Appendix D: Systems Performance Report

Hinesville Area Metropolitan Planning Organization (HAMPO)
2050 Metropolitan Transportation Plan (MTP)
Georgia System Performance Report

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 (TPM) 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.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1] issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures[2], the Planning Rule, as well as 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 (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

[1] 23 CFR Part 450, Subpart B and Subpart C

[2] 23 CFR 490.107

The SPR 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 measures;
- 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, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Hinesville Area Metropolitan Planning Organization (HAMPO) 2050 Metropolitan Transportation Plan (MTP) is anticipated to be adopted in August 2025. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the HAMPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and (if applicable) Congestion Management and Air Quality/PM3 measures.

Highway Safety (PM1)

Effective April 14, 2016, the FHWA established the highway safety performance measures[3] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

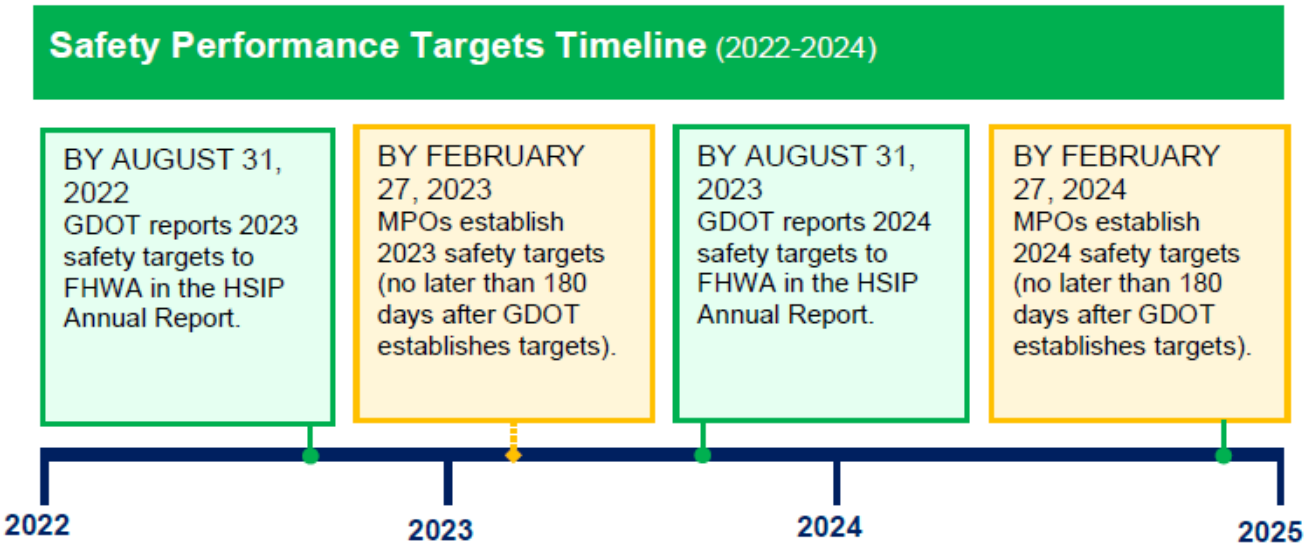
1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[4] . MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023. [5] HAMPO adopted/approved the Georgia statewide safety performance targets on February 9, 2023.

[3] 23 CFR Part 490, Subpart B

[4] State Safety Targets - Safety | Federal Highway Administration (dot.gov)

[5] Safety Performance Management (Safety PM) - Safety | Federal Highway Administration (dot.gov)



The latest safety conditions will be updated annually over 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.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1: Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2022)	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2024)
Number of Fatalities	1,797	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.49	1.21	1.36
Number of Serious Injuries	8,654	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	7.17	4.61	7.68
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	828	793	802

Source: GDOT's HSIP reports.

The HAMPO 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 2050 MTP 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), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- 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.

- The GDOT HSIP annual report provide 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 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above-mentioned categories.[4]

The HAMPO 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. One of the primary focuses of the MTP is to prioritize safety throughout the transportation system. Safety was considered throughout planning analyses and in project recommendations, specifically aimed at improving areas with high frequency and severity of crashes.

Key projects in the HAMPO focused on safety improvements are recommended along many of the high crash corridors throughout the study area, such as US 84/Oglethorpe Hwy, SR 119, SR 196/Elma G Miles Pkwy. Project types aimed to improve safety include intersection upgrades, lighting improvements, and flashing beacons along high traffic and high speed roads in the area.

