Hinesville Area MPO
2050 Metropolitan Transportation Plan

Prepared by

POND

For

August 2025

HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION
A RESOLUTION ADOPTING THE
2050 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 2050 MTP.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached 2050 Metropolitan Transportation Plan for the period 2025-2050; 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 14th day of August, 2025 by the Hinesville Area Metropolitan Planning Organization Policy Committee.

SIGNED:

pp Clementine F. Washington
Chairman Donald Lovette, Policy Committee Chair

ATTEST:

Jeff Ricketson, AICP, Director

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Introduction

1. Background

The purpose of Metropolitan Planning Organizations (MPOs) is to facilitate transportation planning practices, identify projects, and establish programs within their designated regions. As mandated by the federal government, MPOs represent areas with populations over 50,000. These organizations consist of various stakeholders and agencies from within their respective municipalities and boundaries. MPOs provide feedback and direction on how best to utilize federal, state and local transportation funds and have the key responsibility of developing a Metropolitan Transportation Plan (MTP). The MTP is the federally required document pivotal in coordinating the direction of transportation development to address the area's short and long-term needs.

1.1 Purpose of the MTP Update

Metropolitan Transportation Plans serve as the area's comprehensive, financially constrained or financially feasible, long-term transportation planning document. The primary purpose of MTPs is to establish a vision and framework for the improvement of transportation systems. This forward-looking plan, with a mandated minimum 20-year planning horizon, will serve as a blueprint for the Hinesville Metropolitan Area's multimodal transportation future.

1.2 Overview of HAMPO

The Hinesville Area Metropolitan Planning Organization (HAMPO) was established in 2003 in accordance with federal mandates. HAMPO's scope of work involves coordinating transportation planning efforts 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. One of HAMPO's main responsibilities is the development and maintenance of the MTP. The HAMPO 2050 MTP will play a crucial role in fostering sustainable development and enhancing the overall quality of life for all residents.

The Liberty Consolidated Planning Commission (LCPC) is designated as the entity responsible for overseeing all planning funds and activities linked with HAMPO. In 2015, HAMPO updated their metropolitan planning area (MPA) boundary and their Memorandum of Understanding (MOU), which outlines the functions and responsibilities of the MPO staff and Committees. HAMPO staff strives to effectively coordinate with federal, state, and local partners to foster collaborative planning. Leadership for HAMPO is provided by the Policy Committee (PC), which consists of elected representatives and other stakeholders from each participating jurisdiction. Supporting the Policy Committee are the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC), both offering valuable insights into transportation matters. HAMPO's

overarching mission is to provide their citizens and the traveling public with a “safe, efficient, environmentally sound, and cost-effective multimodal transportation system.”

1.3 Description of MTP Purpose

The previous Metropolitan Transportation Plan was approved by the HAMPO Policy Committee on September 10, 2020. To ensure its relevance and effectiveness, the MTP is updated on a four-year cycle, reflecting the dynamic nature of our communities and evolving transportation needs. The Fixing America’s Surface Transportation Act (FAST Act) requires that MTPs are developed with a continuing, cooperative, and comprehensive (3-C) process along federal, state, and local partners. In addition to the 3-C process, an MTP involves data collection, analysis of existing conditions, identification of transportation needs, public and stakeholder involvement, project development, financial planning, adoption and approval, implementation, and ongoing monitoring and evaluation.

2. Review of Relevant Plans

2.1 2025 SS4A Action Plan

Overview of Study

The Hinesville Area Metropolitan Planning Organization (HAMPO) manages transportation planning for a 575-square-mile area, including Liberty and Long Counties, Fort Stewart, and nearby towns. Working with the Liberty Consolidated Planning Commission (LCPC), local governments, the Georgia Department of Transportation (GDOT), and federal agencies, HAMPO focuses on creating a transportation system that is safe, accessible, and efficient for residents, visitors, and military personnel. Its goals align with federally funded programs such as the Safe Streets and Roads for All (SS4A) initiative that was formulated under the Infrastructure Investment and Jobs Act (IIJA).

The SS4A program encourages the creation of safety action plans (SAPs) to reduce road accidents and fatalities. HAMPO's SAP follows the U.S. Department of Transportation's Safe System Approach, which recognizes human error and focuses on making roads safer for everyone. The plan uses data, community input, and equitable practices to identify and address high-risk areas, underserved communities, and dangerous road segments.

Key elements of the SAP include leadership support, community involvement, equity, safety reviews, policy updates, and transparent progress tracking. HAMPO's vision for the SS4A project is to create a safe, accessible, and visually appealing transportation system that benefits everyone, regardless of how they travel, while addressing past inequities. The main goals are to reduce pedestrian and bicyclist fatalities, improve rural road safety, encourage safe travel behavior, increase mobility for all, and incorporate safety into design standards. These efforts reflect HAMPO's dedication to building a safer and more inclusive transportation system for the entire community.

Overview of Recommendations

The SS4A SAP identified 40 potential safety improvement projects, organized into three categories: intersection upgrades, roadway enhancements, and sidewalk/trail improvements, with an emphasis on addressing disadvantaged areas and high-injury corridors. Using geospatial analysis, 28 priority areas with significant gaps in pedestrian and transit infrastructure were flagged, resulting in a comprehensive list of actionable projects. The planning process utilized a point-based evaluation system based on five key metrics: safety (e.g., crash history and speed limits), equity (e.g., minority populations and vehicle ownership rates), alignment with SS4A goals (e.g., high-injury networks and underserved areas), multimodal infrastructure needs (e.g., absence of sidewalks or bike facilities), and community engagement through stakeholder input. A geospatial tool streamlined this scoring process, allowing projects to be categorized into short-term, mid-term, and long-term priorities.

Short-term recommendations focus on high-impact, quickly implementable solutions. Intersection improvements such as roundabouts, radar speed signs, conflict-reduction designs, and upgraded signage are included. Roadway enhancements like road diets, advanced signage, improved lighting, and speed tables are also prioritized, along with critical sidewalk and trail projects to improve pedestrian and bicycle access along key corridors such as Talmadge Road and Deal Street.

Mid- and long-term recommendations target more extensive infrastructure improvements, including intersection realignments, protected turn phases, reduced-conflict U-turns, and expanded multimodal facilities to support safer and more efficient transportation for all users.

Relevance to HAMPO MTP

The Safe Streets and Roads for All (SS4A) study underscores the pivotal role of the Hinesville Area Metropolitan Planning Organization (HAMPO) in updating its Metropolitan Transportation Plan to enhance safety, mobility, and accessibility. In alignment with federal initiatives, including the Infrastructure Investment and Jobs Act (IIJA), the SS4A program guides HAMPO's mission to reduce traffic fatalities and injuries, with a particular focus on underserved communities and high-risk corridors. By integrating Safety Action Plans (SAPs), geospatial analysis, and community engagement, HAMPO ensures that transportation improvement recommendations are both equitable and data driven.

The study's recommendations span short-term solutions, such as intersection upgrades, to long-term infrastructure projects, emphasizing multimodal accessibility, safety enhancements, and strategic prioritization based on metrics such as safety, equity, and community input. These initiatives directly support the region's broader goals of creating a safer and more inclusive transportation system that address historical inequities, improves connectivity, and promote sustainable, efficient mobility for all users, including residents, visitors, and military personnel.

2.2 2024 Liberty Transit Development Plan

Overview of Study

The City of Hinesville developed this study as an update to the Liberty Transit Development Plan (TDP), a county-wide, 10-year strategic guide aimed at providing safe, reliable, and cost-effective public transportation. The plan emphasizes delivering customer-focused transit services through a professional and dedicated team. Using a system and service strategy framework, the study identified the populations most in need of transit services, optimal service locations, suitable modes of transportation, and potential funding sources. The analysis highlighted that a balance between geographic coverage and service frequency gained the most public support while significantly influencing the transit system's efficiency and cost-effectiveness.

Overview of Recommendations

Key findings and recommendations include:

- Locally Preferred Alternative: A council-approved plan that combines micro transit and fixed-route services for Hinesville, Flemington, and Walthourville, with transfer options to Fort Stewart.
- Enhanced Fixed-Route Services: Improvements to the three existing bus routes, including three fixed-route connections, providing 60-minute service to Hinesville's core (primarily northeast of Veterans Parkway) to improve access to key destinations.
- Regional Connections: Proposed transit services for residents outside core service areas, such as shuttles connecting Midway to Flemington and Riceboro, and services linking Walthourville/Hinesville to Riceboro to integrate with existing Liberty Transit routes.
- Mobility Hub Construction: Development of a mobility hub where passengers can connect to multiple transportation modes, offering amenities such as restrooms for drivers, weather protection, and a safe waiting area for riders.

Relevance to HAMPO MTP

This plan serves as a comprehensive inventory and prioritization of transit needs and infrastructure opportunities. It is an integral component of the Metropolitan Transportation Plan (MTP), designed to enhance transportation accessibility and connectivity for all residents within the HAMPO region.

2.3 2023 Liberty County Comprehensive Plan

Overview of Study

This 2023 Comprehensive Plan Amendment outlines updates to the Character Area Map, Future Land Use Map, and the 5-Year Community Work Program (2021-2025) within the 2040 Joint Comprehensive Plan, originally adopted on March 7, 2023.

Overview of Recommendations

The resolution includes a range of strategic investments aimed at advancing economic development, housing, natural and cultural resources, community facilities, and transportation infrastructure. Key initiatives include:

- Promoting and expanding development at the I-95/S Coastal Highway interchange.
- Establishing a deep-water access point at Colonel's Island.
- Constructing a freight connector between SR 119 and US 84.
- Widening Islands Highway from I-95 to Brigdon Road.
- Implementing multiple intersection, signal, and median improvements at key locations.
- Undertaking various roadway and sidewalk improvement projects.

Relevance to HAMPO MTP

These updates to land use and infrastructure projects are part of a coordinated effort to enhance interconnectivity and improve the efficiency of transportation networks across Liberty County. They also align with the broader goals of the HAMPO transportation network to support growth, accessibility, and community development.

2.4 2022 HAMPO Bicycle and Pedestrian Plan Update

Overview of Study

HAMPO's first Multimodal Plan was completed in 2008, incorporating a Bicycle and Pedestrian Element into the Metropolitan Transportation Plan (MTP). This is the first standalone plan dedicated to walking and bicycling.

Key reasons for developing this plan included:

- 2020 census data highlighting shifts in bicycle and pedestrian activity.
- Increased collaboration with partners like Liberty Transit to improve first mile-last mile connections.
- Recent and ongoing pedestrian and bicycle projects, such as sidewalks along US 84/SR 38.
- Expanding support for bike and pedestrian infrastructure, including LCPC's Complete Streets policy and funding from the 2016 TSPLOST.
- Federal mandates under the 2021 BIL requiring MPOs to invest in safer, more accessible transportation options.

The main barriers to walking and biking within the HAMPO region include limited multi-modal infrastructure, with most roads lacking bike lanes and sidewalks concentrated in Hinesville's urban core. Past planning prioritized vehicles, leaving gaps in walkability, while outdated codes failed to require sidewalks.

Midway and Riceboro residents face restricted access to jobs and services due to inadequate pedestrian, bike, and transit options, which most impact low-income and minority communities. Coastal geography and a linear layout make expansion costly, while barriers like railroads and I-95 create unsafe crossings, further limiting connectivity.

Overview of Recommendations

Priority Corridors guide the MPO in selecting pedestrian and bicycle projects but are not specific recommendations. Many are high-traffic roads needing safety upgrades, including Complete Streets retrofits or off-road trails for safer routes.

Major improvements will align with future road projects, funded by federal or state sources. In the meantime, the MPO and local governments should implement safety measures like crosswalks and mid-block crossings and use TSPLOST or TAP funds for smaller projects like filling sidewalk gaps.

Pedestrian & Bicycle Corridors

- US 84 – Key east-west route, disaster evacuation corridor.
- SR 119 – Connects Riceboro, Walthourville, and Long County to Hinesville.
- US 17 – Links Liberty and Long counties to surrounding areas.
- SR 144 – Connects Bryan County to Fort Stewart.
- Peacock Creek Canal Trail – Alternative to US 84, linking Midway, Riceboro, and Hinesville.

Priority Pedestrian Corridors

- W General Screven Way – Major Hinesville corridor, access to Fort Stewart Visitor Center.
- Veterans Pkwy – Connects residential areas to Fort Stewart via Gate 8.
- Priority Bicycle Corridors
- GA 196 & Sandy Run Rd – Critical links to the East Coast Greenway and U.S. Bicycle Route 1.

Relevance to HAMPO MTP

The study would have examined the existing network of facilities to determine missing links and inconsistencies in the transportation system where improvements could be made to better incorporate pedestrian and bicycle facilities including:

- Providing continuous sidewalks with shade tree canopies or artificial coverage, traffic buffers and separations where possible.
- Improved safety for pedestrian and bicycle usage along arterial roadways, including protection at major intersections
- Developing and promoting a number of projects that specifically addressed key findings from the 2008 study.

2.5 2022 EG Miles Parkway Corridor Study

Overview of Study

The 3.63-mile stretch of SR 119/EG Miles Parkway, extending from General Screven Way to SR 119/Airport Road, is a key freight corridor identified in prior studies as both a high-accident area and a site poised for significant land development. In anticipation of future growth and its associated challenges, this study assessed the corridor's current conditions and developed short-, mid-, and long-term recommendations to improve operations, safety, and capacity. Funding for these improvements could come from various sources, including the 2020 Liberty County T-SPLOST. The proposed recommendations aim to enhance levels of service (LOS), reduce delays, improve safety, and strengthen connectivity, while maintaining the corridor's essential role as a local and regional commercial hub.

Overview of Recommendations

Key recommendations include a range of design improvements for both signalized and unsignalized intersections. For unsignalized intersections, the study suggests using GDOT's Intersection Control Evaluation (ICE) tool to implement solutions such as High-T intersections, Restricted Crossing U-Turns (RCUTs), and roundabouts, as well as installing traffic signals at nine locations. These strategies are expected to improve LOS and safety, with crash modification factors (CMFs) indicating potential reductions of up to 39% in property damage-only crashes and up to 53% in injuries and fatalities. At three signalized intersections, the recommendations include adding flashing yellow arrows, dual left- and right-turn lanes, and making geometric improvements to further enhance traffic flow and safety.

Relevance to HAMPO MTP

These corridor-wide improvements represent a proactive approach to addressing safety and operational challenges. They also serve as a model for integrating similar strategies into future planning efforts under the Metropolitan Transportation Plan (MTP), ensuring that SR 119/EG Miles Parkway continues to function efficiently as a vital commercial and transportation route.

2.6 2018 Freight Study

Overview of Study

This study evaluated the HAMPO freight network and identified key projects and improvements to address the anticipated 51% growth in freight demand, excluding pass-through traffic from the Port of Savannah, which experienced a 7% increase in fiscal year 2017. Major freight routes—such as US 84, portions of US 17, SR 119, and SR 196—were highlighted for safety and efficiency. Although truck crash rates on these routes are generally consistent with statewide averages for similar roadways, the US 84 Corridor Comprehensive Study found that crash rates on US 84 exceed these averages. This finding is attributed to the concentration of commercial development along urbanized segments of US 84, as well as the significant number of driveways and traffic signals.

Overview of Recommendations

Key initiatives from the study include:

- Completion of the US 84 Connector: Originally conceived as the US 84/Hinesville Bypass, this project was scaled down and renamed. It is slated for construction in 2024 and aims to enhance safety and freight efficiency by diverting freight traffic away from densely populated residential areas.
- Infrastructure Maintenance and Operational Improvements: Maintaining major freight routes and last-mile connectors is critical. This includes implementing operational improvements like smart and adaptive signals that adjust timing in real time to improve traffic flow.
- Railway Upgrades: Collaborating with the Riceboro Southern Railway (RSOR) and GDOT to upgrade track class will support existing rail-dependent businesses and attract new ones.
- Land Use Guidance: Protecting freight-friendly commercial development along the eastern portion of US 84 near I-95 by preventing non-industrial encroachment into industrial areas and planning alternate routes for future non-freight development.
- Regional Freight Network: Establishing a Regional Multimodal Freight Transportation Network will focus investments on freight infrastructure and ensure smooth, consistent operations across jurisdictions, including first- and last-mile connectors.

Relevance to HAMPO MTP

The scaled-down US 84 Connector project exemplifies HAMPO's balanced approach to freight planning. By redirecting freight traffic from residential corridors, the project increases freight capacity while reducing disruption to residential areas. This adjustment also reflects careful resource management, focusing on the most critical areas of need. The project serves as a model

for addressing freight challenges on other corridors within the HAMPO planning area, demonstrating a commitment to balancing long-term freight needs with community growth and quality of life.

2.7 GDOT Statewide Freight Plan

Overview of Study

The Georgia Statewide Freight Plan plays a vital role in documenting the state's freight planning activities and investments. It identifies and assesses current and future freight needs and challenges through a combination of technical analysis and stakeholder engagement. The plan serves as a guide for freight-related transportation decisions and investments, ensuring alignment with the state's economic growth and global competitiveness. By integrating policies and strategies from existing documents, the Georgia Statewide Freight Plan prioritizes freight investments critical to achieving these goals. Although it is a stand-alone document produced by the Georgia DOT, the plan builds on previous statewide planning efforts to address federally mandated goals specific to freight transportation and tackle issues not covered in other planning documents.

Overview of Recommendations

Key objectives of the plan include:

- Strategic Freight Investments: Developing and funding freight projects that support logistics-enabled businesses, thereby fostering economic growth across Georgia.
- Metrics-Driven Approach: Using Key Performance Indicators (KPIs) to guide freight planning and ensure taxpayer funds are allocated to projects that deliver measurable benefits for logistics-dependent industries.
- E-Commerce Coordination: Enhancing regional and multi-jurisdictional collaboration to address the evolving demands of e-commerce, particularly the impact on first-mile and last-mile connectivity, while supporting economic development goals.
- Port of Savannah Focus: Prioritizing roadway and multimodal projects to improve cargo flow to and from the Port of Savannah, reducing delays and costs to U.S. supply chains.
- Advanced Technologies: Preparing for autonomous freight operations by investing in testing environments and flexible systems that enhance efficiency, reliability, and private-sector collaboration. The plan anticipates early adoption of semi-autonomous truck operations by the 2030s while adhering to KPIs and promoting technological agility.

Relevance to HAMPO MTP

The Georgia Statewide Freight Plan provides a valuable framework for the Hinesville Area Metropolitan Planning Organization (HAMPO) Metropolitan Transportation Plan (MTP). It serves as a model for developing collaborative, forward-looking freight mobility projects that align with state and regional transportation priorities. By adopting similar strategies, HAMPO can ensure its freight planning efforts contribute to the broader transportation and economic objectives of Georgia.

3. Goals, Objective, and Performance Measures

A key objective of the MTP update is ensuring its consistency with federal and state transportation policy. This section highlights the federal and state policy documents and how they influence the HAMPO goals, objectives, and Performance Measures. Based on the performance measures detailed in this section, the project team developed a process for the MTP to prioritize capacity, operations, active transportation, and maintenance projects. This process directly correlated programming to the overall goals and objectives.

3.1 Overview of Federal and State Goals

Under the BIL, state and local plans must align with the national goals for performance management. This encompasses safety, interstate and National Highway System (NHS) pavement condition, interstate and NHS bridge condition, system reliability for passenger and freight travel, peak hour excessive delay, and reduction of polluting emissions from transportation. These performance measures (PM) are categorized into three groups, with updates according to the following schedule:

- PM1 - Safety Performance Measures: Updated annually as per the BIL to enhance road safety and reduce traffic-related fatalities.
- PM2 - Pavement and Bridge Condition on Interstate and Non-Interstate NHS Roads: Updated every four years under the BIL, focusing on maintaining infrastructure in a state of good repair.
- PM3 - Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and Non-Interstate NHS Roads: Updated every four years, emphasizing improving transportation system efficiency and reliability while mitigating emissions.

HAMPO.can.develop.its.own.performance.measures.or.adopt.those.of.GDOT¡.Given.the.overall.influence.of.GDOT.roadways.on.the.overall.performance.of.the.HAMPO.regional.network?the.MPO.will.carry.forward.the.GDOT.performance.measures.in.this.MTP¡.

PM 1: Safety Performance Measures

Under the BIL, MPOs must support or develop specific safety performance targets. HAMPO aligns with GDOT's Safety Performance Measures, now updated annually and based on a rolling five-year average under the BIL guidelines. These targets, detailed in Table 3-1, form the basis of a performance-based planning process, encompassing ongoing performance management and monitoring. The BIL's emphasis on safety enhancement necessitates a rigorous approach to target setting and evaluation, ensuring continued focus on reducing traffic fatalities and serious injuries.

Table 3-1. PM1: Safety Performance Measures

Performance Measures	GDOT Statewide Performance by Year				
	2019	2020	2021	5 Yr. Target Average	
				2022	2024
Number of Fatalities	1492	1658	1797	1671	1680
Rate of Fatalities per 100 million VMT	1.12	1.43	1.49	1.21	1.36
Number of Serious Injuries	7308	7625	8654	8443	8966
Rate of Serious Injuries per 100 million VMT	5.49	6.58	7.17	4.61	7.68
Total Number of Nonmotorized Fatalities and Non-Motorized Serious Injuries	701	792	828	793	802

PM2: Pavement and Bridge Condition on Interstate and Non-Interstate NHS Roads

Under BIL, the PM2 targets are dedicated to monitoring and improving pavement and bridge conditions on both interstate and non-interstate NHS roads. These targets are updated every four years, with a possibility of an interim revision at the two-year mark as shown in Table 3-2. These targets are integral to the performance-based planning process, ensuring sustained focus on infrastructure maintenance and improvements.

Table 3-2. PM2: Safety and Bridge Condition on Interstate and Non-Interstate NHS Road

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percentage of Interstate Pavement in Good Condition	64.1%	57.0%	67.4%
Percentage of Interstate Pavement in Poor Condition	0.2%	0.3%	0.1%
Percentage of non-Interstate NHS Pavement in Good Condition	44.0%	46.5%	49.2%
Percentage of non-Interstate NHS Pavement in Poor Condition	1.0%	0.8%	0.6%
Percentage of NHS Bridges Classified as in Good Condition	51.5%	67.5%	79.1%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	0.8%	0.5%

PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and Non-Interstate NHS Roads

This set of performance measures, as mandated by the BIL, focuses on assessing travel time reliability, managing peak hour delays, and ensuring freight mobility reliability on both Interstate and Non-Interstate NHS facilities. As with PM1 and PM2, HAMPO can develop unique measures and targets or support those set by GDOT. Opting for alignment with GDOT, HAMPO supports these identified targets, revised every four years with potential interim revisions at the two-year mark. These targets, listed in Table 3-3, form a crucial component of the performance-based planning process under the BIL.

Table 3-3. PM3: Travel Time Reliability, Peak Hour Excessive Delay a Delay and Freight Reliability on Interstate and Non-Interstate NHS Roads

Performance Measures	Georgia Performance (Baseline)	Georgia Performance 2-Year Target (2019)	Georgia Performance 4-Year Target (2021)
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	80.2%	80.8%	82.8%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	84.9%	86.5%	91.9%
Truck Travel Time Reliability Index	1.44	1.44	1.47
Annual Hours of Peak Hour Excessive Delay per Capita (PEHD)	20.4 hours	22.2 hours	24.6 hours
Percent Non-SOV Travel	22.1%	22.1%	22.1%

3.2 Aligning HAMPO with Federal and State Goals

Infrastructure Investment and Jobs Act (IIJA)

The IIJA is a substantial piece of legislation to improve various aspects of transportation and infrastructure, including roads, bridges, public transit, and more. The transition from the FAST Act to the IIJA represents a significant overhaul and expansion of federal funding for addressing the nation's transportation and infrastructure needs, and the support of job creation through infrastructure investment. Some of the new components of the IIJA include new prioritization of infrastructure and its application to environmental considerations, as well as a broadening of requirements for inclusive planning. These changes necessitate new considerations for the 2050 MTP update.

Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP)

The Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP) combines the Georgia Department of Transportation's (GDOT) strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations required under Federal Law. The plans guide how the Georgia Department of Transportation will invest approximately $71 billion forecasted Federal and State revenues from current sources through 2050.

The Georgia SWTP is a multimodal long-range transportation plan with a "horizon year" of 2050. The SWTP is a fiscally constrained and strategic document that outlines Georgia's transportation investments, assesses all major transportation modes' current and future performance, and examines the linkages between modes. This performance-based strategy guides the Georgia Department of Transportation (GDOT) in all program and project decisions. It identifies key transportation priorities, addresses infrastructure needs, and estimates all project costs. The plan typically includes details on road improvements, transit enhancements, bridge projects, and other initiatives aimed at advancing the state's transportation network.

Senate Bill 200 (SB200) required the creation of a Statewide Strategic Transportation Plan, which serves as the official, intermodal, comprehensive, and fiscally constrained transportation plan, which includes programs and activities to support the implementation of the State's transportation goals and policies. The SSTP identifies strategies for three components of statewide investment, including:

- Foundation investments – taking care of our existing transportation system
- Catalytic investments – growing Georgia's economy
- Innovation investments – preparing for transportation demands of the future

Table 3-4 shows the Goals of the 2050 MTP in relation to those from 2045 and the BIL planning factors and Georgia SWTP/SSTP. Overall, the goals from the 2045 aligned with those from the BIL, with the following exceptions:

- The BIL specifically calls out a factor for implementing Intelligent Transportation Systems (ITS) applications in the investment program. A specific goal was developed to promote ITS applications.
- While not a specific MPO planning factor identified in the IIJA, funding projects that further equity was identified as a goal in the HAMPO region to address equity in the planning process.

Table 3-4. MPO Planning Factors, SSTP/SWTP Goals, and HAMPO Goals

BIL National Planning Factors	BIL National Goals	Relevant GA 2050 SWTP/2021 SSTP State Goals	Relevant Implications for SSTP Investment Categories	HAMPO 2045 Goals	Proposed HAMPO 2050 Goals
Protect and Enhance the Environment	Enhance the performance of the transportation system while protecting and enhancing the natural environment.	The 2050 SWTP/2021 SSTP do not currently address this federal goal.	The 2050 SWTP/2021 SSTP do not currently address this federal goal.	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.	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.
Increase the Safety and Security of the Transportation System	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Goal #4: Put Georgians first	Improve highway safety. Improve evacuation options.	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.	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.
Increase Accessibility and Mobility of People and Freight	Achieve a reduction in congestion on the National Highway System and improve the efficiency of the surface transportation system.	Goal 1: Make Georgia #1 for Small Businesses	Increase access to jobs, goods, and services throughout emerging metros and rural Georgia.	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.	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.
Enhance the Integration and Connectivity	Improve the efficiency of the surface transportation system and enhance connectivity across modes.	Goal #2: Reform State Government	Improve operation and reliability of existing infrastructure through cost-effective advanced technologies	Invest in Mobility Options: Maximize mobility for all users through an integrated, connected, and accessible transportation system.	Invest in Mobility Options: Maximize mobility for all users through an integrated, connected, and accessible transportation system.
Emphasize the Preservation of the Existing Transportation System	Maintain the highway infrastructure asset system in a state of good repair.	Goal #2: Reform State Government	Maintain infrastructure for safety and performance. Improve operation and reliability of existing infrastructure through cost-effective advanced technologies	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	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
Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions of road capacity.	Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by improving project delivery processes.	Goal #2: Reform State Government	Improve operation and reliability of existing infrastructure through cost-effective advanced technologies	No associated goal	Promote the deployment of ITS and smart technologies throughout the roadway network and TDM strategies to promote low-cost solutions to congestion relief.

Table 3-4. MPO Planning Factors, SSTP/SWTP Goals, and HAMPO Goals (Continued)

BIL National Planning Factors	BIL National Goals	Relevant GA 2050 SWTP/2021 SSTP State Goals	Relevant Implications for SSTP Investment Categories	HAMPO 2045 Goals	Proposed HAMPO 2050 Goals
Improve the Resiliency and Reliability	Enhance the performance of the transportation system while protecting the environment and improving resilience to climate change and natural disasters.	Goal #2: Reform State Government Goal #4: Put Georgians first	Improve operation and reliability of existing infrastructure through cost-effective advanced technologies. (2) Improve evacuation options. (4)	Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts	Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts
Enhance Travel and Tourism	Improve the national freight network, support rural communities' access to trade markets, and promote regional	Goal 1: Make Georgia #1 for Small Businesses	Increase access to jobs, goods, and services throughout emerging metros and rural Georgia.	Provide a transportation network that enhances travel and tourism through regional accessibility	Provide a transportation network that enhances travel and tourism through regional accessibility
Support Economic Vitality	Strengthen the global competitiveness and productivity of metropolitan areas and enhance the efficiency of the transportation system.	Goal 1: Make Georgia #1 for Small Businesses Goal #3: Strengthen Rural Georgia	Increase access to jobs, goods, and services throughout emerging metros and rural Georgia.(1) Support strategic economic development (e.g., GRAD sites). (3) Facilitate broadband and other technology deployment.(3)	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	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
Equity (Not a Factor)	N/A	N/A	N/A	N/A	Ensure equity in the HAMPO Process: Integrate equity into the MTP update process and overall HAMPO Public Involvement Plan

3.3 Development of 2050 Performance Measures

The objectives and performance measures were amended to conform to the slight adjustment of goals as follows:

- Specific objectives and performance measures were added to address ITS implementation. Two objectives were developed:
    - Optimize network efficiency through signalization
    - Utilize technology to enhance network efficiency.
- "Projects with ITS elements" was already a performance measure to address maintenance, so it was carried forward to promote ITS implementation. In addition, "linear miles of ITS conduit installed" was also added as a performance measure.
- A new set of objectives were developed to address equity. These are:
    - Provide significant transportation investment in historically disadvantaged communities
    - Enhance transportation model options other than the private automobile in historically disadvantaged communities
    - Promote TCC and CAC membership opportunities from disadvantaged communities
- The following performance measures were also added to address equity:
    - Number of TIP projects in historically disadvantaged communities
    - Level of investment ($$) in TIP in historically disadvantaged communities
    - Number of Complete Streets and pedestrian projects in historically disadvantaged communities
    - Number of TCC and CAC members from disadvantaged communities
- Under the goal to Promote the Quality of Life and Protect Existing Resources, an objective to "Provide access to schools, parks, libraries, and other community facilities" was added.
- The following objectives were shifted from improving safety and security to promoting resiliency and reliability:
    - Promote continuity with applicable state and local emergency preparedness plans
    - Prepare Coordinated Incident Responses

3.4 HAMPO Goals, Objectives, and Performance Measures

The goals, objectives, and performance measures for the 2050 MTP are shown on the following page in Table 3-5.

Table 3-5. HAMPO Goals, Objectives and Performance Measures

Proposed HAMPO 2050 Goals	HAMPO 2045 Objectives	Proposed HAMPO 2050 Objectives	2045 Performance Measures	Proposed 2050 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	Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities and other important resources Support infill development Provide access to essential services Provide access to schools, parks, libraries and other community facilities	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)	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)
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	Ensure all transportation systems are structurally and operationally safe and secure Minimize frequency and severity of vehicular crashes 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	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

Proposed HAMPO 2050 Goals	HAMPO 2045 Objectives	Proposed HAMPO 2050 Objectives	2045 Performance Measures	Proposed 2050 Performance Measures
			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	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 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	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	Reduce gaps within modal networks Increase connectivity and access between modes Projects that include multimodal or complete Streets elements
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	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	Projects that improve existing or planned transit service routes Projects with existing or projected LOS D - E Projects that include multimodal / complete Streets infrastructure
Promote the Management and Preservation of the existing transportation system: Preserve and maintain the existing transportation system	Require improvements necessary to accommodate future growth in the development review process Coordinate with state, regional,	Require improvements necessary to accommodate future growth in the development review process Coordinate with state, regional,	NHS Bridges with sufficiency rating of < 50 Projects with ITS elements identified	NHS Bridges with sufficiency rating of < 50 Projects identified to address roadways that do not meet state

Proposed HAMPO 2050 Goals	HAMPO 2045 Objectives	Proposed HAMPO 2050 Objectives	2045 Performance Measures	Proposed 2050 Performance Measures
Promote the efficient management and operations of the transportation system	and local planning partners Maximize efficiency of signalized intersections Expand the use of Intelligent Transportation Systems Maintain the existing transportation system	and local planning partners Maximize efficiency of signalized intersections Expand the use of Intelligent Transportation Systems Maintain the existing transportation system	Projects identified to address roadways that do not meet state and/or local maintenance standards	and/or local maintenance standards
Promote the deployment of ITS and smart technologies throughout the roadway network and TDM strategies to promote low-cost solutions to congestion relief.	N/A	Optimize network efficiency through signalization. Utilize technology to enhance network efficiency	N/A	Projects with ITS elements identified Linear miles of ITS conduit installed within the MPO
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	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 Promote continuity with applicable state and local emergency preparedness plans Prepare Coordinated Incident Responses	Projects identified along corridors with documented flooding Projects improving emergency evacuation or emergency first response access corridors NPMRDS bottlenecks	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	Promote regional connectivity	Promote regional connectivity	Connections to regional tourist attractions	Connections to regional tourist attractions

Proposed HAMPO 2050 Goals	HAMPO 2045 Objectives	Proposed HAMPO 2050 Objectives	2045 Performance Measures	Proposed 2050 Performance Measures
and tourism through regional accessibility	Promote transportation investments and strategies that provide access to tourist attractions	Promote transportation investments and strategies that provide access to tourist attractions	Multimodal transportation services and/or infrastructure targeted to visitors	Multimodal transportation services and/or infrastructure targeted to visitors
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	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 %	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 %
Ensure equity in the HAMPO Process: Integrate equity into the MTP update process and overall HAMPO Public Involvement Plan	N/A	Provide significant transportation investment in historically disadvantaged communities Enhance transportation model options other than the private automobile in historically disadvantaged communities Promote TCC and CAC membership opportunities from disadvantaged communities	N/A	Number of TIP projects in historically disadvantaged communities Level of investment ($$) in TIP in historically disadvantaged communities Number of Complete Streets and pedestrian projects in historically disadvantaged communities Number of TCC and CAC members from disadvantaged communities

EXISTING CONDITIONS

4. Population and Employment

This Existing and Future Conditions assessment entailed a thorough examination of demographic and employment data, prevailing land usage information, travel habits, transportation modes, freight statistics, and safety metrics. Federal and state mandated policies for the population and employment data analysis within the HAMPO region were included and meticulously executed.

4.1 2020 Base Year Population

Population data for the MTP encompasses both a base year and a future year scenario. To ensure the availability of all necessary data sets for completing the MTP analysis, a base year of 2020 and a future horizon of 2050 were selected. The previous upward growth trend over the last five-year period has slowed or reversed based on recent data. The highest residential growth concentrations are still present in Long County. Data from the 2020 Decennial US Census was used to calculate the 2020 base year values. These data include Census block level information. Table 4-1 below displays the population and household estimates by county.

Table 4-1. HAMPO 2020 Base Year Population

SE Variable	Liberty County	Long County	HAMPO Total
Population	65,256	16,168	81,424
Households	23,413	5,492	28,905

Source: 2020 US Decennial Census (Tables P1 and H9)

Both the 2020 Decennial US Census and the 2022 American Community Survey showed a decrease in population from the previously reported 2015 Base Year. The 2045 MTP calculated the 2015 Base Year population using estimates from both the 2010 Decennial US Census and 2015 American Community Survey. The HAMPO 2020 Base Year Population estimates show a decrease of 2,303 people and 7,577 households compared to the 2015 Base Year estimates. In Long County, the HAMPO 2020 Base Year Population estimates show a relatively smaller decrease of 266 people and 1,392 households.

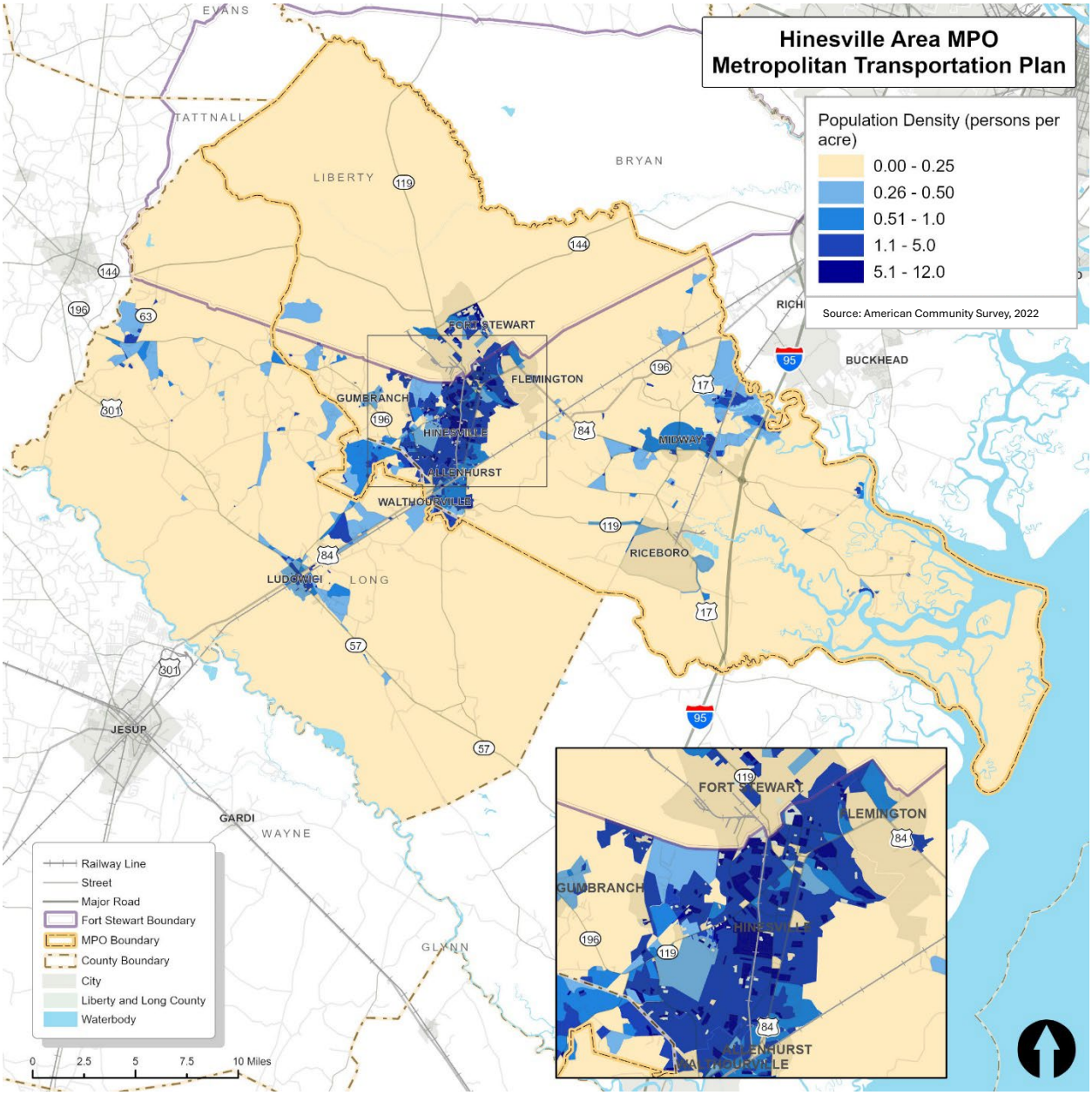
There are several possible reasons for the decrease in the 2020 Base Year Population compared to the 2015 Base Year. Firstly, the data collected for the 2015 Base Year Population may be inaccurate. The 2010 Census population results were unsuccessfully contested by Liberty County in 2011. Secondly, the 2020 Census took place during the COVID-19 pandemic, leading to undercounts in several southern states, including Florida, Mississippi, and Arkansas. According to an independent study by the Pew Research Center, the 2020 Census experienced a record undercount of Hispanics, Black and African Americans, and those who identify as "Some other race." The Pew Research Center also found that young children were undercounted. Each of these four subgroups

makes up 11% or more of the total HAMPO population and may have been affected. It's also important to note that while these groups were underrepresented in the 2020 Decennial Census as a whole, any counting errors in the State of Georgia were deemed statistically insignificant.

2020 Population Density

Prior to this potential slowing or reversal of population growth for 2020, the HAMPO region experienced steady growth since its founding. These previous growth rates were in large part due to the region's close proximity to Fort Stewart, I-95, major ports, and freight routes. Figure 4-1 below shows the most densely populated areas are within the City of Hinesville and surrounding urbanized jurisdictions south of Fort Stewart. Fort Stewart is the largest military installation east of the Mississippi River and primary employer in the HAMPO region. The second most densely populated area is located in the City of Midway and along I-95. Population density in the eastern section of the HAMPO region could be attributed to its close proximity to Savannah.

Figure 4-1. HAMPO 2020 Population Density



4.2 2050 Future Population

Population forecasting data from other sources were reviewed and examined. These sources include the Georgia Governors Office of Planning and Budget, REMI, the Liberty County Joint Comprehensive Plan, and Woods & Poole. Compound annual growth rates were calculated from each source to consider when determining the growth rate(s) to apply to develop 2050 socioeconomic data.

The forecasts from the Governor's Office of Planning, REMI, and Budget and Woods and Poole show modest growth of less than 1%, while the Liberty County Comprehensive Plan shows a more aggressive 1.81% growth rate. The average of the four data sources, calculated to be 0.77%, was selected for the annual population growth rate. This number of households, K-12 students, and college students was calculated as a function of population growth. Table 4-1 shows the forecasted 2050 population and households by county.

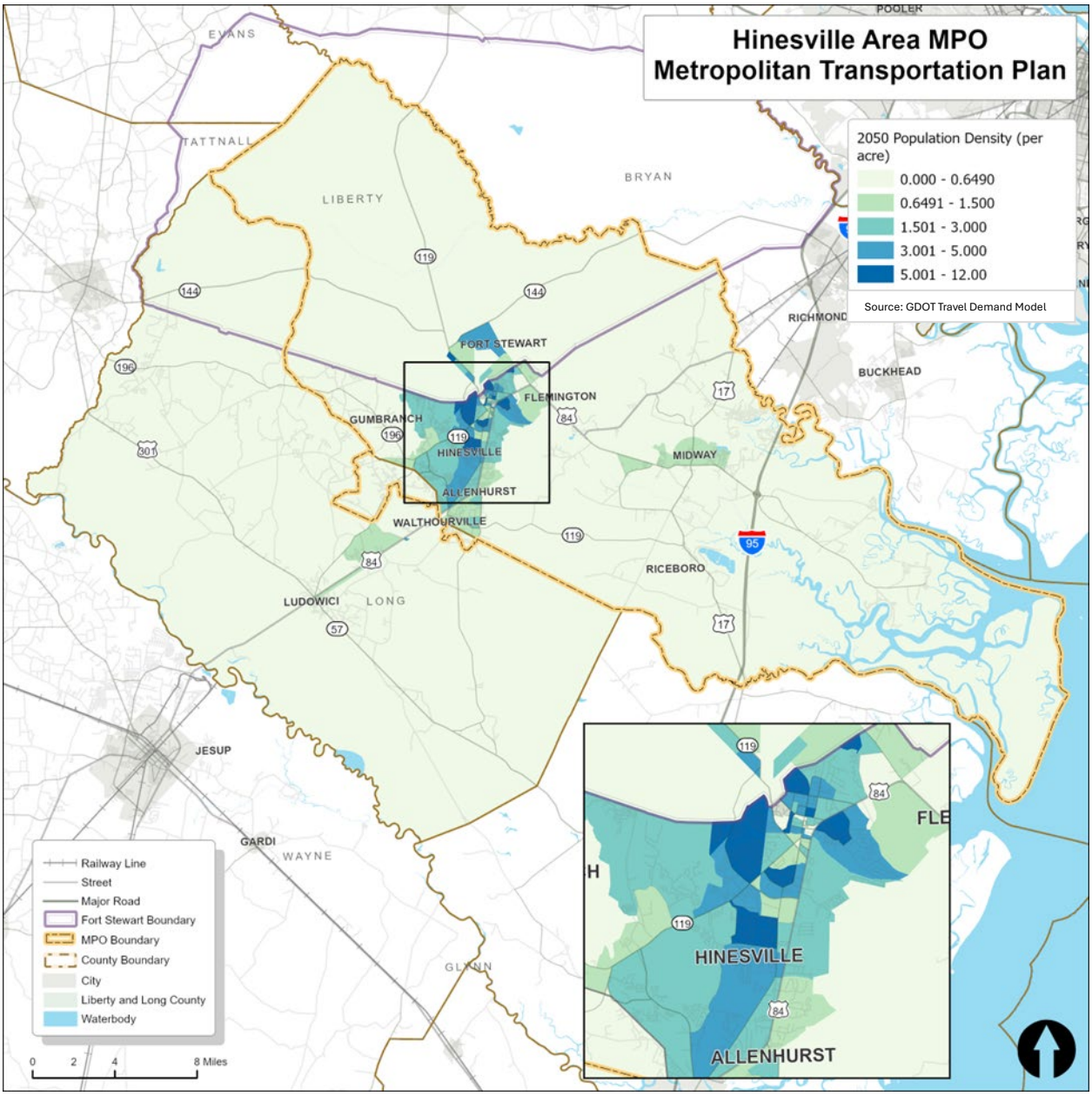
Table 4-2. HAMPO 2050 Population

SE Variable	Liberty County	Long County	HAMPO Total
Population	71,819	25,111	96,960
Households	23,413	5,492	28,905

2050 Population Density

The population projection analysis determined that population density in 2050 will be greatest in Hinesville and Allenhurst. Another area of significant density is within Fort Stewart near SR 144. Pockets of density are also seen in Midway and along US 84 near Walthourville and Ludowici. Figure 4-2 on the following page is a map showing the forecasted 2050 population density.

