58	46	1,184	-	-	4	6.0	-	-	-8	0	2		
27	1,392.0	511145	I-95 Widening (8 lanes)	Liberty County / Riceboro / Midway	63	228	300	36	2.0	1.0	-	-	43	656	140	16	-	6.0	-	-	-8	0	0		
28	1,317.0	525	SR 38 /US 84 Safety and Access Management	Hinesville/Allenhurst/Walthourville	63	364	336	40	1.0	1.0	-	63	44	1,192	-	16	4	6.0	-	-	0	0	0		
29	1,312.0	251	Hampton Island Road	Riceboro	140	18	36	31	-	-	-	-	24	440	140	-	-	6.0	-	-	0	-4	0		
30	1,308.0	406	Intersection Improvements Veterans Pkwy @ Walmart/Lowes	Hinesville	14	102	96	15	-	-	-	-	-	120	-	-	-	6.0	-	-	0	0	0		
31	1,294.0	505	Elim Church Road Upgrade /Multimodal Improvements	Liberty / Long / Ludowici	42	252	366	34	3.0	1.0	-	-	36	592	-	-	-	6.0	-	-	-8	-4	0		
32	1,284.0	409	Veterans Pkwy Adaptive Signal Upgrades	Hinesville	42	96	84	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0		
33	1,280.0	516	SR 38 /US 84 Safety and Access Management	Flemington	49	186	156	41	-	-	-	60	49	1,200	-	-	-	-	-	-	-8	0	0		
34	1,259.0	151	Hinesville Bypass III	Liberty County	70	192	228	19	-	-	-	-	21	320	140	-	-	6.0	-	-	0	0	0		
35	1,250.0	510	SR 38 /US 84 Safety and Access Management	Midway	98	408	198	56	-	-	-	57	53	1,320	-	-	-	6.0	10.0	-	-8	0	0		
36	1,245.0	155	Elim Church Road Widening	Liberty / Long / Ludowici	14	120	258	16	-	-	-	-	-	128	-	-	4	6.0	-	-	0	0	0		
37	1,244.0	415	Rye Patch Road Widening	Liberty County / Long County	0	90	18	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	0	0		
38	1,224.0	501	Burnside Road Multimodal Safety Enhancements	Allenhurst	56	312	276	27	-	-	-	-	41	544	140	16	2	6.0	-	-	0	0	0		
39	1,042.0	512	Oglethorpe Hwy/US 84 Safety	Midway / Liberty County	14	330	348	61	3.0	2.0	-	-	62	1,024	-	-	4	6.0	10.0	-	-8	0	0		
40	1,022.0	249	Coastal Hwy/US 17 Widening	Midway / Liberty County	112	234	204	47	2.0	-	2.0	67	33	1,208	140	16	-	-	-	-	0	0	0		
41	1,001.0	555	I-95 Intersection/ Road Improvements	Riceboro / Liberty County	119	60	12	54	-	-	-	-	42	768	140	16	4	6.0	-	-	0	0	2		
42	920.0	109	Flemington Loop Bypass	Flemington	112	198	210	48	-	-	-	65	45	1,272	-	-	-	6.0	-	-	0	-8	2		
43	858.0	248	Barrington Ferry Rd Widening	Riceboro	70	78	54	53	-	-	-	-	30	664	-	-	-	6.0	-	-	-8	-8	2		
44	854.0	407	Industrial Road Upgrade	Midway	49	108	102	-	-	-	-	-	-	-	-	-	2	6.0	-	-	0	0	0		
45	820.0	254	SR 38C/General Stewart Way	Hinesville	56	306	270	39	-	-	-	52	47	1,104	140	16	2	6.0	-	-	0	0	0		
46	794.0	554	I-95 Intersection/ Road Improvements	Midway	0	174	174	24	-	-	-	54	32	880	-	-	-	6.0	-	-	-8	0	0		
47	758.0	511155	I-95 Widening (8 lanes) .8 miles included in HAMPO MPA	Liberty County/Riceboro / Midway	84	12	30	51	-	-	-	69	27	1,176	-	-	4	6.0	-	-	0	0	0		
48	754.0	405	Ryon Avenue Realignment and Corridor Improvements	Hinesville	49	114	240	-	-	-	-	-	-	-	-	-	-	6.0	-	-	-8	0	0		
49	751.0	222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd.	Riceboro / Liberty County	56	388	282	21	-	-	-	49	26	768	140	16	2	6.0	-	-	-8	0	0		
50	706.0	114	Hinesville Bypass (eastern segment)	Liberty County	21	162	216	60	-	-	-	-	64	992	-	16	4	6.0	10.0	-	0	0	0		
51	650.0	404	Interstate Paper Road Rehabilitation	Riceboro	0	180	180	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	0	0		