The HAMPO MTP Update also includes pedestrian and bicycle infrastructure improvements, such as Complete Streets which involves roadway enhancements and the addition of dedicated bicycle and pedestrian to improve non-motorized user safety. Complete Street implementation is recommended along ML King Junior Dr, a key connection through central Hinesville. In addition, bicycle and pedestrian projects were recommended and included in the 2050 Unconstrained Project List. These recommendations include multi-use paths along major corridors, such as EG Miles Pkwy, sidewalk throughout the region, crossing improvements at key intersections, and regional trails throughout the County. These projects were identified in order to improve mobility

[4] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

options and safety of non-motorized roadway users, which will work to reduce conflicts with vehicle traffic and improve the overall safety and security of the transportation network.

Please Refer to **Table 4** at the end of this document to review a list of projects in the HAMPO 2050 MTP and the relevance to the PM1 objectives.

Pavement and Bridge Condition (PM2)

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[5] and bridge condition[6] for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the

[5] 23 CFR Part 490, Subpart C
[6] 23 CFR Part 490, Subpart D

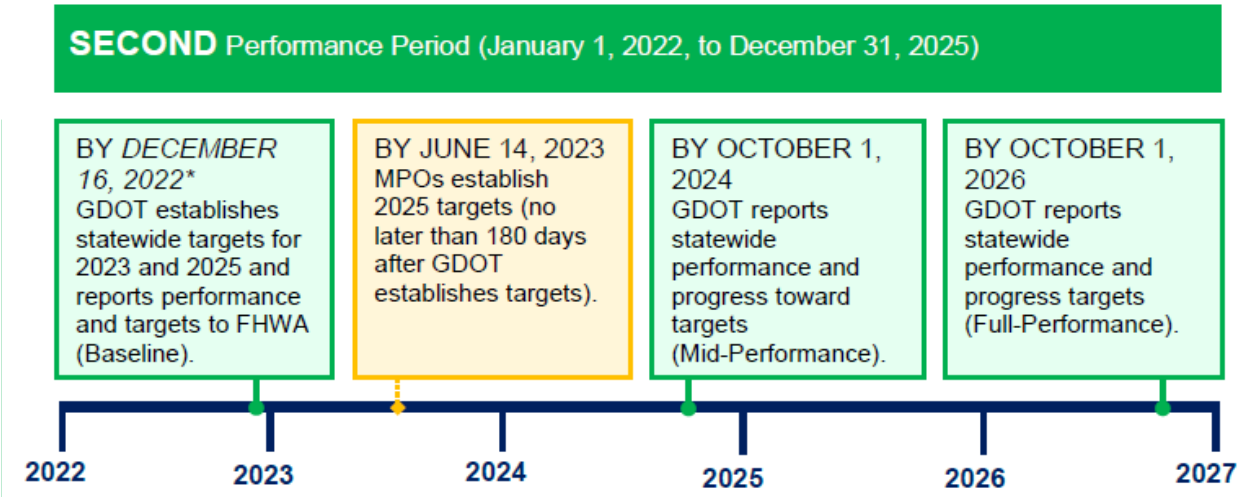
structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ran through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Hinesville Area MPO adopted/approved the Georgia statewide PM2 targets on June 8, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and HAMPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2: Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	60.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

The Hinesville Area MPO 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 2050 MTP 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, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles

of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above-mentioned categories.[7]

The HAMPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area. Funding is allocated for targeted infrastructure improvements. In alignment with the PM2, the MTP aims to ensure that bridges, roadways, and multimodal facilities meet necessary maintenance standards.

Projects related to pavement and bridge maintenance and replacement are included in the MTP. Bridge projects include replacement projects a long SR 119 and CR 171. Maintenance projects include reconstruction along Industrial Rd.

Please Refer to **Table 4** at the end of this document to review a list of projects in the HAMPO 2050 MTP and the relevance to the PM2 objectives.