Figure 4-2. HAMPO 2050 Population Density

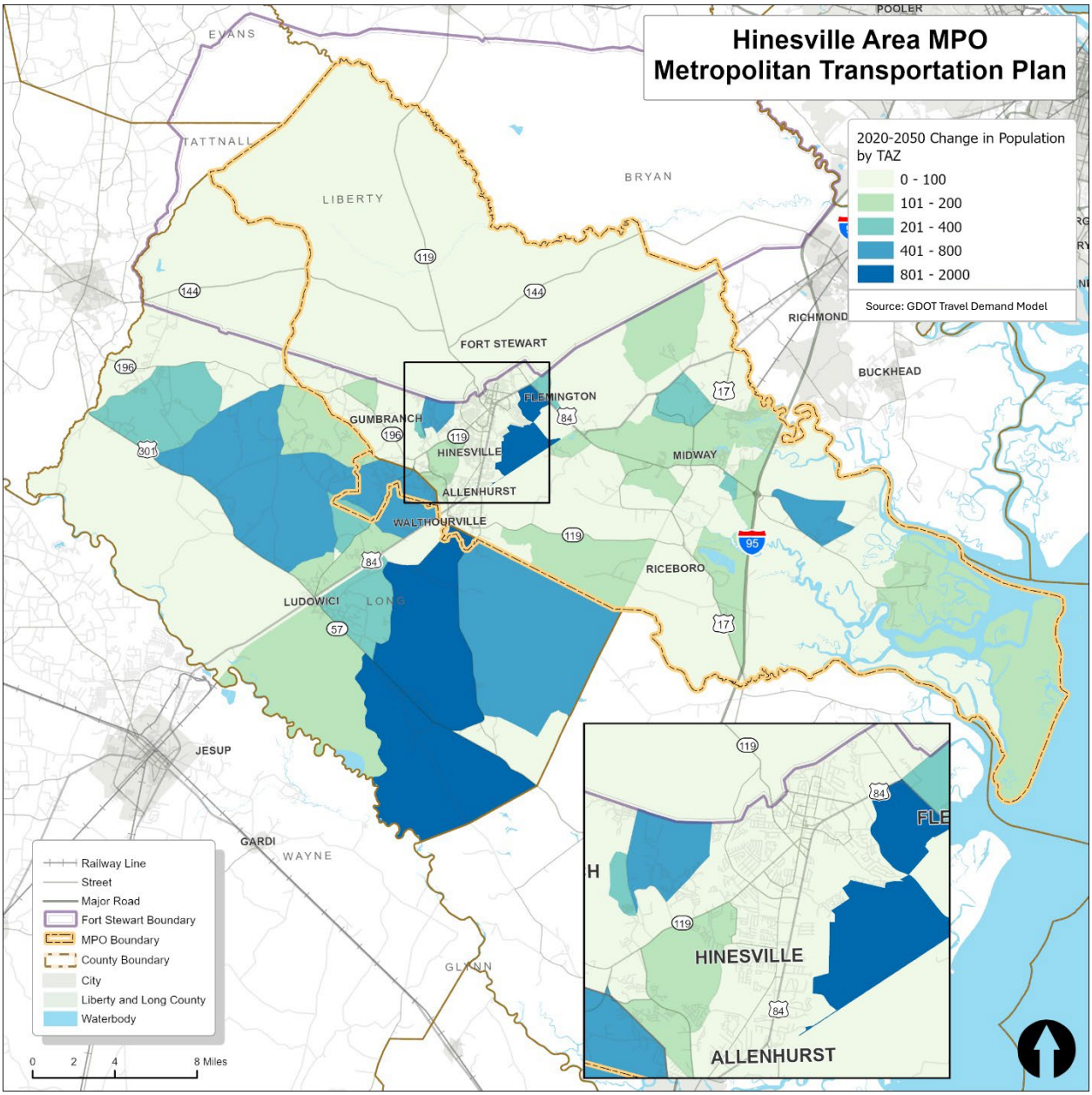


Population Change 2020-2050

Significant population change between 2020 and 2050 is seen west of Hinesville, in Flemington and in southern portions of Long County. These are relatively rural areas that will see an increase in population. Change in population is minimal within the densest areas of the region, such as

Hinesville and Allenhurst. Figure 4-3 on the next page is a map showing projected population change from 2020 to 2050 at the TAZ level.

Figure 4-3. Projected Population Change by TAZ (2020-2050)



4.3 2020 Base Year Employment

The HAMPO's existing and future employment projections integrate a variety of data sources. These sources encompass the US Census Longitudinal Employer Household Dynamics (LEHD) and the Regional Economic Models, Inc. (REMI) model provided by GDOT. Leveraging these resources, known employment sectors and densities within the HAMPO region were identified.

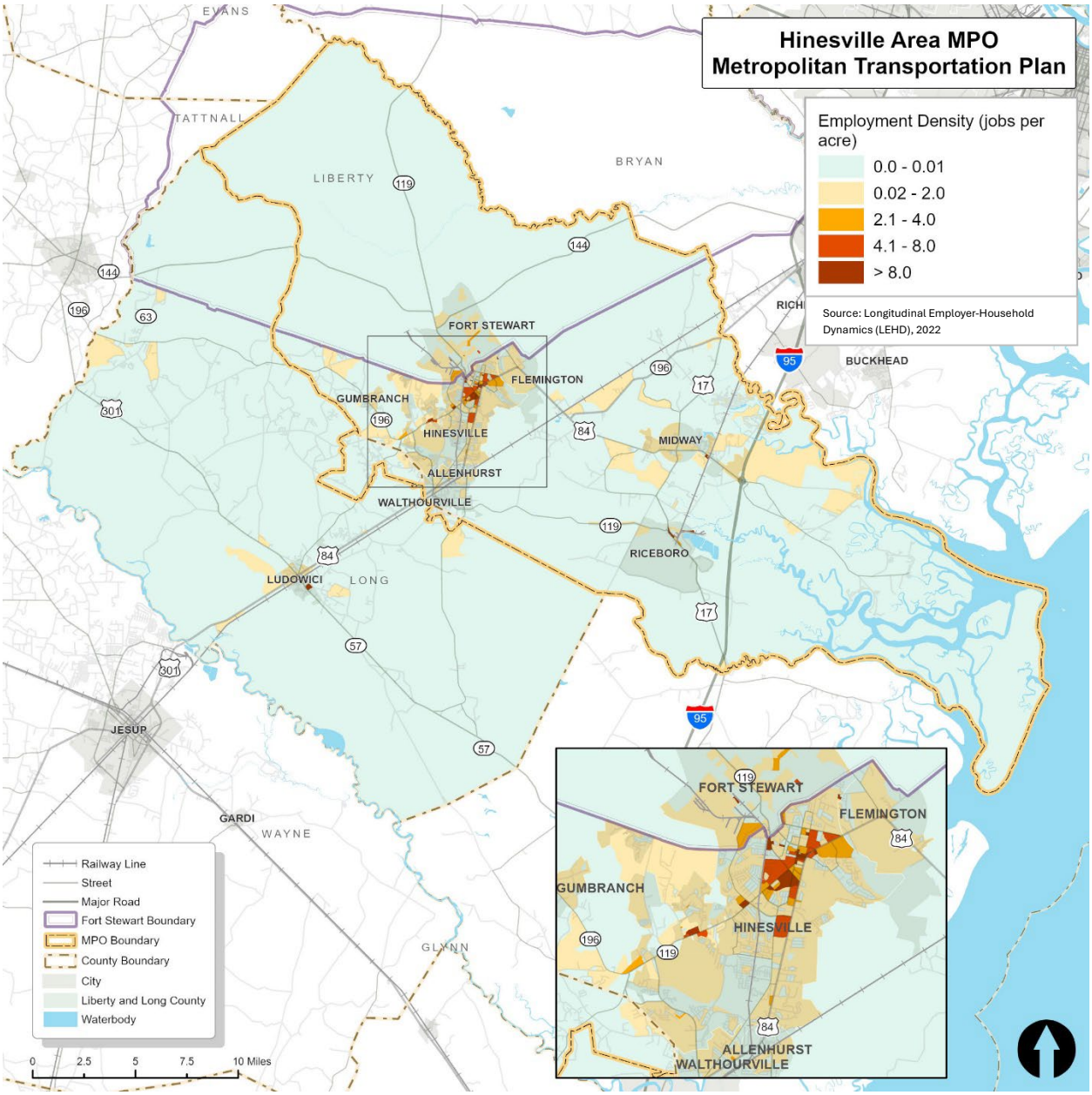
2020 Employment Density

Figure 4-4 on the next page shows the employment density of the HAMPO region in jobs per acre. This employment pattern closely mimics the pattern of population density within the region. The areas containing the highest density of employment are within and around the City of Hinesville, the County seat.

2020 Employment by Sector

Table 3-3 depicts the main sectors of employment by county. In Liberty County, service oriented employment, including public service for federal and local agencies, accounts for 60% of all Non-Fort Stewart Employment. Employers within the Service sector include the Liberty County Board of Education, Liberty Board of Commissioners, and City of Hinesville. The second largest sector of Non-Fort Stewart Employment is Manufacturing, Transportation, Communication, Utilities, and Warehouse (MCTUW) employment. Fort Stewart is the largest single employer within the planning area. According to the previous MTP, total employment at Fort Stewart was 31,145, including civilian employees.

Figure 4-4. 2020 Employment Density



4.4 2050 Future Employment

Regional Employment Comparison 2020 – 2050

Employment forecasting data from other sources were reviewed and examined. These sources include the previous HAMPO 2045 MTP, REMI, and Woods & Poole. Compound annual growth rates were calculated from each source to consider when determining the growth rate(s) to apply to

develop 2050 socioeconomic data. Federal Military Jobs were excluded from the REMI employment data, as Ft. Stewart is not included in the SE data being developed.

Regional Employment Change by Sector 2020 – 2050

The Woods and Poole, 2045 Hinesville MTP, and REMI forecasted growth rates were all calculated to be less than 1%. The average of the data sources was calculated to be 0.34%. To avoid underestimating future demand, a growth rate of 0.5% was selected for the annual employment growth rate.

Employment was further split into the four overall categories used by the travel demand model.

- AMC = agricultural, mining, and construction employment
- MTCUW = manufacturing & transportation, communications, utilities, and warehousing
- Retail
- Service

The REMI model provides forecasts for several employment categories in the region. This data was reviewed to determine the proportional amount of employment in each category against the total amount of employment in the region, excluding Federal Military Jobs in Liberty County. The change in REMI's forecast from 2020 to 2050 in proportional amounts were reconciled and smoothed against the 2020 totals for all TAZs (per LEHD/Census based sources which were the basis of the 2020 socioeconomic data forecasting) to determine a "refined 2050 for forecast" proportional amount. Minor adjustments were made to ensure jobs would not decrease for any of the three categories. Those amounts were then applied to the total amount of estimated employment for the region. Table 4-3 summarizes the change in employment by sector from 2020 to 2050.

Table 4-3. HAMPO Change in Employment by Sector – 2020-2050

Employment	2020 per LEHD		Refined 2050		2022-2050 Shift	
	Jobs	Percentage	Jobs	Percentage	Jobs	Percentage
Agriculture, Mining, and Construction	440	2.9%	455	2.6%	15	-0.32%
MTCUW	3,576	23.9%	4,392	25.3%	816	1.38%
Retail trade	2,055	13.7%	2,055	11.8%	0	-1.91%
Service*	8,875	59.4%	10,456	60.2%	1,581	0.86%

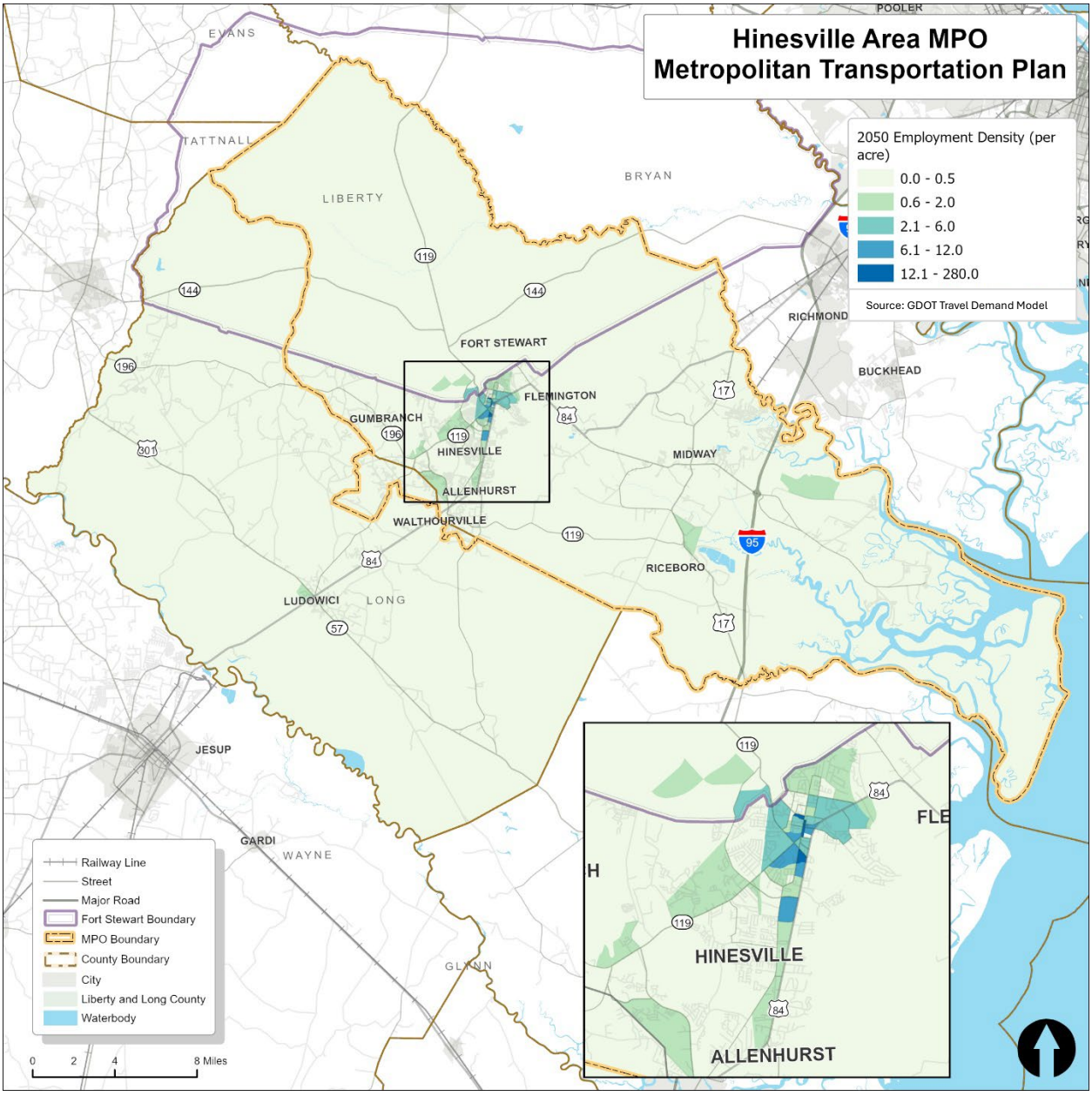
*Excluding Liberty County Federal Military Jobs

2050 Employment Density

The areas with the highest projected employment density are located within Hinesville, specifically in the Downtown area along US 84 and SR 119. This represents the area with the densest land use, leading to a large number of businesses when compared to the rural areas throughout the region. These areas also have convenient access to the freight network, which provides support to many

businesses. Outside of Hinesville, other pockets of employment density are seen near Allenhurst, Ludowici, and Riceboro. Figure 4-5 is a map showing the forecasted 2050 employment density.

Figure 4-5. 2050 Employment Density

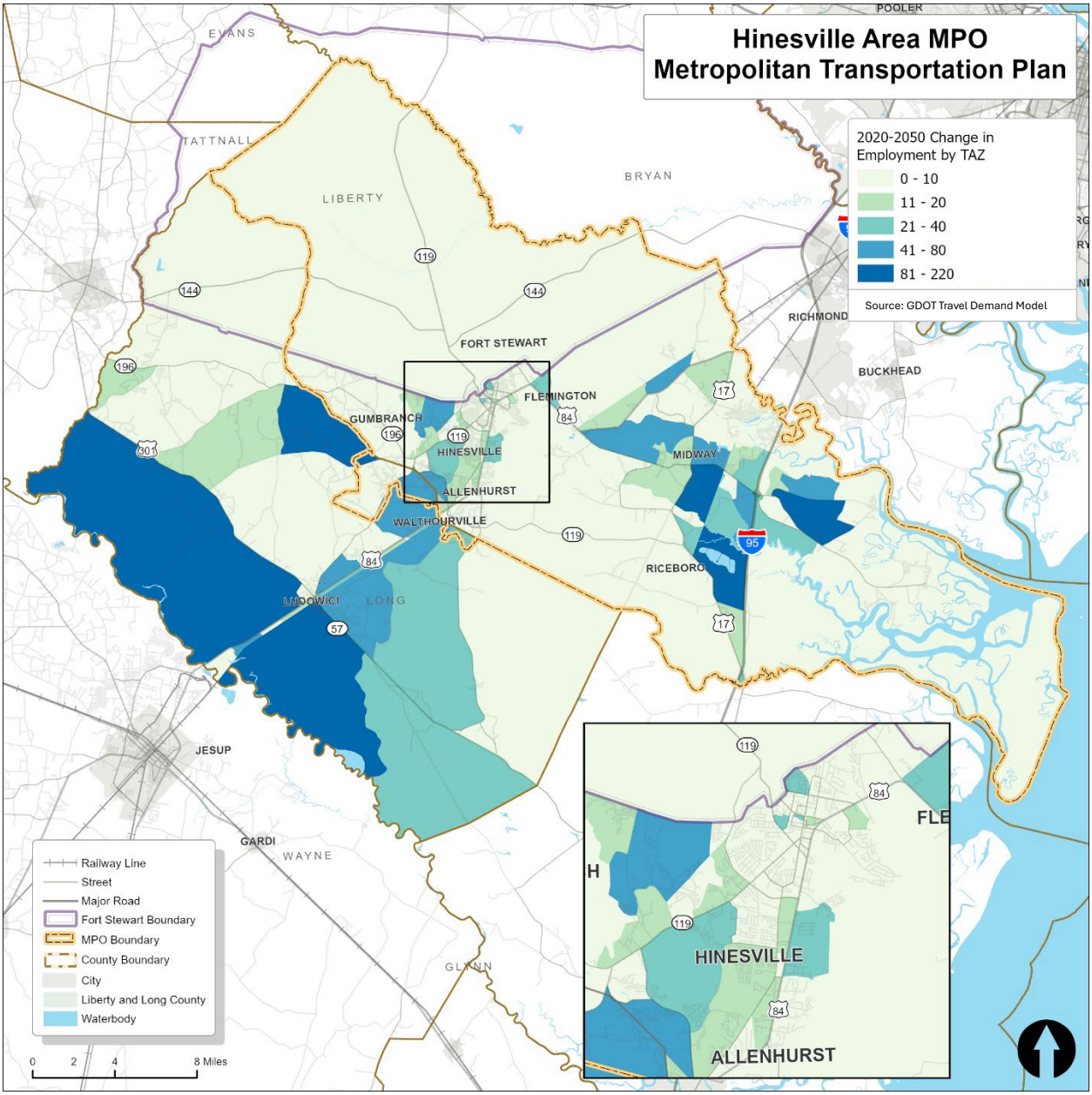


Employment Change 2020-2050

A significant change in employment is seen in areas of both Liberty and Long County. In Liberty County, the area with the greatest change in employment is near I-95, as well as US 84 and US 17. This includes portions of Riceboro and Midway. Employment is likely changing this area due to

proximity to the interstate that allows for convenient transportation of goods. Within Long County significant employment changes are seen south of US 301 and just outside of Gumbranch. Areas near Walthourville and Ludowici also see some change in employment. Figure 4-6 shows the projected change in employment between 2020 and 2050 at the TAZ level.

Figure 4-6. Projected Employment Change by TAZ (2020-2050)

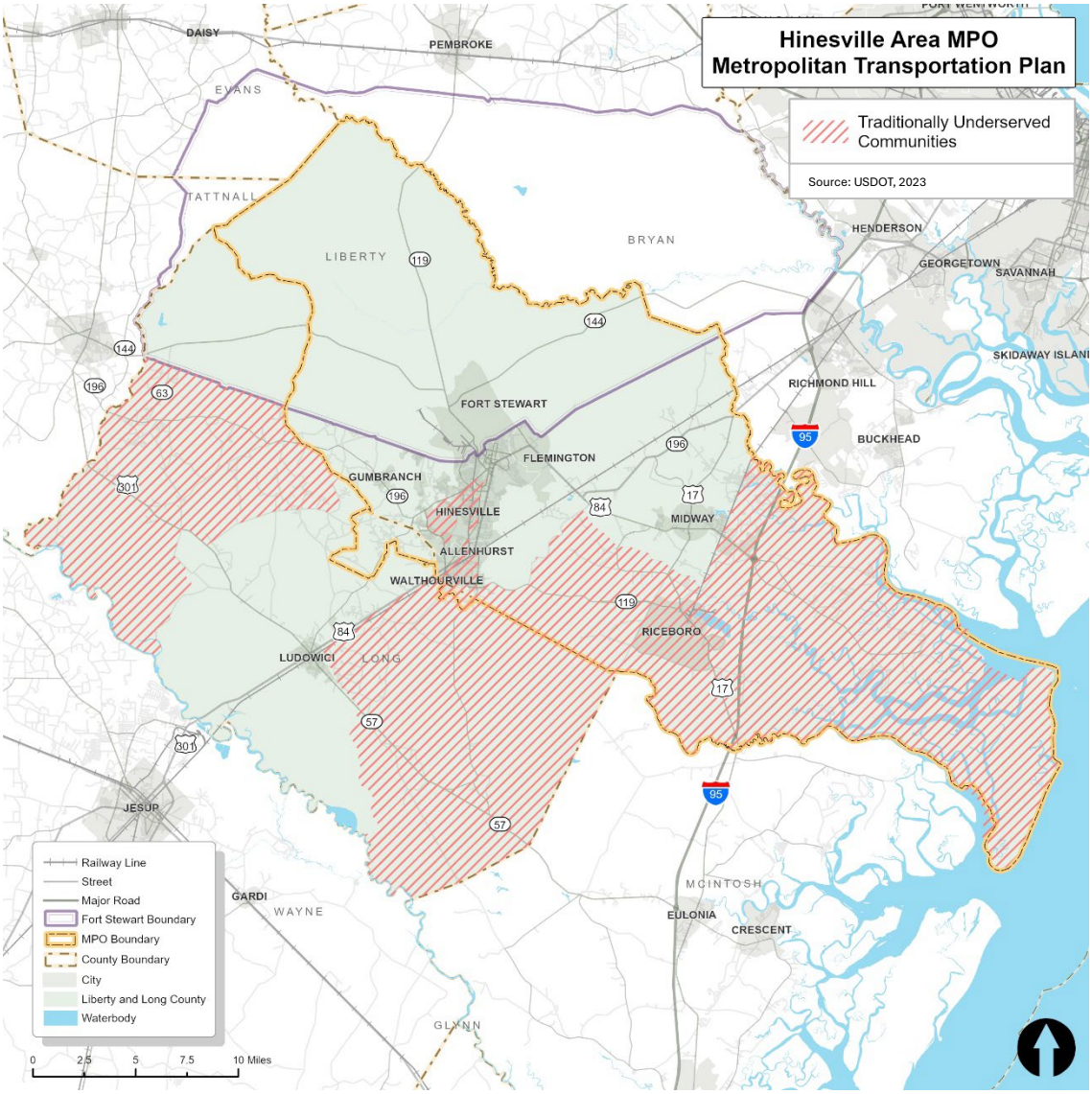


5. Demographic Analysis

5.1 Traditionally Underserved Communities

Traditionally underserved communities include population groups that have not received their fair share of transportation investments in the past. Identifying the location of these communities is important for ensuring investment benefits outlined in this MTP positively impact traditionally underserved communities throughout the HAMPO region. For the purpose of this analysis, the communities that were formerly identified as “Justice40” have been identified by the USDOT as the region’s traditionally underserved communities. Figure 5-1 maps traditionally underserved communities in the MPO.

Figure 5-1. Traditionally Underserved Communities



5.2 US Census Population

Table 5-1 below breaks down the racial and ethnic makeup of both counties and the entire HAMPO region. The characteristics below were identified using the most recently data available in the 2022 American Community Survey.

Using census block groups in the 2022 American Community Survey, population characteristics are mapped below with key findings analyzed. The light green areas in the HAMPO region did not qualify as traditionally underserved.

Table 5-1. Population Characteristics Overview

Characteristic	Liberty County	% of County	Long County	% of County	HAMPO Total	% of HAMPO
White	26,965	41.1%	16,804	58%	36,746	45%
Black/African American	26,952	41.1%	3,966	23.6%	30,918	37.5%
Asian	1,230	1.9%	130	0.8%	1,360	1.7%
Native American/ Alaska Native	355	0.5%	38	0.2%	393	1.1%
Pacific Islander / Native Hawaiian	313	0.5%	58	0.3%	371	0.5%
2 or More Races	7,272	11.1%	1,623	10%	8,895	11%
Hispanic/Latino	8,300	12.7%	1,965	11.7%	10,265	12.5%

Source: ACS 2022

Table 5-2 on the next page identifies three of the variables used in the analysis to determine traditionally underserved communities. These variables include population under 18, population over 65, households at or below the federal poverty level, and transportation insecurity. Disability by household, and zero vehicle access by household were also assessed to align this analysis with the previous Title VI/Environmental Justice analysis conducted in the HAMPO 2045 MTP.