52	550.0	401	Barrington Ferry Rd @ US 17 Intersection Improvement	Riceboro	0	72	48	35	-	-	-	-	-	280	-	-	-	6.0	-	-	0	0	0		
53	542.0	115	Central Connector/ General Stewart ext.	Hinesville	91	246	222	38	-	-	-	62	39	1,112	-	-	4	6.0	-	-	-8	0	0		
54	406.0	413	Wallace Martin Realignment	Hinesville	70	48	42	-	-	-	-	-	-	-	140	16	4	6.0	-	6.0	0	0	0		
55	395.0	145	Independence Rd (N-S)	Hinesville	140	138	60	29	-	-	-	-	23	416	140	16	4	6.0	-	-	0	0	0		
56	384.0	154	Sandy Run/Patriots Trail Connector	Hinesville	21	372	396	65	6.0	6.0	-	56	65	1,576	140	-	-	6.0	10.0	-	-8	-8	0		
57	370.0	106	Central Connector/ General Stewart ext. 2	Hinesville	63	324	360	26	-	-	-	-	28	432	140	-	-	6.0	-	-	0	0	0		
58	344.0	117	15th St/Frank Cochran Connector	Hinesville	42	216	192	30	-	-	-	-	37	536	140	16	4	6.0	-	-	-8	0	0		
59	279.0	106	Central Connector (W)	Hinesville	42	276	288	14	-	-	-	-	20	272	-	-	4	6.0	-	6.0	-8	-8	0		
60	270.0	105	Cay Creek Extension	Midway	56	156	162	17	-	-	-	-	22	312	140	-	-	6.0	-	-	0	-8	2		
61	226.0	119	Flemington Connector / Peacock Creek Rd	Hinesville / Flemington	98	66	72	45	-	-	-	-	52	776	-	-	2	6.0	-	-	0	0	2		
62	172.0	153	Developer Road	Hinesville / Flemington	0	294	264	23	-	-	-	-	-	184	-	16	4	6.0	10.0	-	0	0	0		
63	167.0	129	WAAF Access Road	Flemington	14	6	6	50	-	-	-	-	40	720	-	-	2	6.0	-	-	0	0	0		
64	166.0	120	Sandy Run Drive Extension	Hinesville	70	150	144	20	-	-	-	-	-	160	140	-	-	6.0	-	-	0	0	0		
65	140.0	414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	Flemington	0	24	114	-	-	-	-	-	-	-	-	-	-	6.0	-	-	0	-8	0		
66	136.0	147	Live Oak Church Rd	Hinesville	119	210	186	25	-	-	-	-	-	200	140	-	-	6.0	-	-	-8	0	0		
67	114.0	146	Independence Spine Rd (E-W)	Hinesville	140	378	66	13	-	-	-	-	-	104	140	16	4	-	-	-	0	-8	2		

3/25/2020

Project priority is subject to change based on feedback from Technical Subcommittee.

HAMPO

3. System Performance Report and Resolutions

Hinesville Area Metropolitan Planning Organization Transportation Improvement Program System Performance Report (updated February 14, 2019)

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).[1] 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[2] to

2 23 CFR Part 490, Subpart B
3 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 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1[3]. The Hinesville Area Metropolitan Planning Organization adopted/approved the Georgia statewide safety performance targets on November 16, 2017, November 8, 2018 and February 14, 2019. 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*)
Number of Fatalities	1,305	1,593	1,655
Rate of Fatalities per 100 million VMT	1.148	1.32	1.31
Number of Serious Injuries	1,745	19,643	24,324
Rate of Serious Injuries per 100 million VMT	15.348	16.3	18.9
Total Number of Non-motorized Fatalities &Serious Injuries	1,138	1,027	1,126

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 2040 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 be carried out across Georgia.

2 23 CFR Part 490, Subpart B
3 https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

- 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	$531,00.00	$531,00.00	$531,00.00

2 23 CFR Part 490, Subpart B
3 https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/