[7] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System[8], freight movement on the Interstate system[9], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[10]. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The HAMPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less

[8] 23 CFR Part 490, Subpart E
[9] 23 CFR Part 490, Subpart F
[10] 23 CFR Part 490, Subparts G and H

than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

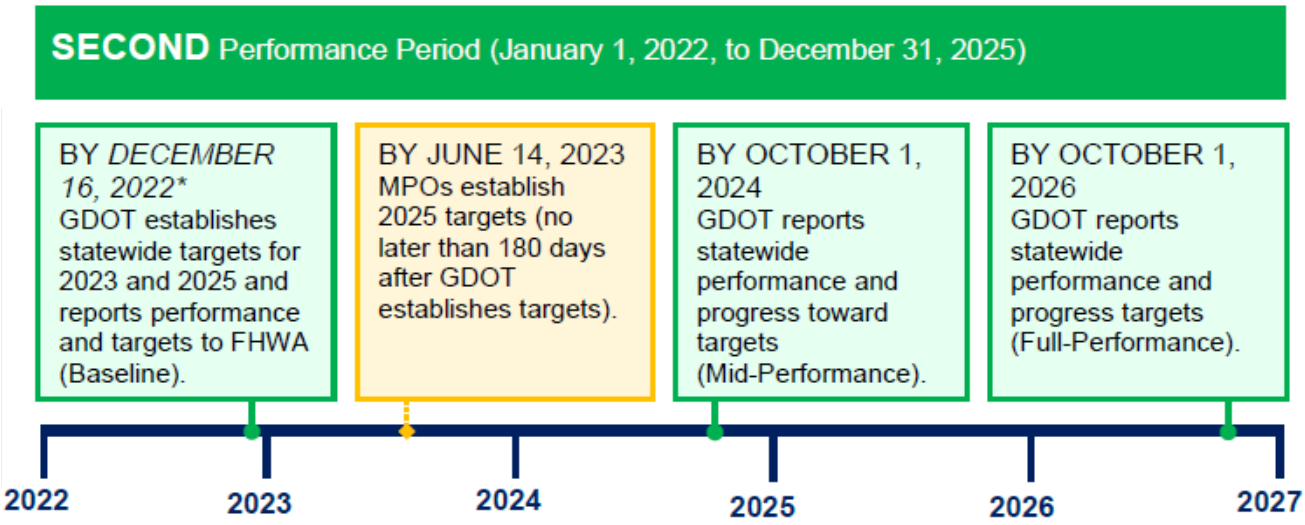
Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and ended on December 31, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively.



States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- 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; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted it to FHWA by December 16, 2022. The Hinesville Area MPO adopted/approved the Georgia statewide PM3 targets on June 8, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Hinesville Area MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3: System Performance/Freight Movement (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%

The Hinesville Area MPO 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 2050 MTP 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 Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.[11]

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[12]

The Hinesville Area MPO 2050 MTP addresses reliability, freight movement, and congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The goals and objectives of the

[11] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx

[12] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

HAMPO MTP align with performance measures, aimed at enhancing system reliability and truck reliability. Project identification and prioritization analyzed a number of related data, including truck traffic demand, existing and future level of Service, V/C ratio, and freight-related land use. The MTP emphasized these metrics in order to adequately address congestion and improve access along key freight corridors and to freight-related land uses. This ensures that performance measures related to travel time reliability and freight movement are prioritized, ultimately supporting a more efficient transportation network.

Truck reliability is specifically addressed through targeted projects designed to accommodate freight movement more effectively. The MTP incorporates several project types that play a crucial role in mitigating congestion and enhancing overall traffic and freight flow. Road widening projects, such as I-95 and SR 196, will increase the capacity of roadways and improve vehicle movement. In addition, intersection-related and operational improvements are recommended to address existing bottleneck locations, such as US 84 at Leroy Coffer Hwy, and will improve access and traffic flow in these areas.

Please Refer to **Table 4** at the end of this document to review a list of projects in the HAMPO 2050 MTP and the relevance to the PM3 objectives.

HAMPO 2050 MTP Projects

The matrix below presents a list of recommended projects included in the HAMPO 2050 MTP Work Program and their alignment with each of the PMs based on the respective project characteristics and anticipated benefit yields.

* The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. HAMPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.