Table 5-2. Vulnerability Characteristics

Characteristic	Liberty County	% of County	Long County	% of County	HAMPO Total	% of HAMPO
Under 18	26,965	41.14%	4,615	27%	22,664	28%
Over 65	6,255	9.50%	1,544	9.20%	7,799	9.50%
Poverty*	3,648	15.90%	887	16%	4,535	15.90%
Disability*	6,785	29.50%	2,085	37.60%	8,870	31.10%
No Vehicle*	1,264	5.50%	440	7.90%	1,704	6%

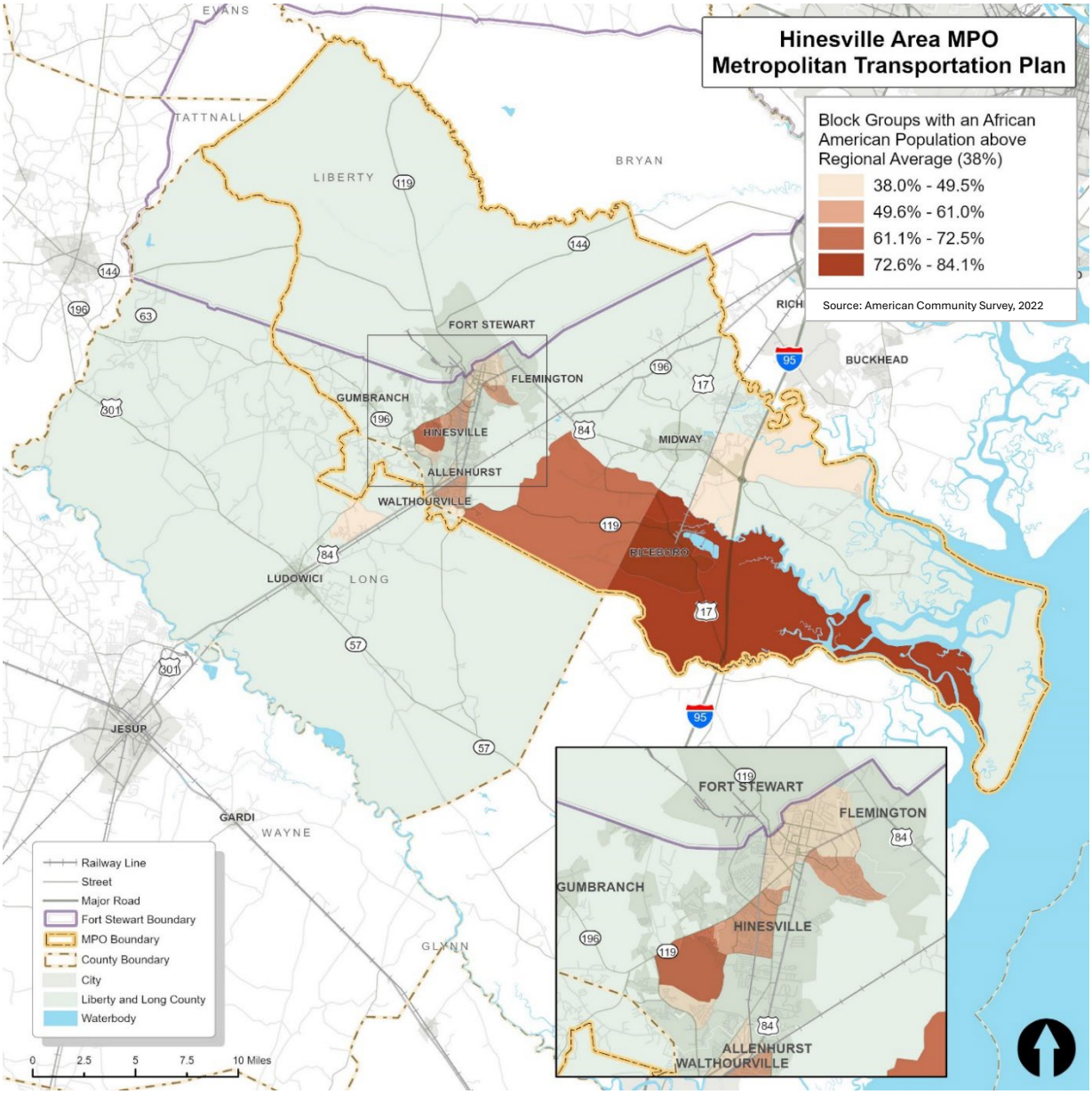
* Calculated by Household

Source: American Community Survey 2022

African American Population

The regional average for Black and African American populations is 37% and 33% for the State of Georgia. Liberty County contains a higher concentration of Black and African American residents than Long County. Specifically, within and around the City of Riceboro and City of Hinesville, Black and African American populations are nearly double the regional average, ranging from 59%-84%. Figure 5-2 shows areas where African American populations are above the regional average.

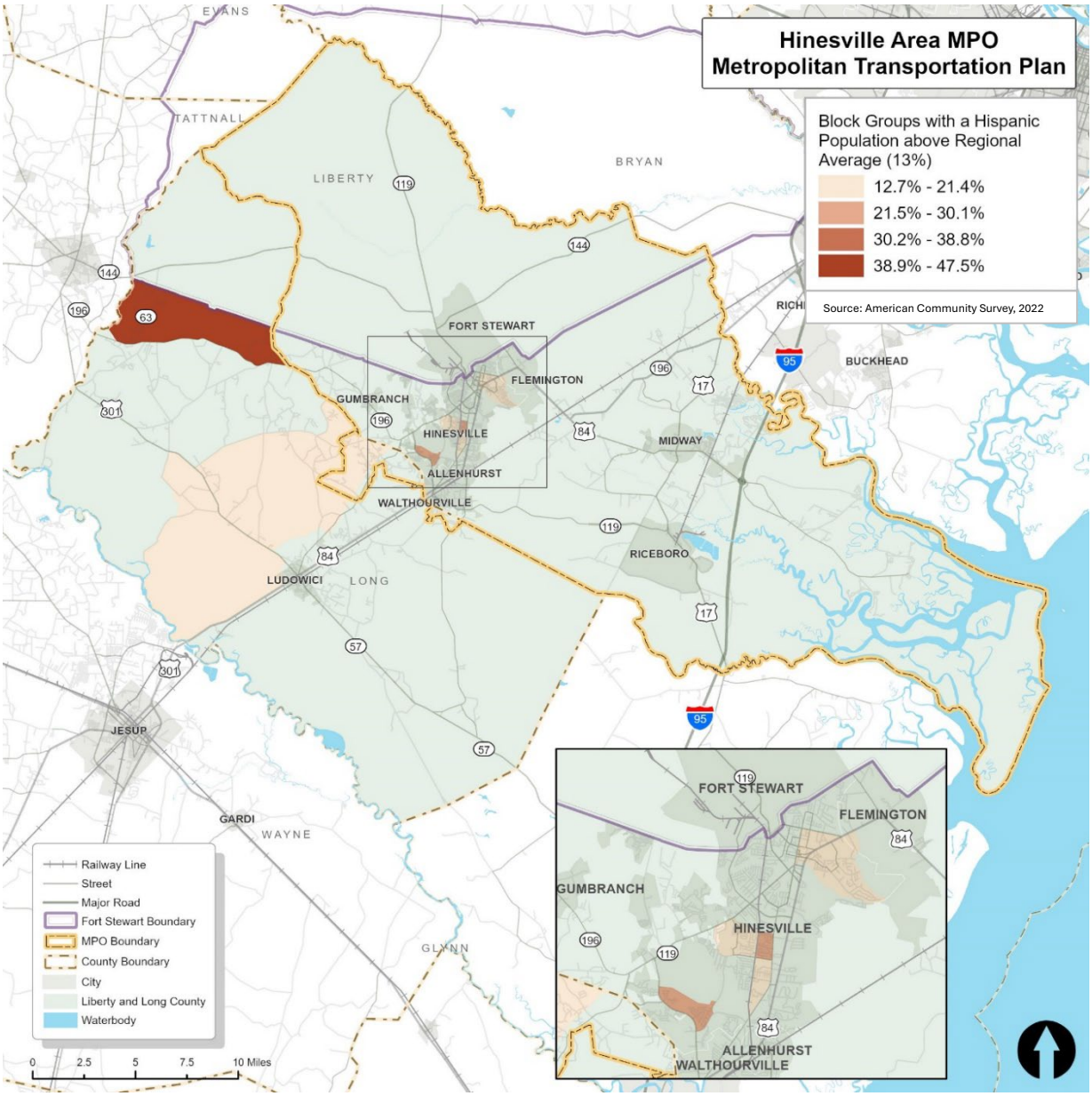
Figure 5-2. African American Population Concentrations



Hispanic/Latin Population

The Hispanic/Latino population in block groups along State Route 144 and unincorporated Long County is between 28% and 47%, far surpassing the regional average. Block groups within and around the City of Hinesville and City of Ludowici also exhibit a significant proportion of Hispanic/Latino residents. It's important to identify this ethnic group independently since Hispanic and Latino individuals can fall within any race category. Hispanic/Latinos are third largest ethnic group within both Liberty and Long Counties. Figure 5-3 shows where the Hispanic population is above the regional average.

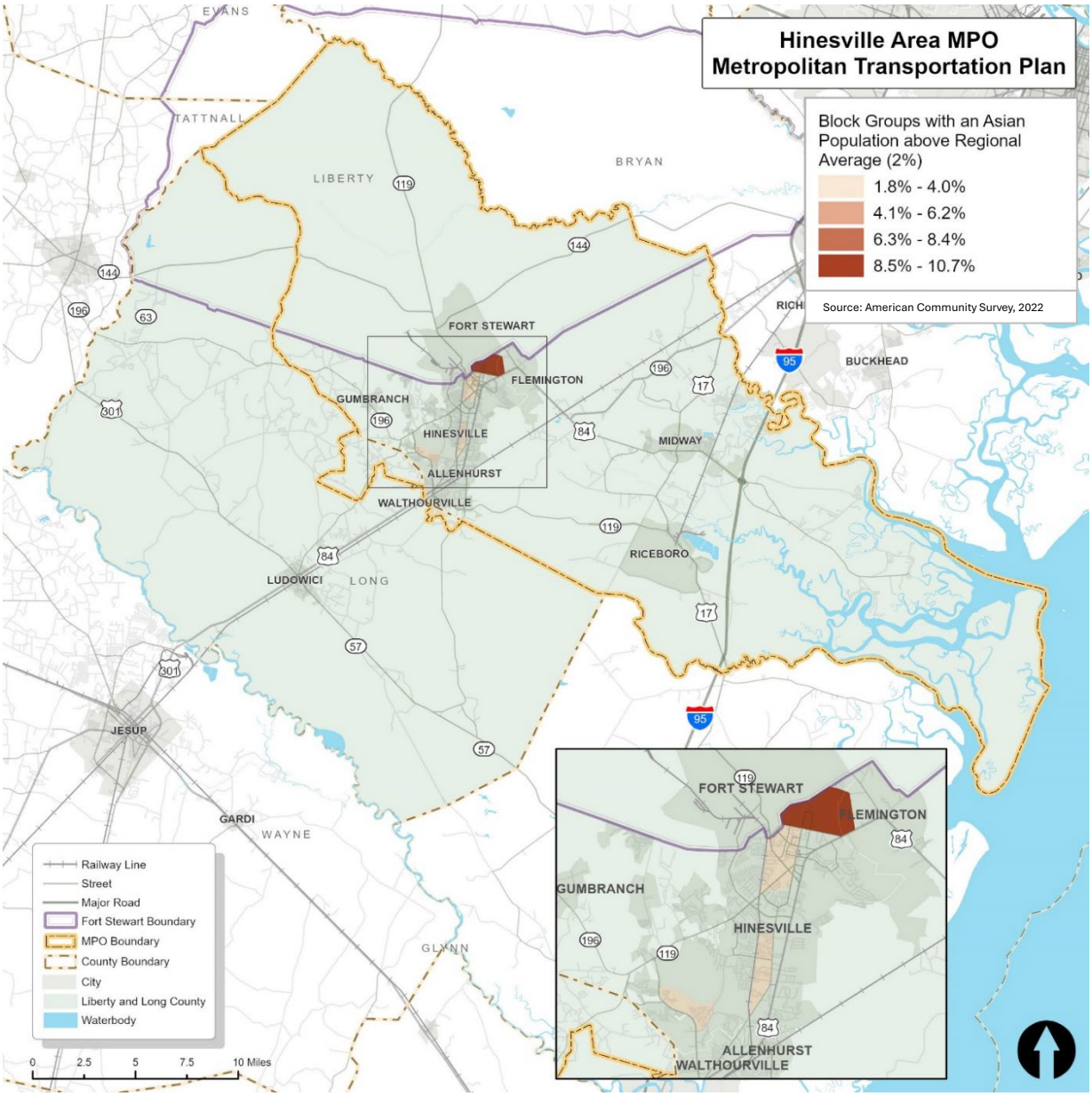
Figure 5-3. Hispanic/Latin Population Concentrations



Asian Population

Overall, the Asian population within both Counties is below 2%. At the block group level, the highest Asian population exists near Fort Stewart at 6% to 10%. Fort Stewart is one of the largest military installations in the United States. The military presence often attracts diverse populations, including but not limited to, Asian service members and their families. Figure 5-4 shows where the Asian population is above the regional average.

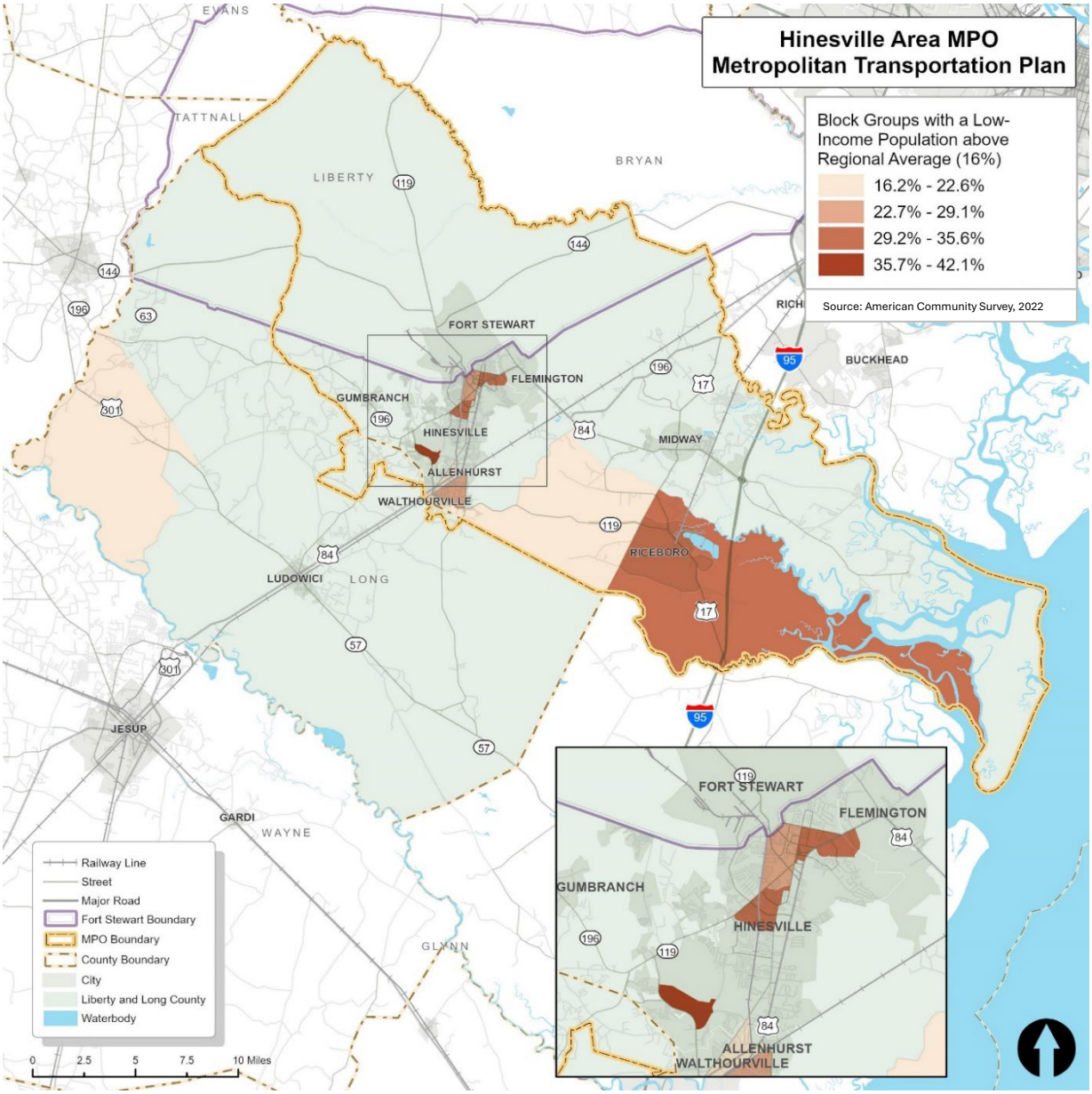
Figure 5-4. Asian Population Concentrations



Low-Income Population

Figure 5-5 below shows the low-income population at or below the federal poverty level. For a household of four, the 2022 federal poverty level income is at or below $27,750. Between 35% and 50% of households within and around the City of Riceboro and block groups along the I-95 are classified as low-income. These low-income areas closely mirror the map illustrating disadvantaged Black and African American communities.

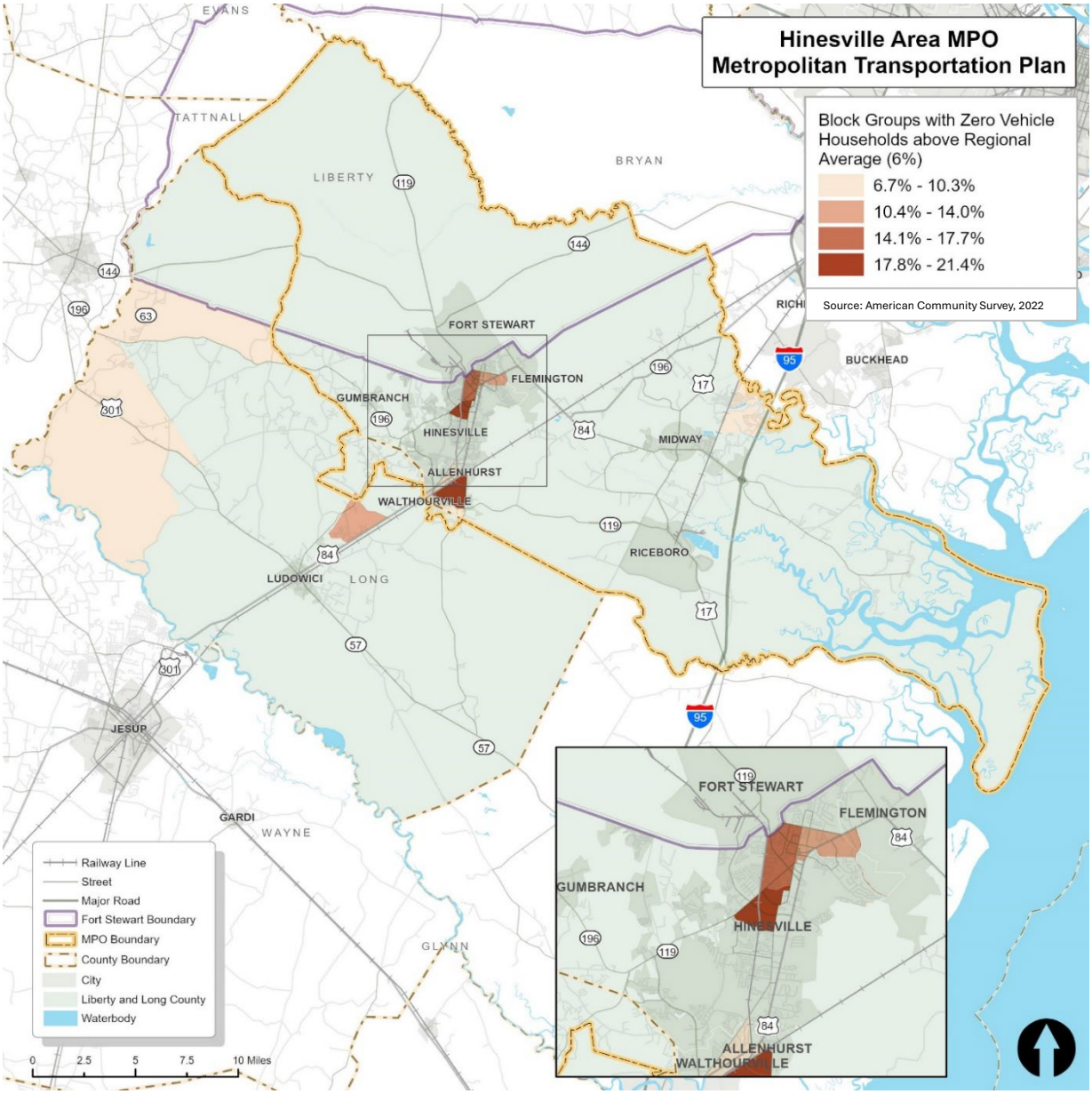
Figure 5-5. Low-Income Population Concentrations



Zero-Car Households

Figure 5-6 identifies households with zero vehicle access. This is one of several factors used to indicate transportation barriers and overall disadvantages. Without access to urbanized areas or public transportation options, residents who do not own a vehicle may face barriers to accessing economic opportunities. Roughly 15% to 21% of residents in block groups around the City of Hinesville, City of Allenhurst, and City of Walthourville do not own a vehicle.

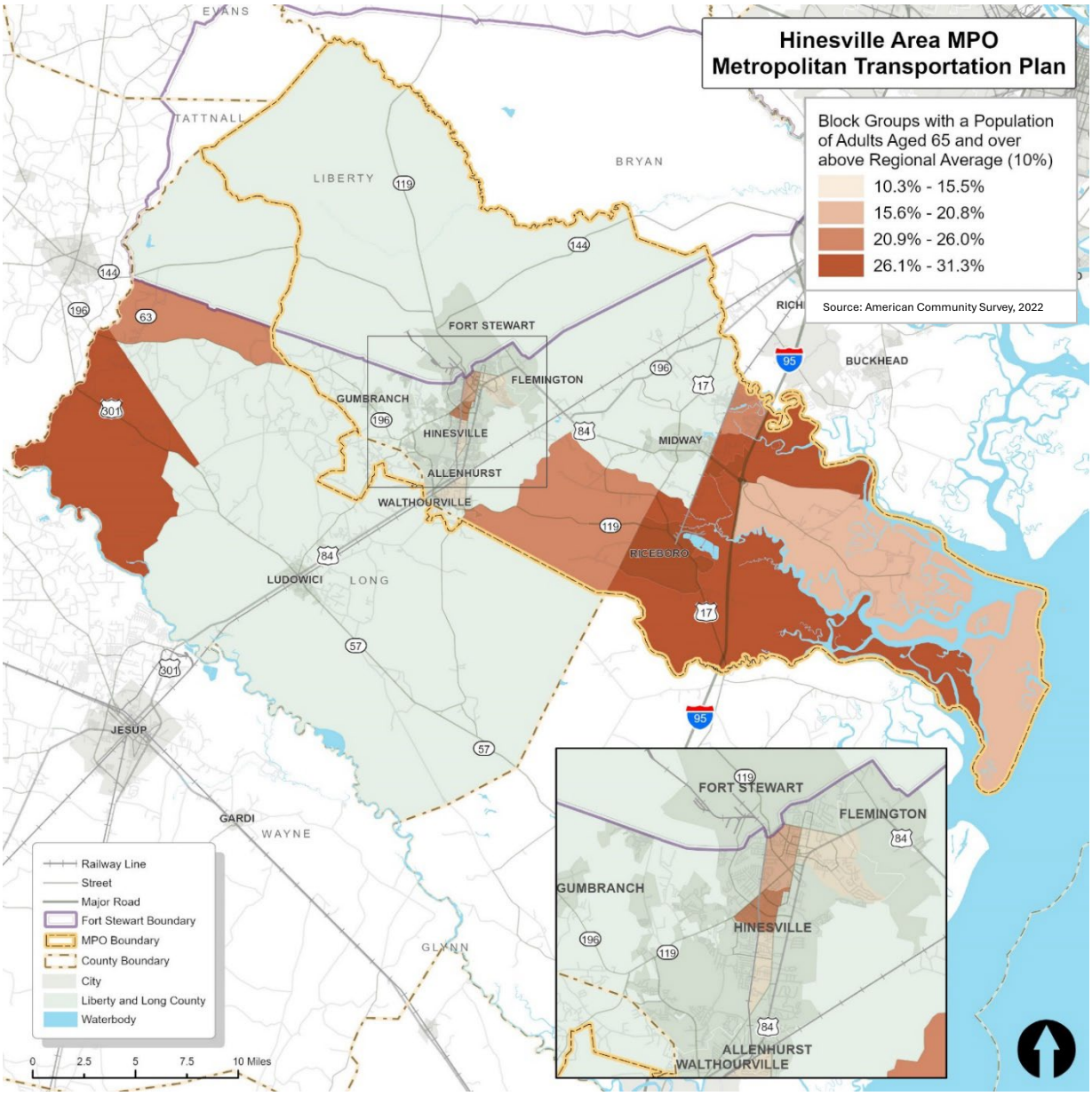
Figure 5-6. Zero-Car Household Concentrations



Population 65 and Older

Block groups containing elderly populations (65+) above the regional average are widespread throughout unincorporated Long County, Riceboro, and Midway. Figure 5-7 also indicates that 14% to 31% of these elderly populations are disadvantaged or underserved. The prevalence of aging populations through the U.S. and within the HAMPO region deepens the need for accessible transportation systems and options.

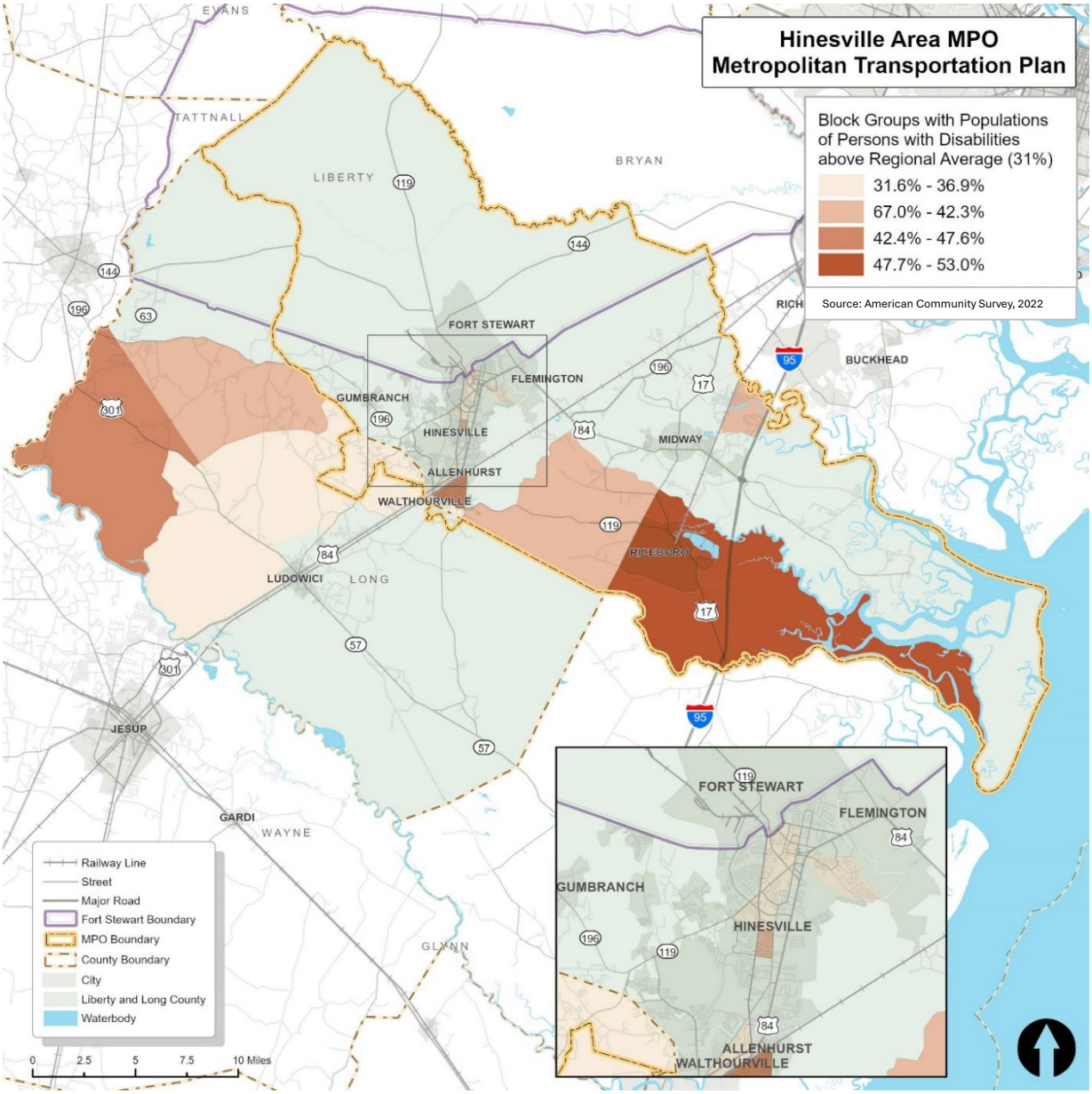
Figure 5-7. Concentrations of Population 65 Years and Older



Disabled Population

The distribution of people with disabilities per household closely resembles the previous map depicting populations over 65 years old. In and around the City of Midway and along I-95, 47% to 74% of households include one or more individuals with a disability. Similarly, significant portions of unincorporated Long County also exhibit over 34% of households with a disability present. Figure 5-8 shows populations of persons with disabilities above the regional average.

Figure 5-8. Concentrations of Disabled Population



5.3 Transportation Barriers

Comprehending the impacts of a deficiency in transportation investments and options on communities is a fundamental aspect of understanding transportation barriers. Transportation insecurity occurs when individuals encounter challenges in reliably and safely reaching destinations to meet daily needs. A growing body of research establishes a connection between transportation insecurity and persistent poverty.

Transportation Insecurity

Transportation insecurity is assessed by combining scores for transportation access, transportation cost-burden, and transportation safety. Limited transportation access encompasses extended commute times and restricted access to personal vehicles (indicated separately on the map) or public transit, both of which can create barriers to essential resources. Communities with higher transportation cost-burden scores allocate a larger portion of their income to transportation, covering transit expenses, fuel, maintenance, insurance, and more. These elevated costs result in reduced funds for housing, medical care, and other basic necessities. Finally, communities with higher transportation safety scores confront increased levels of traffic-related fatalities and accidents. Figure 5-9 on the following page illustrates that 75% to 100% of the southern HAMPO region experiences transportation insecurity. Furthermore, the census tract in Long County southwest of the City of Hinesville ranks in the 96th percentile for transportation insecurity.

5.4 Inventory of Affordable Housing

According to Liberty County's Joint Comprehensive Plan, the median housing value in 2014 was $124,300. 32.9% of households with a mortgage were classified as cost-burdened. Cost burden is defined as households that allocate 33% or more of their income toward housing (mortgage or rent). Due to the high percentage of cost-burdened households, Liberty County and its jurisdictions were designated as a Georgia Initiative for Community Housing (GICH) community by the Georgia Department of Community Affairs in 2015. By 2016, Liberty County received roughly $500,000 in CDBG funds. Within Liberty County, the Hinesville Housing Authority operates 225 units of affordable housing, with 205 of these units classified as Section 8.

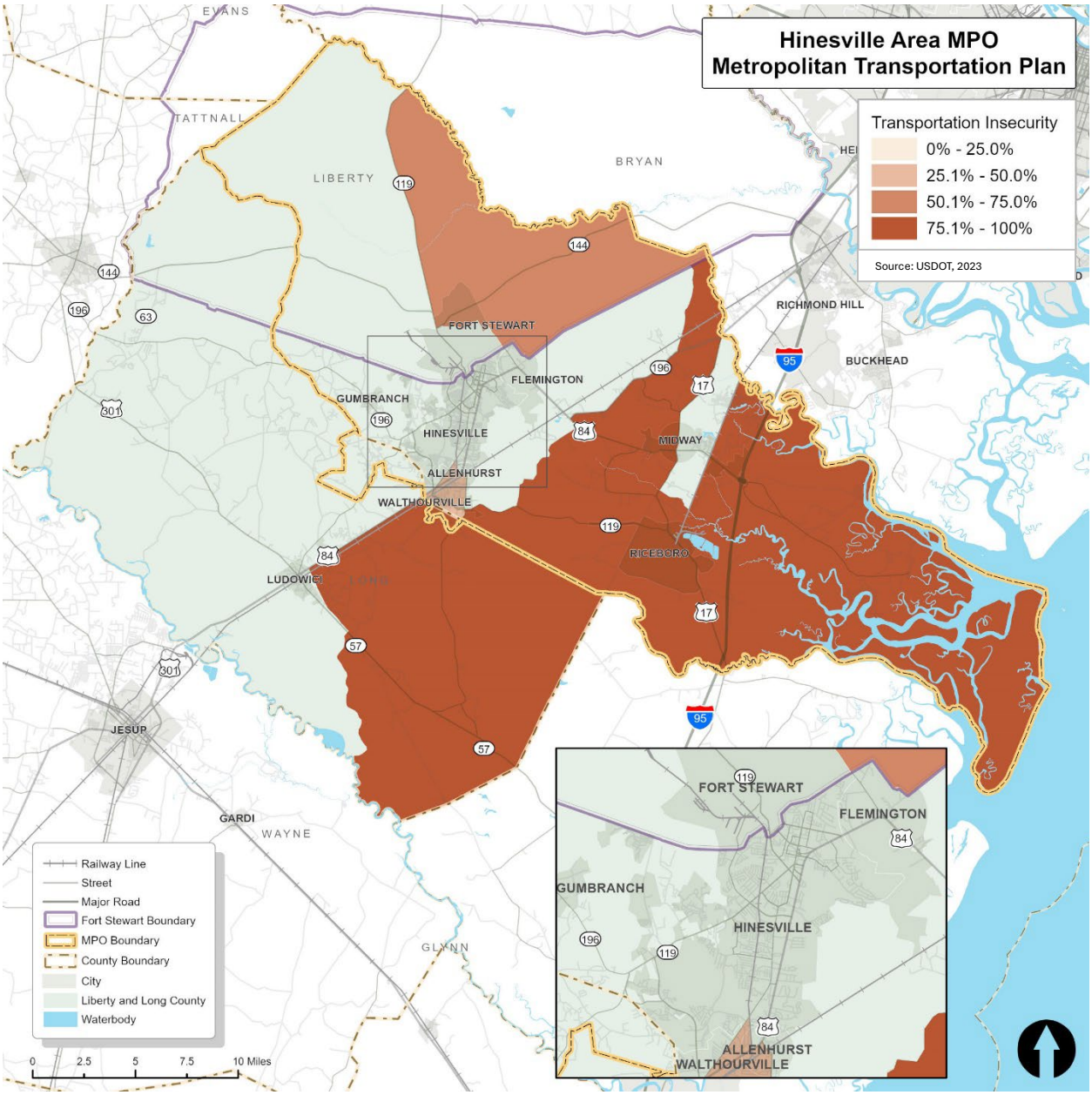
The Ludowici Comprehensive Plan states that 51.9% of renters and 21.9% of homeowners in 2017 were cost-burdened. Although no housing authority is present within Long County, the GA Department of Community Affairs offers services to those who are cost-burdened. These services include Section 8 Housing Choice Vouchers (HCV), Homeownership Vouchers, Family Self-Sufficiency, Veteran Affairs Supportive Housing (VASH), and Section 8 Project-Based Voucher (PBV) programs.

5.5 Implications of MTP Projects

Based on the above analysis, the following areas should be prioritized for transportation improvements to ensure an equitable work program consistent with FHWA policy:

- Areas near US 17 and SR 119, such as Riceboro
- Central Hinesville
- Walthourville
- Allenhurst
- West of Riceboro

Figure 5-9. Concentrations of Persons with Transportation Insecurity



6. Future Land Use and Development

Land use and development has significant implications for transportation patterns and demand. By understanding land uses in specific areas, certain assumptions can be made about changes in travel patterns and future needs based on each land use type. Generally, residential land uses highlight locations that will likely experience commute-related traffic, as well as significant pedestrian and transit needs. Commercial uses often indicate areas with significant daytime and weekend trips, congestion, and moderate freight demands. Areas with office land uses typically indicate more peak hour trips, transit demand, and potential active transportation demand for nearby services. Industrial land uses typically dictate a higher demand for freight traffic and workforce access. Areas used for recreation often indicated demand for active transportation connections.

With this in mind, the following section provides an analysis of future land use designations within each municipality in order to identify potential changes in travel demand that should be considered during the planning process.

6.1 Liberty County Future Land Use

The current land uses for Liberty County include agriculture/forestry, commercial, conservation, industrial, mixed-use with variants for rural and urban corridors, parks and recreation, public and institutional, and residential high/low densities. Agriculture/forestry, commercial, industrial, mixed use, parks/recreation, public/institutional, residential high-density, residential low-density, and transportation. Figure 6-1 is a map of future land use in Liberty County.

The majority of East Oglethorpe Highway is designated commercial with the highest concentration of high-density residential uses closest to Fort Stewart. Mixed-use areas in Hinesville include Griffin Park, Independence Place Apartments, Gardens at Fifteen West, and Flemington Village.

Agriculture, Forestry, Parks and Recreation

Liberty County's main land use throughout is designated towards agricultural or forestry uses. While most of the eastern wetlands including Saint Catherines Island are designated for park and recreational uses. Parks and recreational uses are listed in the current Liberty County Joint Comprehensive Plan as being public or private spaces.

Commercial / Mixed Use

Commercial and mixed-uses are generally found in relatively dense areas throughout the County. The largest amount of commercial and mixed use land uses are found within Hinesville, particularly along major corridors such as US 84 and SR 119. The location along these corridors provides convenient access for both patrons and freight traffic that support businesses. Larger commercial uses are seen outside of the dense municipalities near major freight connectors that provide access to I-95, such as US 84 through Midway.

Conservation

The eastern portion of the County is currently preserved wetlands. With Liberty County's proximity to the ocean, the ability to mitigate any flooding using the natural landscape is a great commodity. The preservation of these wetlands is not only aesthetically pleasing, but essential to the safety and sustainability of the County.

Industrial

Industrial uses are typically located near large roadways that are part of the freight network, such as I-95, US 17, and US 84. Proximity to the freight network allows for convenient freight access, which industrial uses may rely on. The specific industrial activities found within the County typically require large sites and include manufacturing, warehousing, and distribution.

Parks and Recreation

Hinesville has numerous parks and recreational spaces. These parks include, but are not limited to Bryant Commons Park, Liberty Independent Troop Park, James A. Brown Park, and Joseph Miller Park.

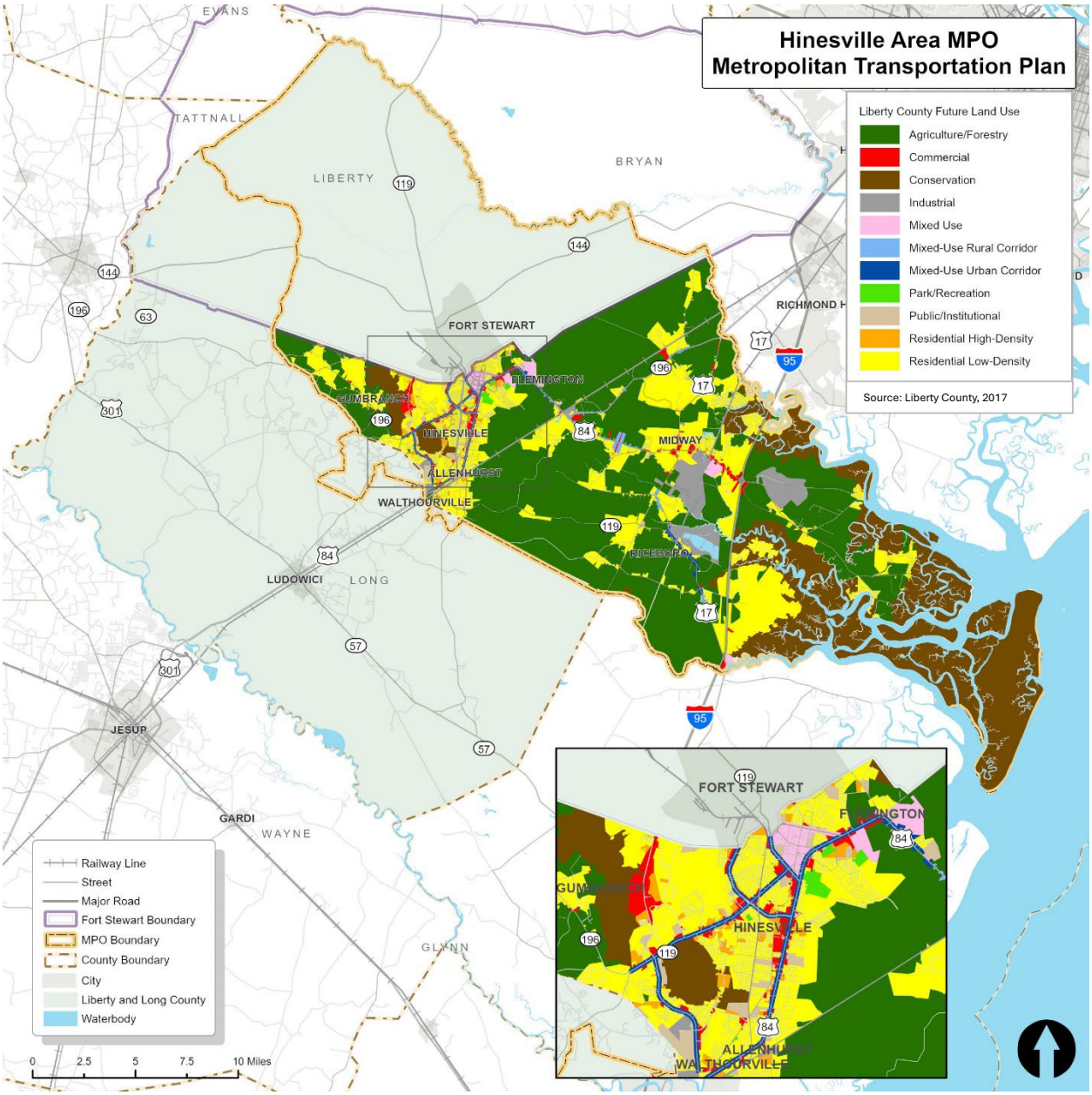
Public/Institutional

Liberty County's various public and institutional spaces include schools, animal control centers, public airports and buildings for furthering education such as Liberty College and Career Academy.

Residential

Residential uses are predominantly concentrated within Hinesville and the numerous surrounding communities. Liberty County's main residential use is single-family dwelling units, with the majority of all residential areas being strictly sing-family.

Figure 6-1. Liberty County Future Land Use Map



6.2 Long County and Ludowici Future Land use

The Future Land Use Map of Long County, shown in Figure 6-2, and Ludowici, shown in, Figure 6-3, was created as part of the 2019-2039 Joint Comprehensive Plan. Long County is predominantly agricultural, with areas on the southern border being open space, greenspace, or conservational areas. Additionally, large sections in the northern and south-eastern borders that are within Fort Stewart's military boundary.

Ludowici is centrally located within Long County and has the highest concentration of land uses that are not agricultural or conservational. U.S. Route 84 is currently designated as a commercial redevelopment corridor with a developing traditional neighborhood to the north while bordering Liberty County. State Route 57 to the south of Ludowici is currently a rural residential area.

Agriculture, Forestry, Parks and Recreation

Agricultural uses are the dominant land use within Long County. The community of Donald, on the western side of Long County along U.S. Route 25 is listed as an agricultural area on the existing Character Areas map within the current comprehensive plan.

Commercial / Mixed Use

In the current Long County and Ludowici comprehensive plan, there is no designation for mixed use development, however, there is a commercial redevelopment corridor along U.S. Route 84. This commercial corridor can be vital to Ludowici as it represents a major route into Hinesville.

Conservation

There are two areas designated towards open space, open space, green space, or conservation. These two areas follow the southwestern border of the county while being separated by U.S. Route 84. Preserving areas of open space or conservation is vital to protecting the existing character of the county and providing easy access to nature for county residents.

Industrial

There is only area within the current comprehensive plan that allows for industrial use. This area just outside of Ludowici along U.S. Route 84 is a small pocket of industrial uses. With Ludowici's railroad access, this industrial section could be expanded with the railroad servicing its needs.

Parks and Recreation and Public

There are no designated areas for parks and recreation or public space. However, the existing open spaces could provide access to recreation for residents within the County as well.

Public

There are currently no public spaces listed in the Character Areas map within the current comprehensive plan for the County.

Residential

The residential areas within the County are mainly focused along South Macdonald Street on the southeastern side of Ludowici. While currently designated as a rural residential area, corridors can generate more traffic along the corridor as the land use designation is separated from central Ludowici. Additionally, on the northern side of the County, there is a developing traditional neighborhood that can also cause more traffic within the city.