Table 4: Hinesville Area MPO 2050 MTP Georgia Projects That Support Each Performance Measure Targets

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
US 84 bridge at I-95 Widening Widening from 2 to 4 lanes			✓	✓	✓
Sunbury Rd/Islands Hwy Widening Widening from 2 to 4 lanes			✓	✓	✓
Hinesville Bypass (eastern segment) New 4 lane roadway			✓	✓	✓
Islands Highway Widening Widening from 2 to 4 lanes			✓	✓	✓
Wallace Martin Realignment Realignment of 2 lane roadway			✓	✓	✓
WAAF / Midcoast Regional Joint Municipal Airport Access Road New 2 lane roadway			✓	✓	✓
Sandy Run/Patriots Trail Connector New 2 lane roadway			✓	✓	✓
Sandy Run Drive Extension New 2 lane roadway			✓	✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Barrington Ferry Rd Widening Widening from 2 to 4 lanes			✓	✓	✓
15th St from SR 196 to Gate 7 @ Fort Stewart Widening Widening from 2 to 4 lanes			✓	✓	✓
SR 38C/General Stewart Way Widening from Main St to Memorial Dr Widening from 2 to 4 lanes			✓	✓	✓
SR 38C/General Stewart Way Widening From Memorial Dr to General Screven Way Widening from 2 to 4 lanes			✓	✓	✓
SR 196 W (from Rye Patch Rd) Widening Widening from 2 to 4 lanes			✓	✓	✓
SR 38 /US 84 Safety and Access Management from Topi Trl to Airport Rd	✓			✓	✓
US 84 Adaptive Signal Upgrades	✓				
Veterans Pkwy Intersection Lane Improvements	✓			✓	✓
SR 119/EG Miles Pkwy Crossing Improvements This countermeasure would require the installation of crosswalks and overhead signs along the EB approach of SR 196. This has the potential to address rear end collisions.	✓				
SR 119/General Screven Access Improvements	✓			✓	✓
SR 38 /US 84 Safety and Access Management from SR 196 to Bright Lakes Rd	✓			✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Deal St Roundabout Installation	✓			✓	✓
Hwy 57 Intersection Upgrade	✓			✓	✓
US 84 and Dunlevie Intersection Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
Pineland Ave Traffic Signal Installation	✓				
EG Miles Pkwy Signal Timing Optimization				✓	✓
EG Miles Pkwy Roadway Lighting Improvements	✓				
Sharon St R-CUT Installation	✓			✓	✓
EG Miles Median Spot Installation	✓				
E.G. Miles Adaptive Signal Upgrades	✓				
SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	✓			✓	✓
Miles Crossing Traffic Signal Installation	✓				
Airport Rd Operational Improvements	✓			✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Arlington Dr Traffic Signal Installation	✓				
Liberty Regional Medical Center Intersection Lane Improvements	✓			✓	✓
Live Oak Dr R-CUT Installation				✓	✓
Live Oak Church Rd High-T Intersection	✓				
Hendry St Streetscape The goal of the West Hendry Street roadway improvement project is to maintain the existing four-lane configuration while extending the downtown Hinesville pedestrian features such as brick crosswalks and enhanced streetscaping where applicable.	✓				
I-95 Intersection/road Improvements at Exit 67	✓			✓	✓
SR 119/Talmadge Rd Safety Enhancements	✓				
W General Screven Way Operational Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
Leroy Coffer and US 84 Intersection Improvements The project description and costs will be better defined in future scoping studies.				✓	✓
SR 38 /US 84 Safety and Access Management from Flowers Dr to Topi Trl	✓			✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Dunlevie Road Multimodal Safety Enhancements Multimodal safety enhancements	✓				
SR 38 /US 84 Safety and Access Management from Spires Dr to Old Hines Rd	✓			✓	✓
Eunice Road Operational Improvements The project description and costs will be better defined in future scoping studies.				✓	✓
Sandy Run at Tupelo Intersection Improvements Addition of object marker signs and flashing beacon signs. The need for this project arises from insufficient visibility and a lack of adequate warning for drivers approaching the intersection from the west side. The addition of OM3 object markers and W1 signage.	✓			✓	✓
SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach St	✓			✓	✓
Curtis St High-T Intersection	✓				
Flemington Connector / Peacock Creek Rd New 2 lane roadway			✓	✓	✓
US 84 bridge at I-95 Widening Widening from 2 to 4 lanes			✓	✓	✓
Hinesville Bypass (eastern segment) New 4 lane roadway			✓	✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