Figure 6-2. Long County Future Land Use

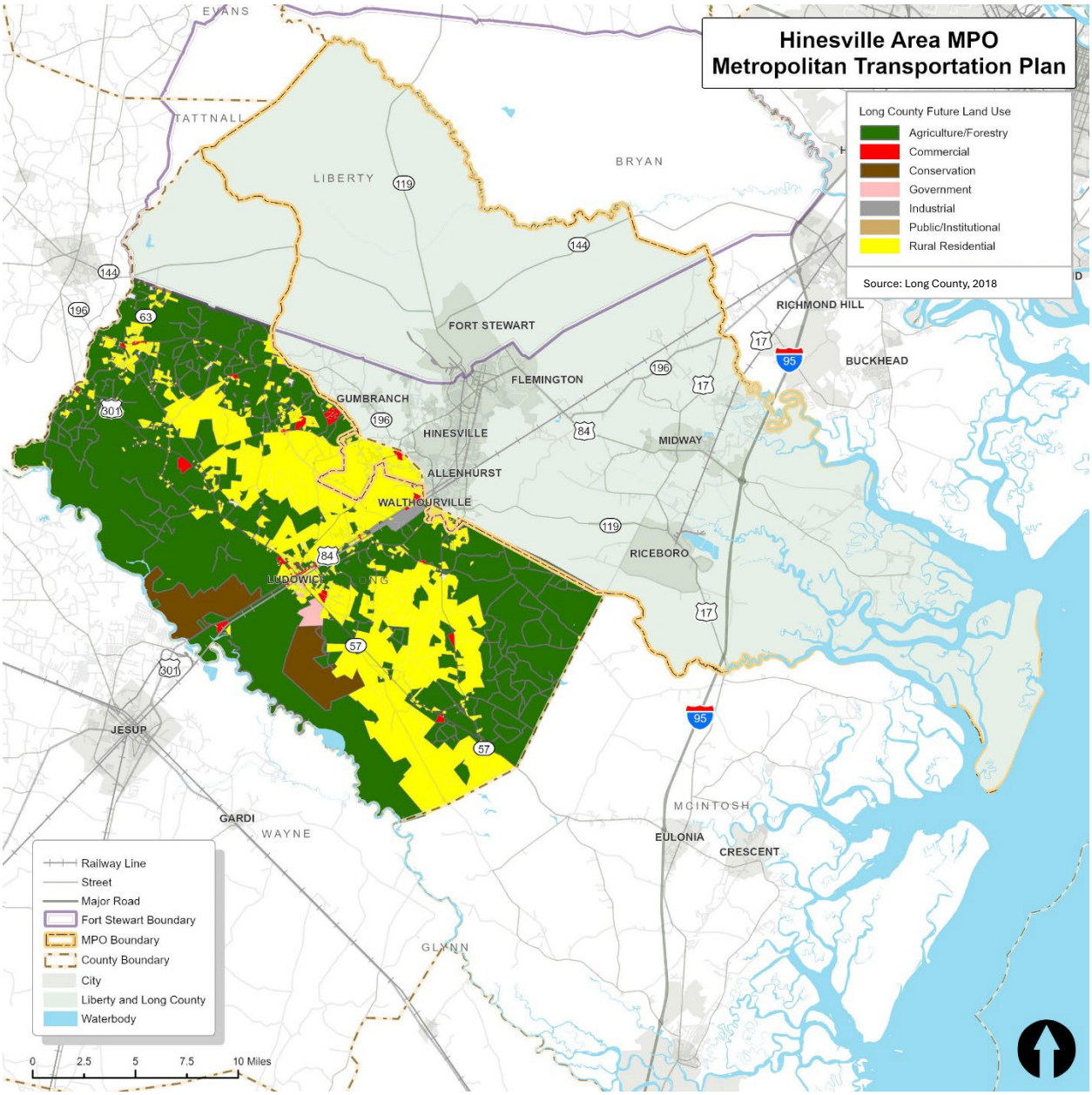
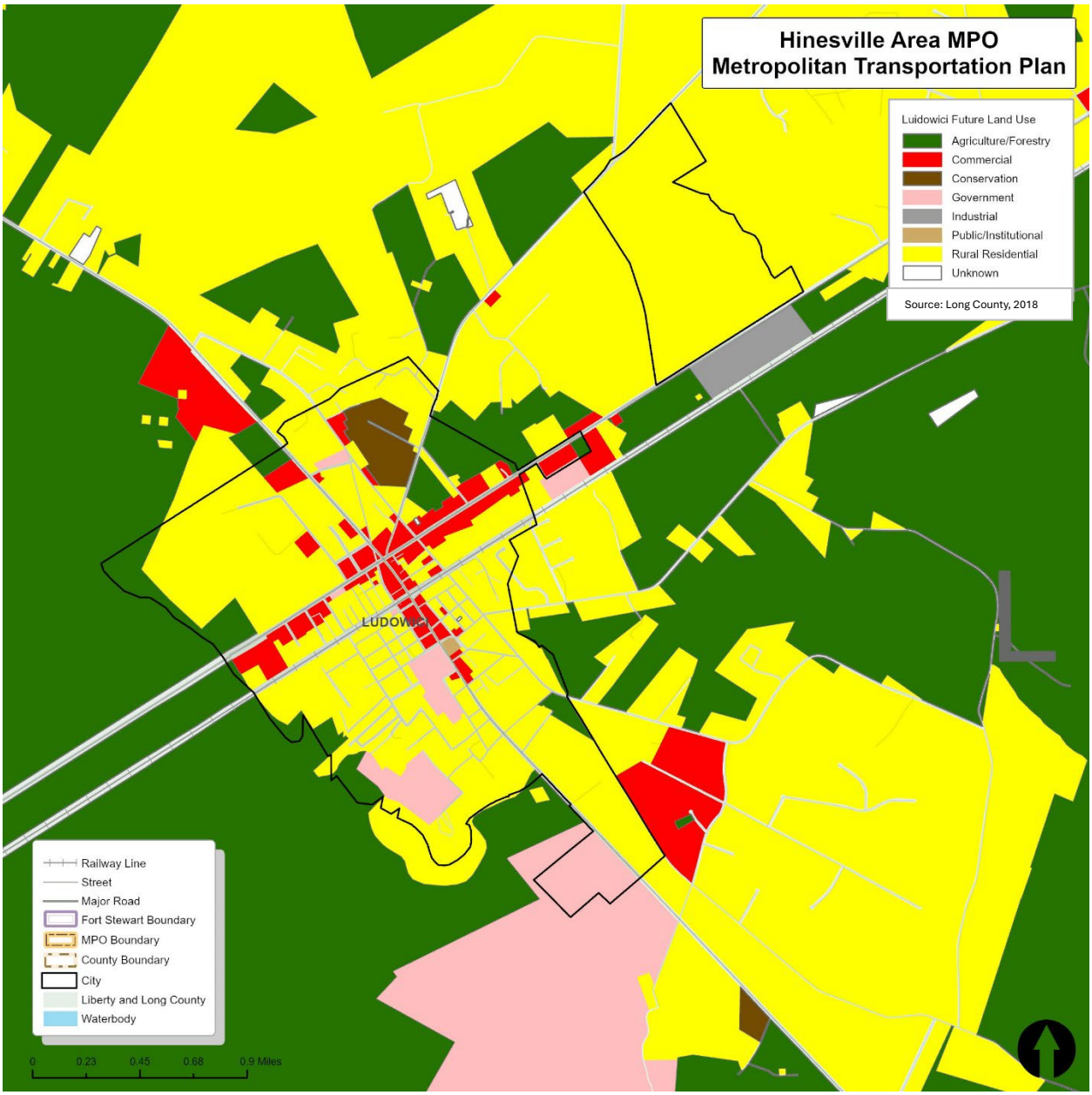


Figure 6-3. Ludowici Future Land Use



7. Roadway Inventory and Needs Assessment

7.1 Overview of Network

US and state routes serve as vital arteries facilitating both intra- and inter-regional travel. Notably, the sole interstate highway within the HAMPO region is I-95, which connects the eastern part of Liberty County with major urban centers and neighboring counties. However, it is important to note that certain segments of SR 144 and SR 119 become inaccessible as they pass through the access-controlled areas of Fort Stewart. This restriction impacts travel patterns and access to specific areas within the region, necessitating alternative routes and considerations for transportation planning and development.

7.2 Roadway Characteristics

The Roadway Characteristics analysis includes an overview and maps of functional classification, number of lanes, Annual Average Daily Traffic (AADT), Intelligent Transportation Systems (ITS) and Intersections.

Functional Classification

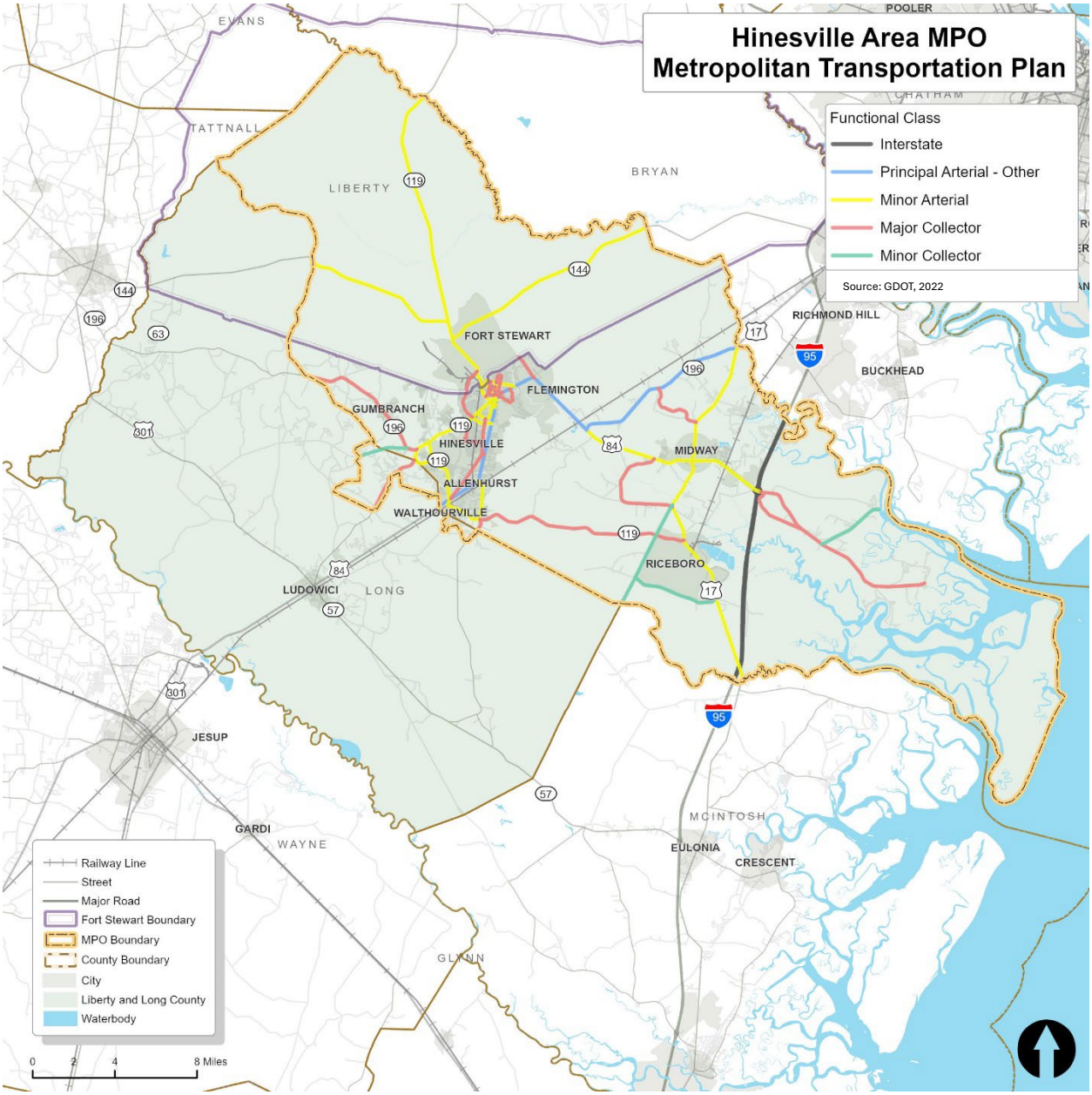
Each roadway is distinguished by its size and purpose through the functional classification system. These classifications provide a comprehensive understanding of the role and function of each roadway within the transportation network. In summary, roadway classification is essential for efficient transportation planning, travel management, safety enhancement, urban development, and emergency preparedness and response. It provides a framework for organizing and managing transportation networks to meet the diverse needs of communities and travelers.

GDOT has categorized all roadways into the following classifications as described in Table 7-1 and shown in Figure 7-1.

Table 7-1. Functional Classifications

Roadway Classification	Description
Interstate	These are limited access highways designed for long-distance travel characterized by high volumes of traffic and high speeds.
Principal Arterial	These roads facilitate regional trips featuring high traffic volumes and speeds.
Minor Arterial	These roads facilitate regional trips featuring moderate traffic volumes and speeds.
Major Collector	Serving as connectors between arterial roads and local streets, these roads generally have moderate traffic volumes and speeds.
Minor Collector	Serving as connectors between arterial roads and local streets, these roads generally have low traffic volumes and speeds.
Local Roads	Primarily serving short-distance travel needs local roads typically experience low volumes of traffic and lower speeds.

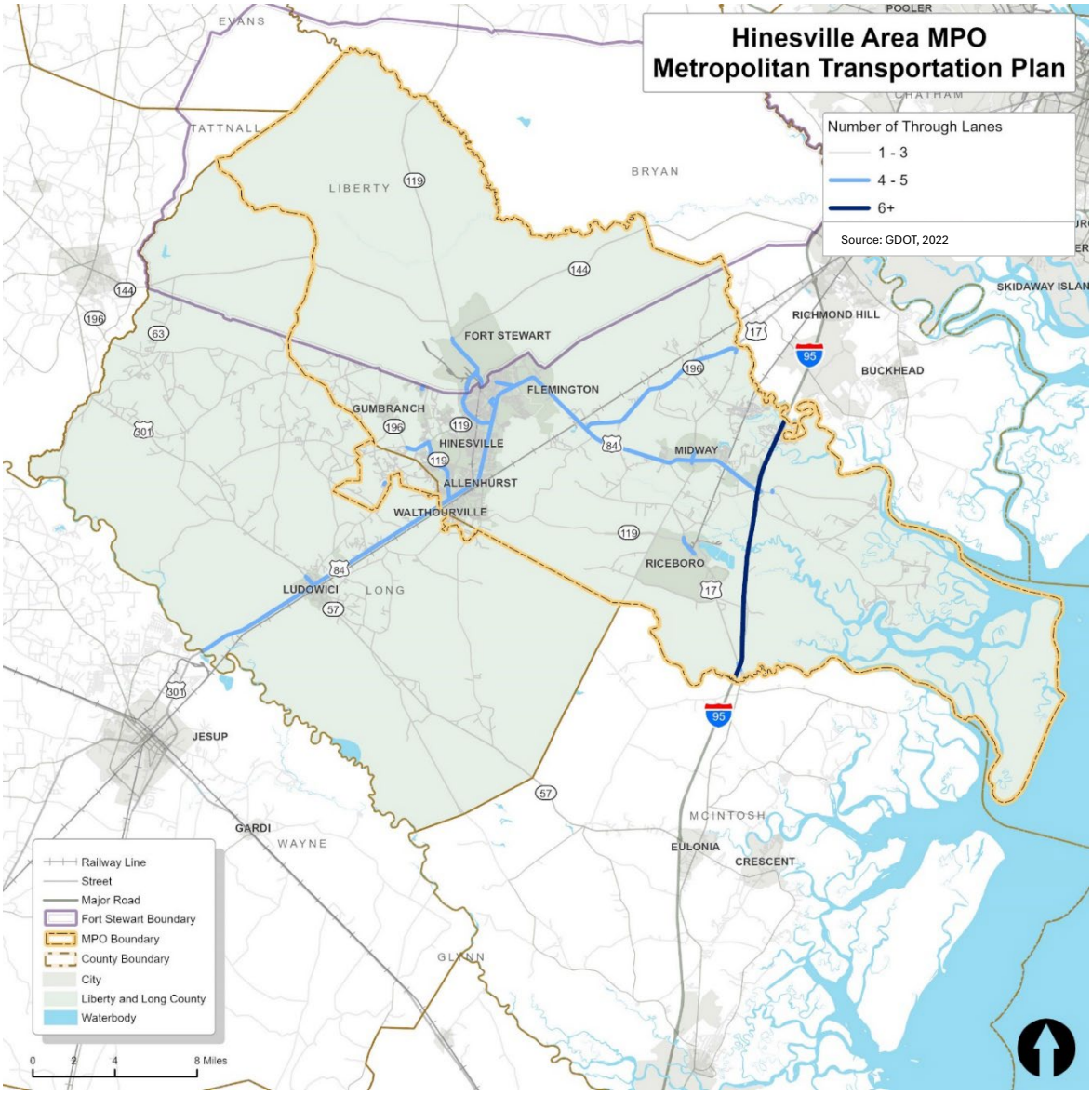
Figure 7-1. Roadway Functional Classification



Number of Lanes

The number of lanes on a roadway is a key feature of the area's roadway network as it directly impacts the capacity of a roadway. Figure 7-2 depicts the number of bi-directional through lanes on roadways throughout Liberty and Long Counties. These lanes allow vehicles to travel in both directions along the same stretch of road and are typically separated by a centerline or median. A large majority of roadways in the HAMPO region have between two or three through lanes. Those roadways with four or more lanes are typically arterial roadways, such as State Routes and US Highways. The only roadway with five lanes is a portion SR 119 just north of Downtown Hinesville in Fort Stewart. I-95 is the only roadway in the region with six through lanes, as it carries the greatest amount of vehicle traffic in the region.

Figure 7-2. Number of Roadway Lanes



Average Daily Traffic Volumes (2022)

Annual Average Daily Traffic (AADT) refers to the average daily traffic volume at a given location over an entire year. The highest volumes in the region are seen on 1-95 with over 60,000 vehicles/day. Other roadways with high traffic volumes include segments of US 84/Oglethorpe Hwy through Hinesville, exhibiting greater than 30,000 vehicles/day. Segments of US 17 and SR 196 experience average volumes greater than 20,000. SR 119 through Hinesville and Fort Mitchell, US 84 through Walthourville, and Veterans Parkway in western Hinesville show about 15,000 vehicles/day. Table 7-2 summarizes AADT volumes for the most heavily traveled roads in the MPO.

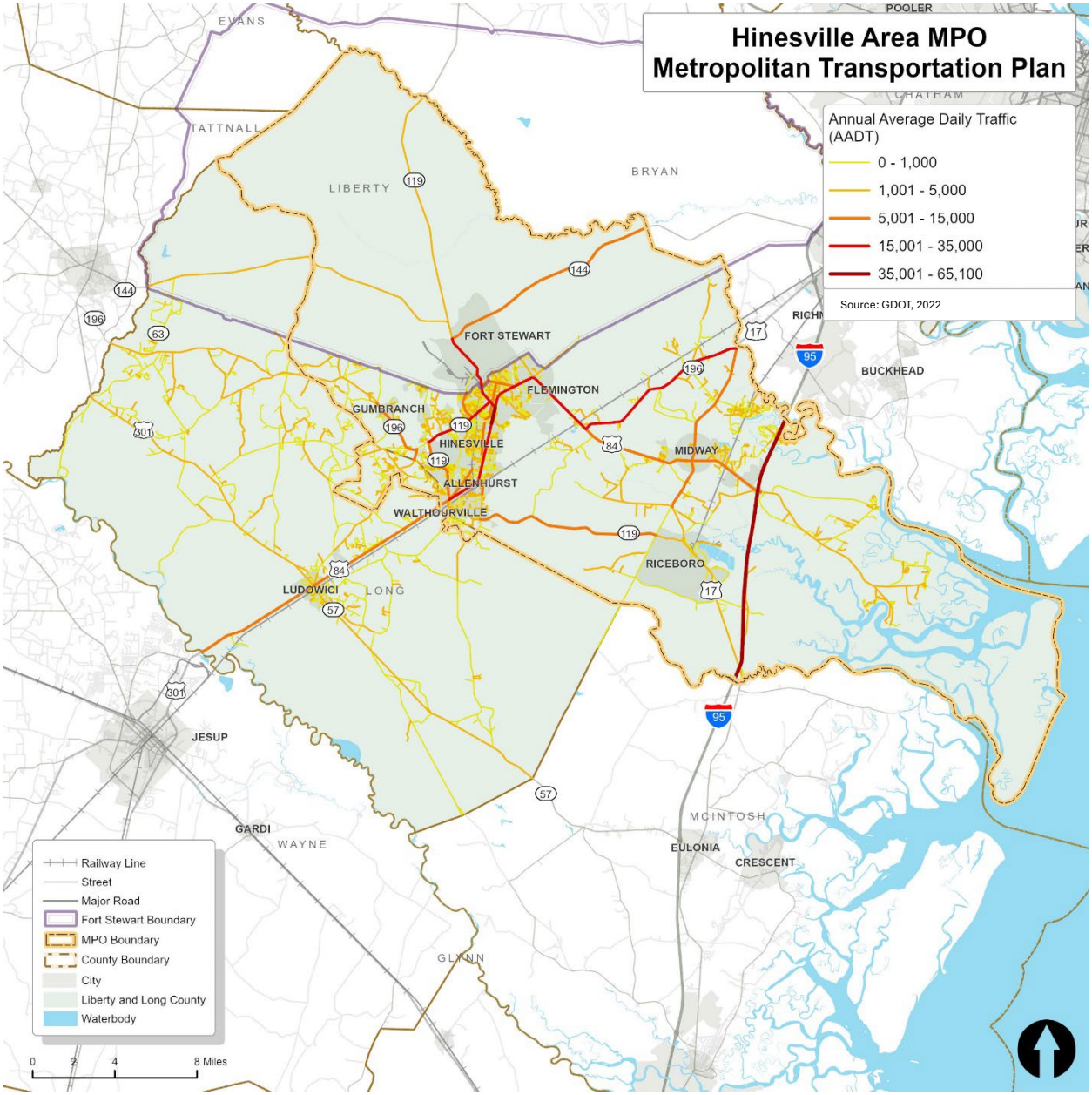
Table 7-2. Top Roadway Volumes

Roadway	From	To	2022 AADT
I-95	US 84/Islands Hwy	Bryan County Line	65,100
I-95	US 17/Ocean Hwy	Long County Line	60,700
I-95	US 84/Island Hwy	US 17/Ocean Hwy	60,500
US 84/Oglethorpe Hwy	SR 196	Veterans Pkwy	35,900
US 84/Oglethorpe Hwy	E ML King Junior Dr/Fraser Dr	Ryon Ave	33,100
US 84/Oglethorpe Hwy	SR 38/E General Stewart Way	Old Sunbury Rd	33,000
US 84/Oglethorpe Hwy	E ML King Junior Dr/Fraser Dr	SR 38/E General Stewart Way	32,700
US 84/Oglethorpe Hwy	SR 196/E General Screven Way	Ryon Ave	32,500
US 84/Oglethorpe Hwy	Old Sunbury Rd	SR 196/Lee Coffer Hwy	29,400
US 17/ N Coastal Hwy	Bryan County Line	SR 196/Lee Coffer Hwy	27,900
US 84/Oglethorpe Hwy	Veterans Pkwy	Darsey Rd	25,200
SR 119/EG Miles Pkwy	Curtis Rd	Veterans Pkwy	21,700
US 84/Oglethorpe Hwy	Darsey Rd	Dunlevie Rd	21,400
SR 196/Lee Coffer Hwy	US 84/Oglethorpe Hwy	Habersham Rd	21,100
SR 119/W General Screven Way	Gause St	SR 38/Saunders Ave	21,000
SR 119/EG Miles Pkwy	Veterans Pkwy	SR 196/General Screven Way	20,500
SR 196/Lee Coffer Hwy	US 17/N Coastal Hwy	Habersham Rd	20,000
SR 196/General Screven Way	S Main St	SR 119	18,800
SR 119	W Hendry St	Gause St	18,800
SR 119/Gulick Ave	SR 38/Saunders Ave	SR 144	17,800
US 84	SR 119/Talmadge Rd	Dunlevie Rd	17,400
SR 196/General Screven Way	US 84/Oglethorpe Hwy	S Main St	16,100
Veterans Pkwy	SR 119/EG Miles Pkwy	Fort Mitchell	14,900
US 84/State St	US 25/N McDonald St	S Macon St	14,500
US 84	S Macon St	Arnold Dr	14,500
US 84	SR 119/Talmadge Rd	Glenn Grover Rd NE	14,400

Roadway	From	To	2022 AADT
US 84	Glenn Grover Rd	Thickette Rd	14,000
US 84	Thickette Rd	Arnold Dr	14,000

Figure 7-3 is a map depicting AADT volumes on roadways in the MPO.

Figure 7-3. Roadway Volumes (2022)



7.3 Network Performance

The GDOT TDM is a tool used to assess the current and future state of roadway infrastructure in a region. The model uses socioeconomic data from HAMPO to depict travel habits and trends, as well as demands placed on the road network. By utilizing this data, this analysis can highlight network deficiencies and requirements that can then inform project prioritization.

The modeling process uses 2015 level of service (LOS) data to create the 2020 Base Year scenario that provides insights into travel volumes, volume-to-capacity ratios, and levels of services. These data can be used to understand the functionality and performance of the transportation system.

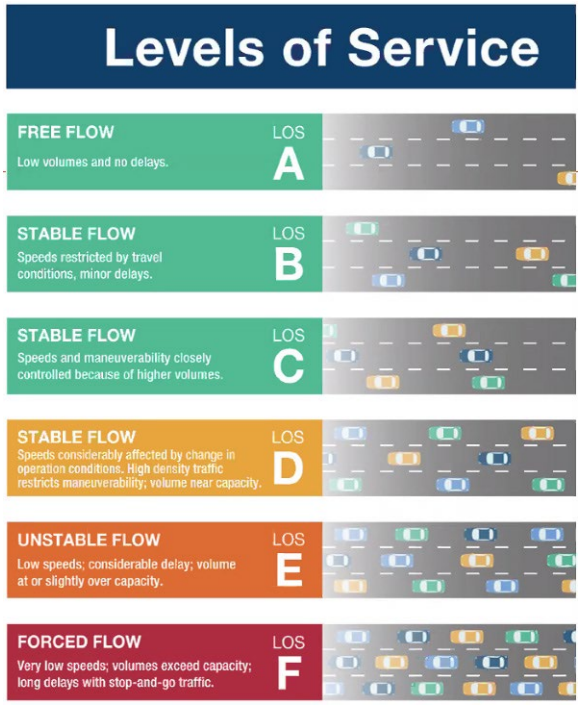
A comprehensive roadway analysis is important for understanding both the existing conditions and future needs of the regional transportation network. The following sections detail the ways that this analysis is used to ensure infrastructure adequately supports efficient and safe transportation throughout the region.

Existing Congestion

Establishing a baseline understanding of the previous LOS model used in the 2045 MTP is essential to moving forward with future travel demand scenarios. The volume-to-capacity ratio serves as a vital tool for pinpointing roadway segments operating below satisfactory levels, gauged by the Level of Service (LOS) from "A" to "F," with "A" indicating optimal conditions and "E" and "F" indicating poor operations. Achieving LOS "A" network-wide is often unfeasible due to funding constraints. Typically, an acceptable LOS is defined as "D" or higher for urbanized areas. LOS is calculated by dividing the traffic volume by the roadway's capacity. A LOS of less than 0.7 suggests LOS C or better, while LOS D ranges from 0.7 to 0.85, LOS E from 0.85 to 1.0, and LOS F exceeds 1. Table 7-3 identifies the roadway segments operating at LOS E and F in 2020.

The corridors illustrated in Figure 7-5 with a LOS F are found largely around the City of Hinesville and include segments of SR 119 in Hinesville, segments of US 84, a portion of S Main St, and segments of E Hendry St. As these roadways approach a failing LOS, they may warrant capacity enhancements or investments in multimodal improvements.

Figure 7-4. LOS Example Graphic

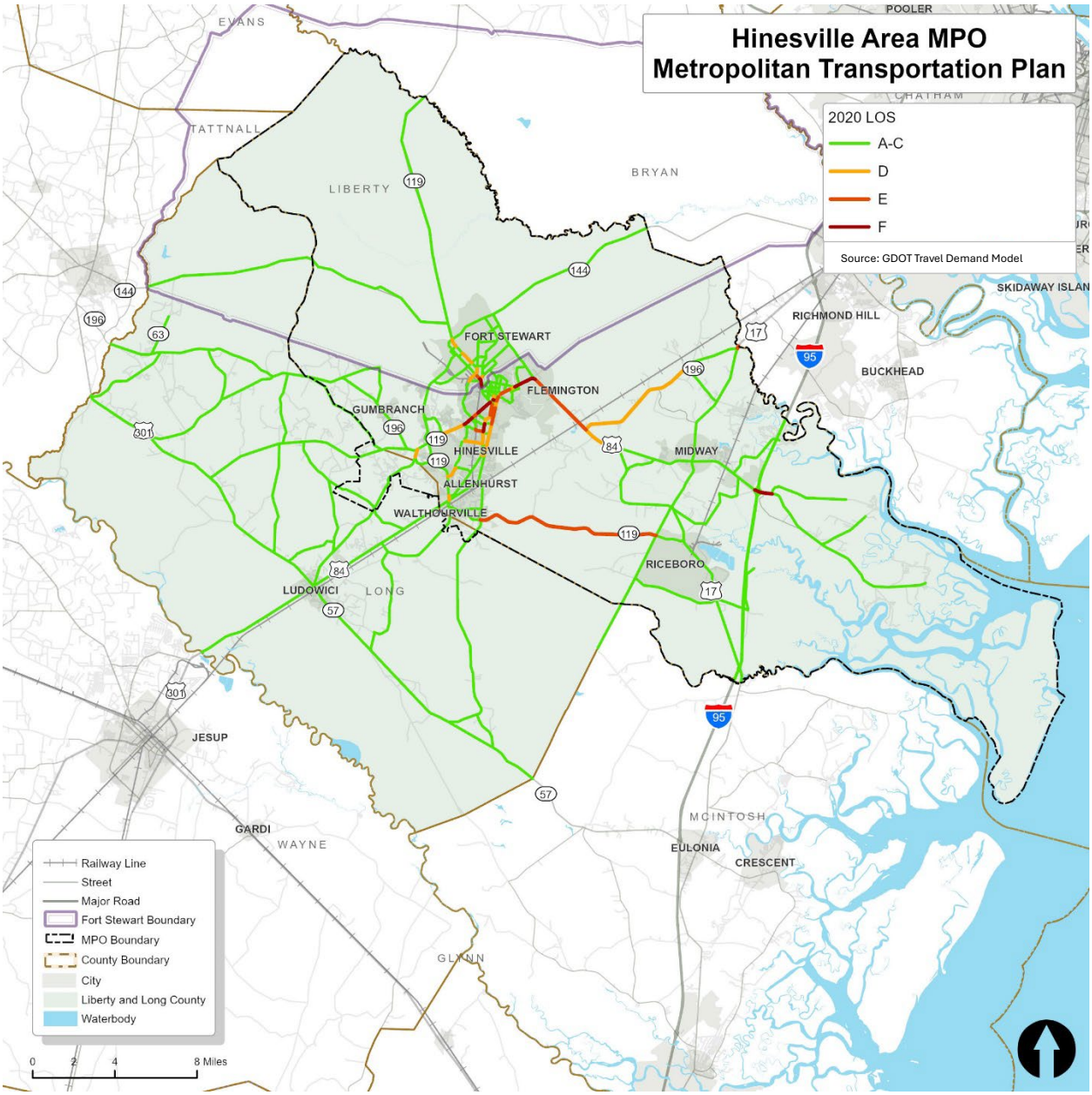


(Source: Transportation for America)

Table 7-3. Most Congested Roadway Segments (2020)

LOS F	LOS E
SR 119 north of Hinesville in Fort Mitchell	SR 119 between Walthourville and Midway
SR 119 from Pineland Ave to Veterans Pkwy	SR 119 from Veterans Pkwy to Deal St
SR 119 from Deal St to SR 196	SR 119 from E Bultman Ave to Hero Rd
S Main St from Eunice Rd to Veterans Pkwy	US 84 from Old Sundry Rd to SR 196
US 84 from SR 38 to Old Sunbury Rd	US 84 from Veterans Pkwy to SR 196
Segments of US 84/Island Hwy near I-95	US 84 from E Hendry St to E ML King Jr Dr
E Hendry St from S Main St to S Commerce St	US 84 from E Court St to Sandy Run Dr
	S Main St from Link St to SR 196
	Eunice Rd from S Main St to Bacon Rd
	Bacon Rd from Eunice Rd to Lee Rd

Figure 7-5. 2020 Level of Service (Congestion Levels)



Projected Congestion

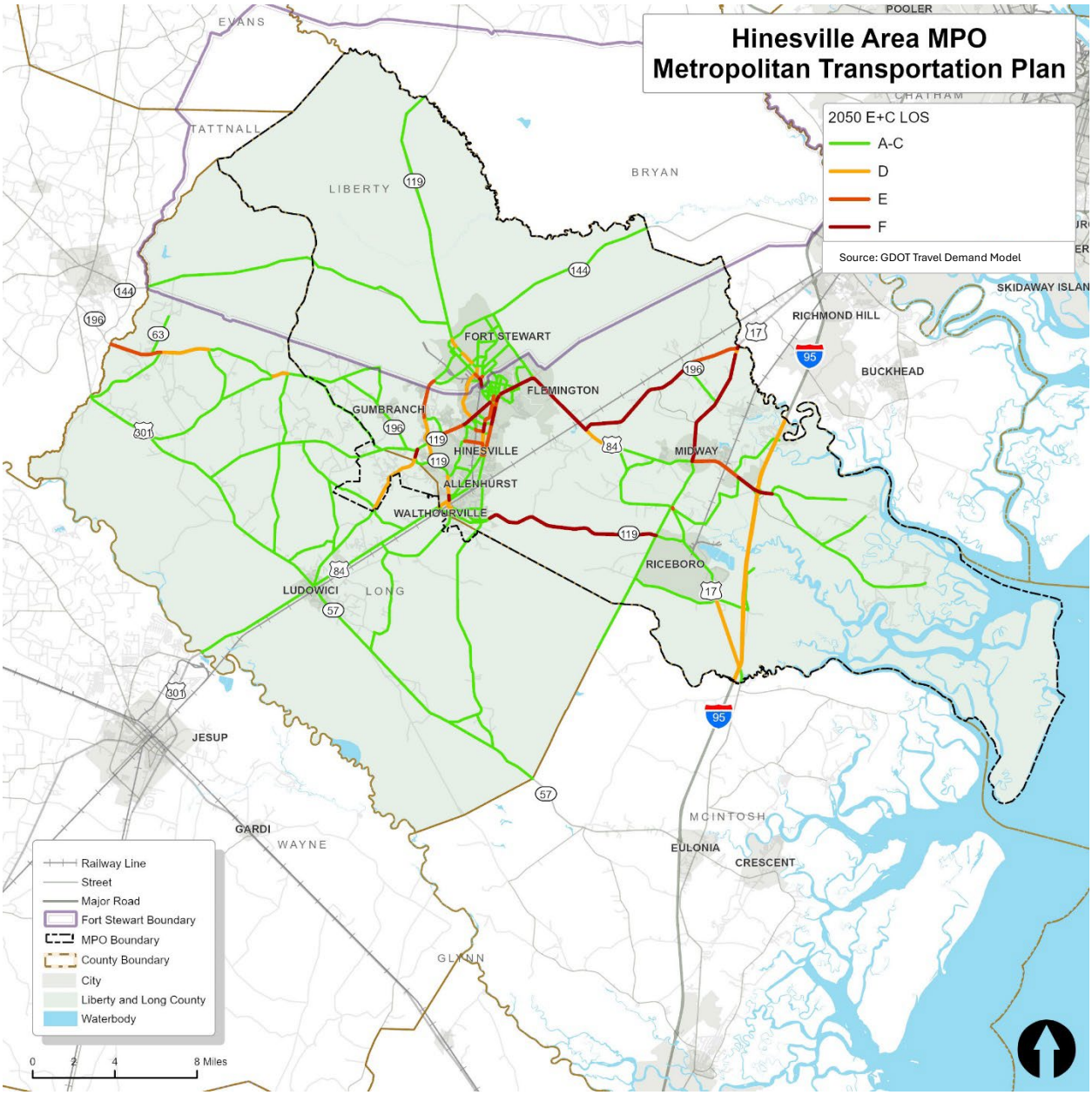
Projected congestion is depicted using 2050 LOS data based on the Existing + Committed roadway network, which was derived from the GDOT travel demand model. These projected volumes are based on population and employment projection totals that come from various sources. These projects are re-evaluated every five years to continually update forecasting process, as the projections presented here may not occur at the level included in the travel demand model. Figure 7-6 presents the network performance expected in 2050.

Compared to existing LOS, the HAMPO region shows increased deficiencies in 2050, leading to more congestion throughout the roadway network. Roadways with significant decrease in LOS include US 84, US 17, SR 119, and SR 196. Table 7-4 highlights roadways that are projected to have the lowest levels of service in the year 2050.

Table 7-4. Most Congested Roadway Segments (2050)

LOS F	LOS E
SR 119 between Walthourville and Midway	US 84 from Old Sundry Rd to SR 196
SR 119 from Pineland Ave to SR 196	E Hendry St from S Main St to S Commerce St
SR 119 from SR 38 to E Bultman Ave	S Main St from E Hendry St to MK King Junior Dr
SR 119 from US 84 to Hardman Rd	S Main St from Veterans Pkwy to SR 196
S Main St from Eunice Rd to Veterans Pkwy	Eunice Rd from S Main St to Bacon Rd
US 84/Islands Hwy from Ocean Highway to Sunbury Rd	Bacon Rd from Eunice Rd to Lee Rd
US 17 from US 84 to Johnson Cir	SR 196 from US 17 to Freedman Grove Rd
US 17 from SR 196 to County Line	US 84 from I-95 to US 17
SR 196 from US 84 to Freedman Grove Rd	US 84 from Kacey Dr to Veterans Pkwy
US 84 from E Court St to SR 196	SR 196 from SR 261 to County Line
US 84 from Veterans Pkwy to SR 196	E Main St from Kacey Dr to Glenn Bryant Rd
US 84 from E Hendry St to E ML King Jr Dr	Glenn Bryant Rd from S Main St to Pineland Ave
Elam Rd from Devereaux Rd to SR 196	15th St Ext from Live Oak Church Rd to W 6th St
	SR 119 from Pineland Ave to Live Oak Church Rd
	Darsey Rd from Shaw Rd to US 84
	E Bultman Ave from SR 119 to Hase Rd
	SR 119 from E Bultman Ave to Veterans Pkwy

Figure 7-6. 2050 Projected Level of Service (Congestion Levels) - With Programmed Projects



Hot Spots/Areas of Delay

Bottlenecks represent areas where traffic congestion occurs frequently, hindering the movement of vehicles and impeding overall transportation efficiency. By pinpointing these congested locations, this transportation plan can prioritize strategic interventions such as capacity improvements, intersection upgrades, traffic signal optimization, or intelligent transportation systems (ITS). Addressing bottlenecks alleviates congestion, enhances safety, reduces travel times, and improves the overall quality of transportation infrastructure. Furthermore, targeted improvements at

bottleneck locations contribute to economic growth by facilitating smoother movement of goods and people, enhancing accessibility, and fostering a conducive environment for business and commerce. The top 15 bottleneck locations in the HAMPO region were derived from the Regional Integrated Transportation Information System (RITIS) and are illustrated below in Figure 7-7.

Figure 7-7. Top 15 Bottlenecks

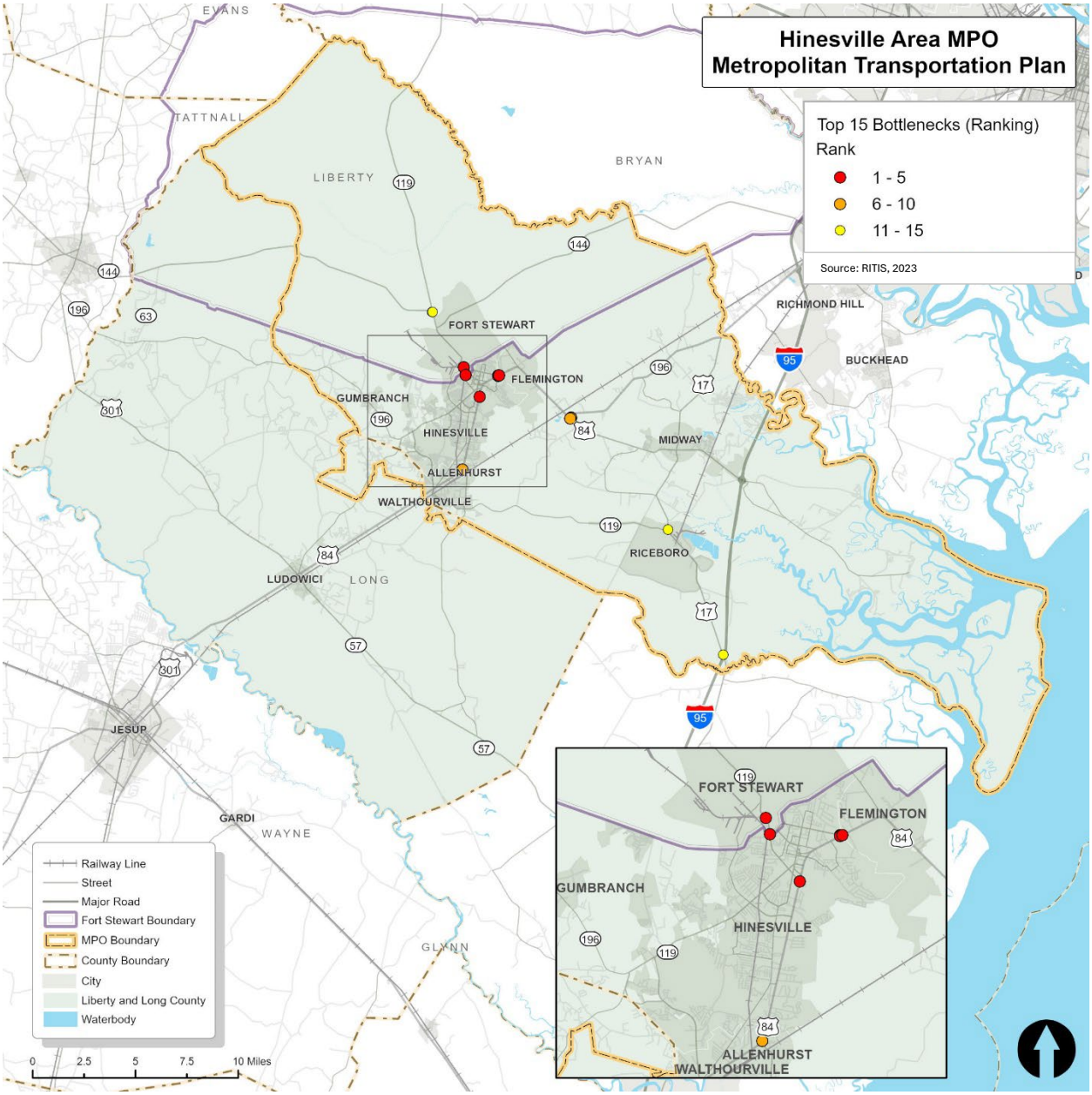


Table 7-5 lists the top 15 traffic bottlenecks in the MPO, which are the intersections with the highest delay.

Table 7-5. Top 15 Bottlenecks

Rank	Name
1	US-84 WB @ GA-38-CONN/GENERAL STEWART WAY
2	GA-119 NB @ FORT STEWART
3	US-84 WB @ GA-196/GENERAL SCREVEN WAY
4	US-84 EB @ GA-38-CONN/GENERAL STEWART WAY
5	GA-119 SB @ W GENERAL STEWART WAY
6	GA-38-CONN/GENERAL STEWART WAY WB @ US-84/E OGLETHORPE HWY
7	US-84 WB @ DUNLEVIE RD
8	GA-38-CONN/GENERAL STEWART WAY WB @ GA-119/W GENERAL SCREVEN WAY
9	GA-196 EB @ US-84/E OGLETHORPE HWY
10	US-84 EB @ GA-196/FLEMING STATION RD
11	GA-38-CONN/GENERAL STEWART WAY EB @ US-84/E OGLETHORPE HWY
12	GA-144 WB @ GA-119
13	US-17 NB @ I-95/GA-405
14	US-17 NB @ GA-119/WALTHOURVILLE-RICEBORO RD
15	GA-119 NB @ GA-144

7.4 Roadway Needs

This analysis identified roadway and operational needs throughout the HAMPO transportation network. Significant needs are seen in Hinesville, particularly along SR 119, US 84 and S Main St. These roadways show significant congestion and delay that inhibit the efficiency of the roadway network. Improvements in Hinesville can help to support a large volume of daily traffic and freight in the densest area of the region. Major roadways throughout the HAMPO region also show opportunities for improvements to improve congestion and delay, such as SR 196, US 84/Islands Highway, and US 17. These roads provide important connections throughout the region and typically carry a large amount of traffic at high speeds.

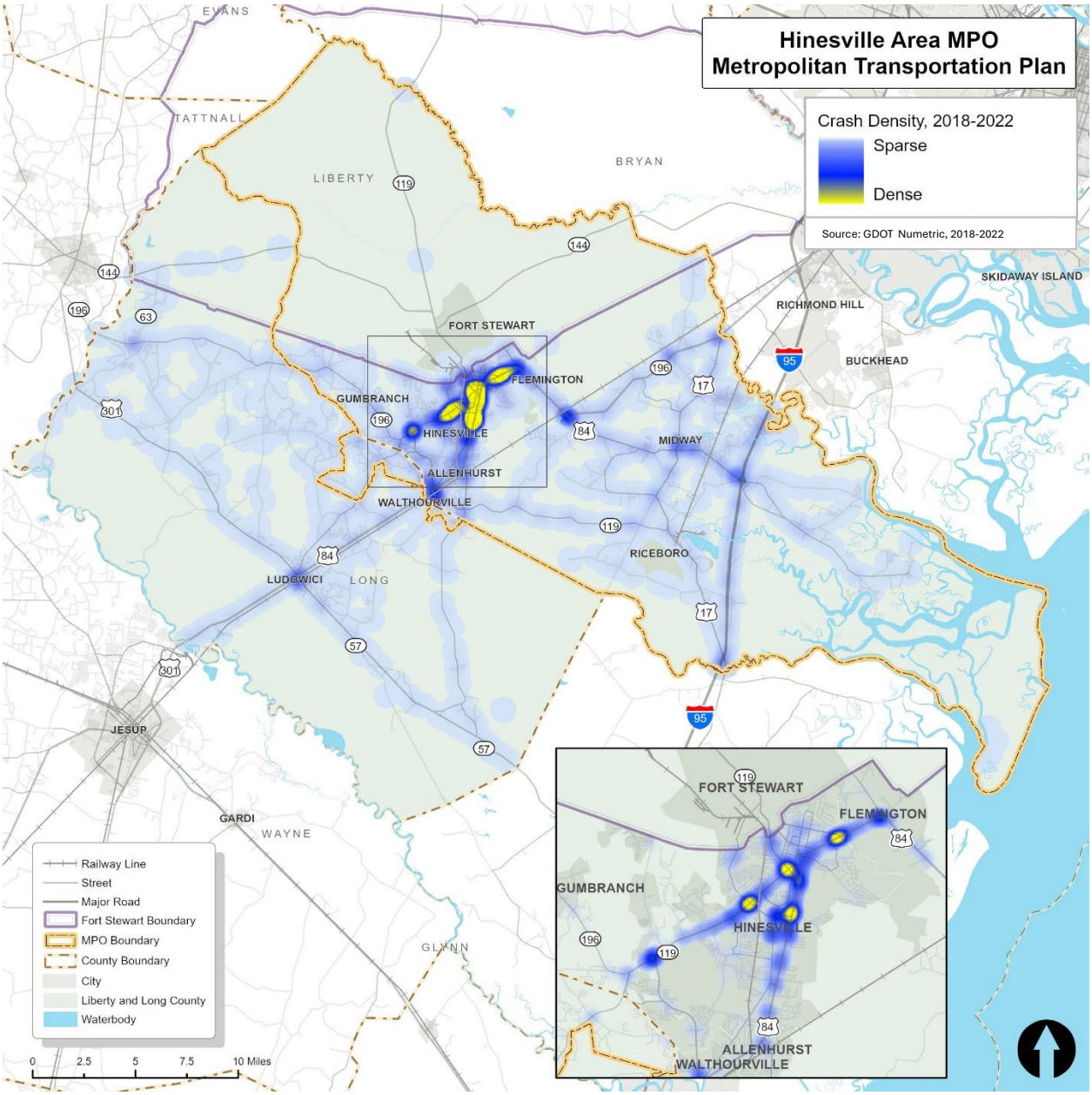
8. Safety Analysis

8.1 Vehicle Crashes

There were 9,822 crashes in the HAMPO region between 2018-2022. Figure 8-1 shows the density of these crashes, which is particularly concentrated in the most urban area of the region. The City of Hinesville sees the most significant amount of crashes, likely due to a number of factors. Within the City of Hinesville the highest density of crashes are seen along US 84/Oglethorpe Hwy, SR 196/Elma G Miles Pkwy, and SR 119. These roads carry the greatest amount of vehicle traffic, creating more opportunities for conflicts. These locations are also located in or near Downtown Hinesville where the land use pattern is relatively dense, requiring drivers to navigate intersections and complicated turning movements.