I-95 Widening South of Jericho River I-95 FM MCINTOSH CO LINE TO SOUTH OF JERICO RIVER - 8 LANES			✓	✓	✓
Leroy Coffer Hwy Widening Widening from 4 to 6 lanes			✓	✓	✓
I-95 Widening South of US 17 I-95 FM JERICO RIVER TO 0.8 MI S OF US 17/BRYAN - 8 LANES			✓	✓	✓
SR 38C/General Stewart Way Widening from Main St to Memorial Dr Widening from 2 to 4 lanes			✓	✓	✓
Coastal Hwy/US 17 Widening from SR 196 to US 84 Widening from 2 to 4 lanes			✓	✓	✓
Coastal Hwy/US 17 Widening from US 84 to Barrington Ferry Rd Widening from 2 to 4 lanes			✓	✓	✓
SR 196 W (from Rye Patch Rd) Widening Widening from 2 to 4 lanes			✓	✓	✓
SR 196 W (to US 301) Widening Widening from 2 to 4 lanes			✓	✓	✓
Cay Creek Extension New 2 lane roadway			✓	✓	✓
Hinesville Bypass III New 2 lane roadway			✓	✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Elim Church Road Widening Widening from 2 to 4 lanes			✓	✓	✓
Rye Patch Road Widening Widening from 2 to 4 lanes			✓	✓	✓
Central Connector/ General Stewart ext. 2 New 4 lane roadway			✓	✓	✓
Central Connector (W) New 2 lane roadway			✓	✓	✓
Central Connector/ General Stewart ext. New 4 lane roadway			✓	✓	✓
Independence Rd (N-S) New 2 lane roadway			✓	✓	✓
Ft Stewart Rd 47 Widening Widening from 2 to 4 lanes			✓	✓	✓
Independence Spine Rd (E-W) New 2 lane roadway			✓	✓	✓
Ft. Stewart Bypass New 4 lane roadway			✓	✓	✓
WAAF Access Road New 2 lane roadway			✓	✓	✓
Flemington Connector / Peacock Creek Rd New 2 lane roadway			✓	✓	✓
Live Oak Church Rd Extension New 2 lane roadway			✓	✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Ft Stewart Bypass (west) New 4 lane roadway			✓	✓	✓
Sandy Run/Patriots Trail Connector New 2 lane roadway			✓	✓	✓
Developer Road New 2 lane roadway			✓	✓	✓
S Main St Operational Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
SR 38 /US 84 Safety and Access Management from Butler Ave to Lewis Frasier Rd	✓			✓	✓
SR 38 /US 84 Safety and Access Management from Peach St to Butler Ave	✓			✓	✓
SR 38 /US 84 Safety and Access Management from Bright Lakes Rd to John Martin Rd	✓			✓	✓
SR 38 /US 84 Safety and Access Management from John Martin Rd to Spires Dr	✓			✓	✓
US 84 at Isle of Right Intersection Improvements Dedicated Turn Lanes at Intersections	✓			✓	✓
Live Oak Church Rd Operational Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
SR 119/EB Cooper Hwy Widening			✓	✓	✓
Ryon Avenue Realignment and Corridor Improvements Realignment and roundabout	✓			✓	✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Sunbury Road Corridor Improvements The project description and costs will be better defined in future scoping studies.				✓	✓
US 25 and Rye Patch Intersection Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	✓			✓	✓
Coastal Hwy/US 17 Enhancements	✓			✓	✓
Coastal Hwy/US 17 Widening from Barrington Ferry Rd to SR 119			✓	✓	✓
Elim Church Road Upgrade /Multimodal Improvements	✓				
Sandy Run Rd Safety Enhancements This countermeasure would involve installing street lights to enhance visibility at night.	✓				
Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.	✓			✓	✓
W Court and Welbourn Safety Enhancements Upgrade signs and striping at the intersection. Install warning signs in advance of the intersection with real-time detection.	✓				
Lewis Frasier Rd Safety Enhancements This countermeasure would involve installation of radar speed feedback signs. This would encourage motorist to driver slower near the intersection, which makes it safer for all drivers	✓				

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
GA 144 and SR 119 Intersection Improvements The project description and costs will be better defined in future scoping studies.	✓			✓	✓
US 84 at Butler Intersection Upgrade This project aims to enhance safety and driver awareness at the intersection by installing OM3 object markers and W1-7 signs on its south side. These signs will provide clear warnings and guidance for approaching motorists. Possible flashing beacons.	✓				
Kelly Dr Street Enhancements Addition of object marker signs and flashing beacon signs. This countermeasure would involve the addition of OM3 signs and W1-7 signs on the north side of the intersection. This also include the possibility of adding flashing beacon signs.	✓				
Industrial Road Upgrade Road rehabilitation			✓	✓	✓
All Active Transportation Projects	✓				