In other parts of the region, crash density is typically highest along or at the intersection of major roadways. Active as a major connector throughout the region, many segments of US 84 show relatively high density of crashes. Specific locations along US 84 include the intersection with SR 196, through Midway, through Ludowici, and near I-95. Other rural locations that see relatively high density of crashes are SR 196 at SR 63 and SR 196 at US 17.

Figure 8-1. Vehicle Crash Density

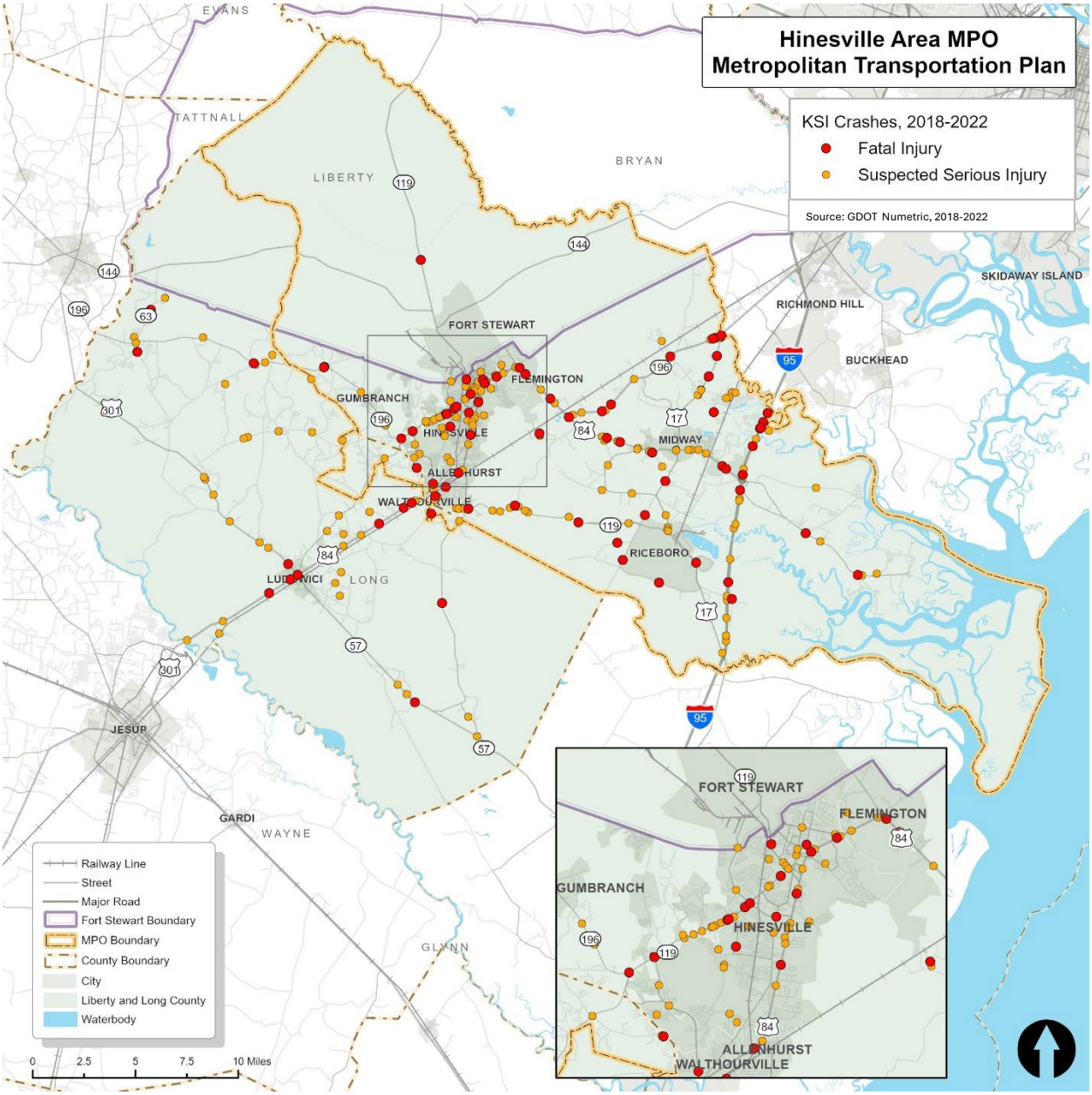


Fatal and Serious Injury Crashes

Fatal and serious injury (KSI) crashes represent crashes with the most severe outcome for those involved. Between 2018-2022 there was a total of 50 fatal injury crashes and 177 serious injury crashes in the HAMPO region. Fatal crashes in the region make up 0.71% of all crashes, which is higher than the statewide average of 0.4%. Additionally, serious injury crashes make up 1.95% of all crashes, higher than the statewide average of 1.6%. These statistics highlight the need for targeted

strategies to reduce KSI crashes that can be the most devastating. Figure 8-2 highlights the location of these crashes from 2018-2023. A significant number of crashes occur within the more urban areas of the region, such as Hinesville and Allenhurst. Large roadways with high amounts of vehicle traffic traveling at high speeds also see a large number of KSI crashes, specifically I-95, US 84, and SR 119.

Figure 8-2. Serious Injury and Fatality (KSI) Crashes

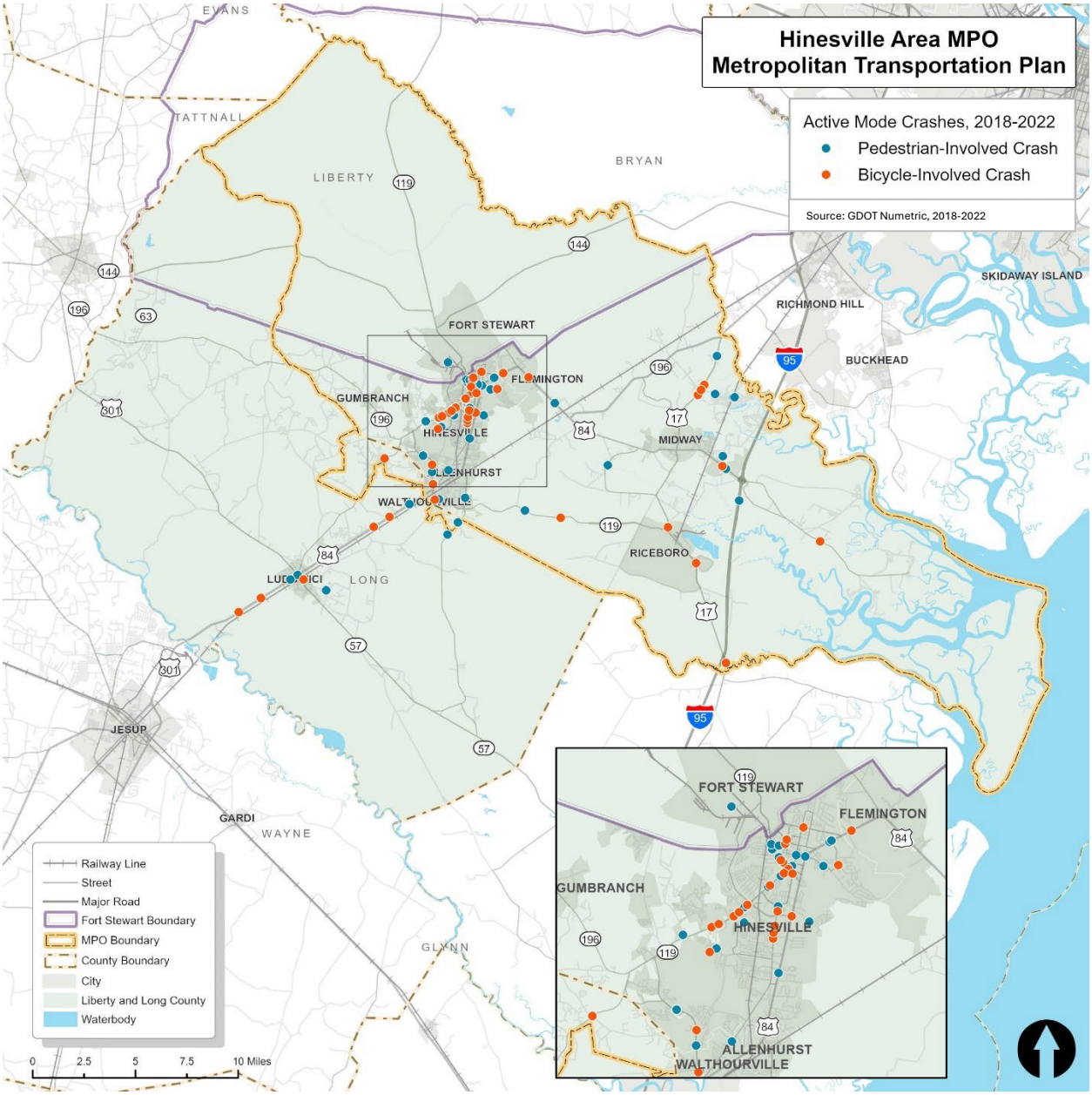


8.2 Active Mode Crashes

Within the HAMPO region, a total of 54 crashes involving a pedestrian and 63 crashes involving a bicycle occurred within the five-year study period. Because these crashes involve vulnerable roadway users, they are often likely to result in a KSI. The analysis shows that 30% pedestrian crashes and 17% of bicycle crashes resulted in a fatality or serious injury. These statistics are higher than statewide averages of 28% and 14%, respectively.

Figure 8-3 shows the locations of active mode crashes, highlighting the density of crashes that occur within Hinesville. As the City has a large network of bicycle and pedestrian facilities, there are likely more vulnerable roadway users walking or biking in these areas as compared to other areas throughout the region. The City also exhibits higher concentration of pedestrian generators, such as commercial uses and transit stops, contributing to the number of active transportation users that may be in proximity to vehicle traffic. These areas present opportunities for improvements to transportation network to mitigate conflicts between active transportation users and vehicle traffic, helping to reduce the number of these specific crashes.

Figure 8-3. Active Mode Crashes

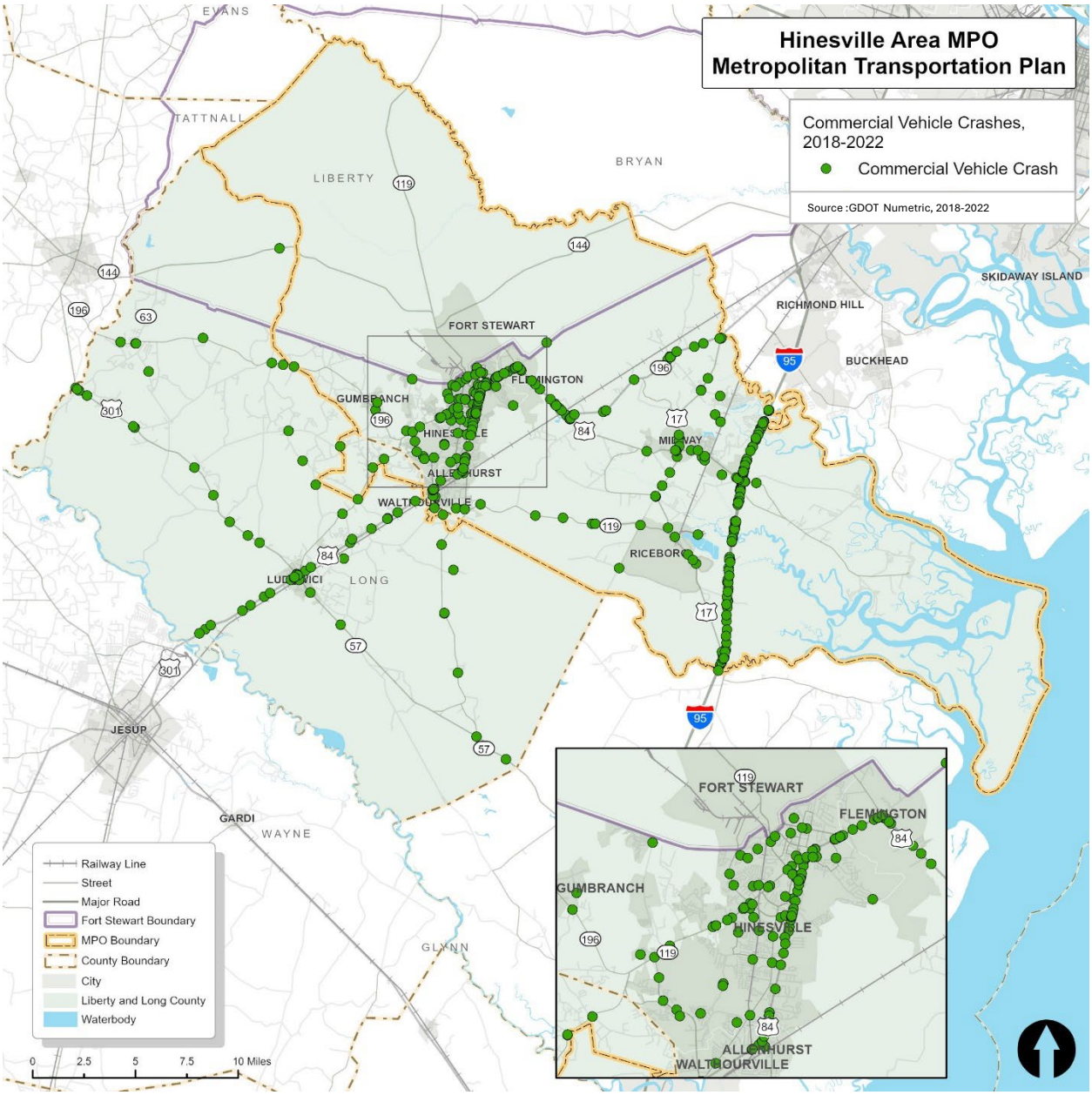


8.3 Commercial Vehicle Crashes

There were 464 crashes involving commercial vehicles in the HAMPO region between 2018-2022. These crash types are seen most often in areas with more urban and dense land uses and along major roadways that provide significant connections for freight traffic. In the HAMPO region, commercial vehicle crashes occur most often in the City of Hinesville, as it likely has the greatest amount of industrial and commercial land uses that rely on service from commercial vehicles.

Other areas include downtown Midway, Allenhurst, and Ludowici, where commercial land uses are concentrated. Major roadways likely carrying the largest number of commercial vehicles that see many these crashes include I -95, US 17, SR 119, and US 84. Figure 8-4 shows the locations of commercial vehicle crashes. This analysis highlights opportunities for improvements to the freight network to ensure that services can be provided to specific land uses in a safe manner.

Figure 8-4. Commercial Vehicle Crashes



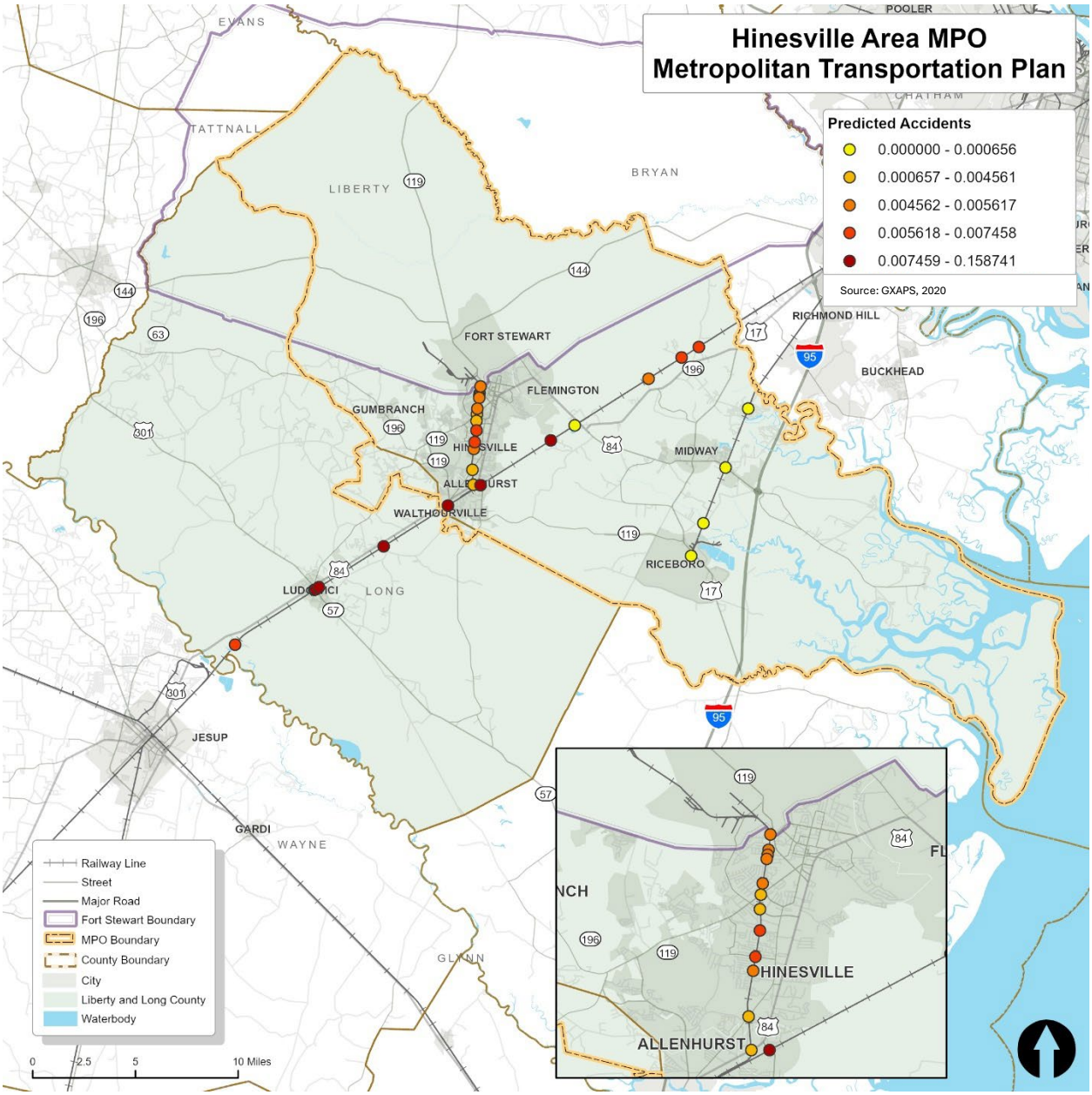
8.4 Rail Crossing Analysis

The Grade Crossing Accident Prediction System (GXAPS) is based on an analytical computer model (APS2020) maintained by the Federal Railroad Administration (FRA). The model estimates the average predicted rate of accidents (accidents/ year) at public highway-rail intersections. Model inputs include crossing operational and physical attributes as well as the past five years of accident data. GXAPS predicted rates for crossings within the HAMPO region are presented in Figure 8-5. Locations with a higher predicted number of crashes can be identified for further study and potential safety improvements. The crossings with the highest predicted accident score are listed in Table 8-1 below.

Table 8-1. Public, At-Grade Railroad Crossings with the Highest Predicted Accidents

Road Name	Municipality	Railroad Name	Predicted Accidents
Simmons Road	Ludowici	CSX Transportation	0.158741
Tobe Lambert Rd	Allenhurst	CSX Transportation	0.149188
Dunlevie Rd	Allenhurst	CSX Transportation	0.024323
Talmadge Rd	Walthourville	CSX Transportation	0.021357
McDonald St	Ludowici	CSX Transportation	0.01036
S Macon St	Ludowici	CSX Transportation	0.008276
Main St	Ludowici	CSX Transportation	0.007458
Eunice Rd	Hinesville	Department Of Defense - Other	0.007037
Mt Olivet Church Rd	Fleming	CSX Transportation	0.006829
Glenn Bryant Rd	Hinesville	Department Of Defense - Other	0.006595

Figure 8-5. Predicted Accidents at Public, At-Grade Railroad Crossings



8.5 Safety Needs

As shown in the analysis, the City of Hinesville presents a significant amount of need for safety intervention, as this municipality experiences large numbers of vehicle, active, and commercial traffic. Emphasis should be put on major roadways that provide significant connections throughout the region, such as US 84, SR 119, and SR 196. As these roads experience a large number of KSI

crashes, improvements have the potential to mitigate crashes that can be the most devastating. Additionally, commercial and retail areas should be targeted with investments that ensure active transportation users and commercial vehicles can safely navigate dense land uses to reach key destinations.

9. Transit Inventory and Needs Assessment

The following analysis is informed by the Liberty Transit 2024 Transit Development Plan, which provided an important reference for the overview of services, needs analysis, and recommendations. The analysis performed in this plan provides further detail related to transit propensity in the region. The following section provides a summary of the findings and subsequent recommendations for improvements to transit services across the region.

9.1 Overview of Transit Services

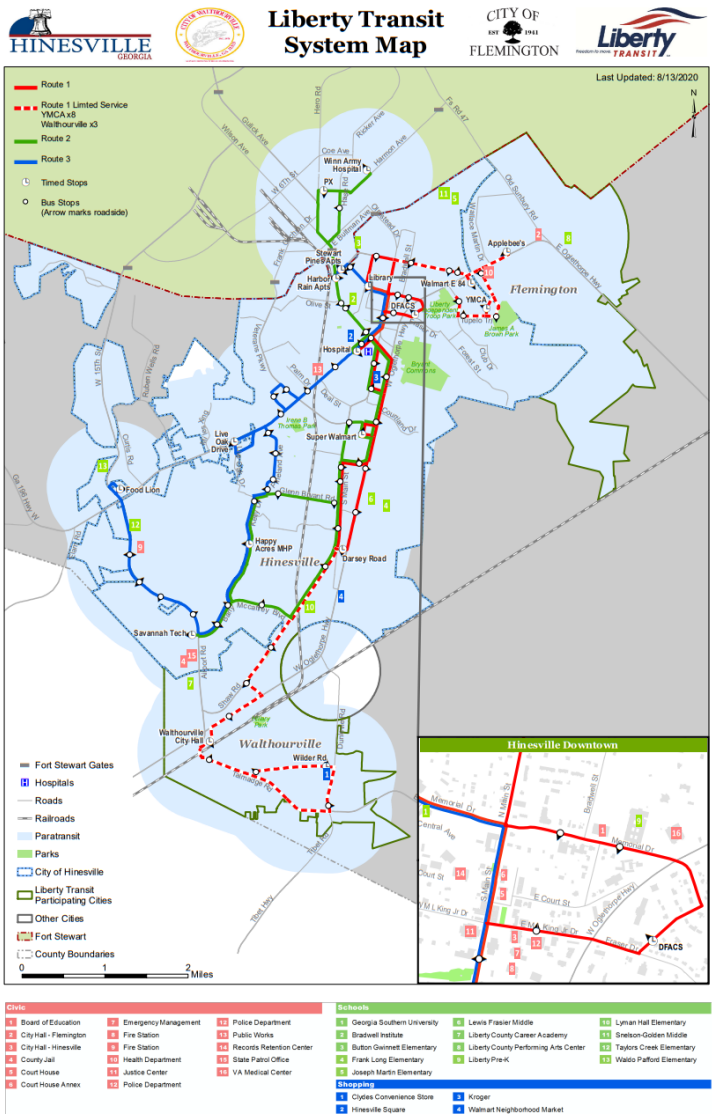
Liberty Transit

The HAMPO area provides residents with two primary types of urban fixed-route transit services: Liberty Transit and Paratransit. Liberty Transit, as illustrated in Figure 9-1, operates three fixed bus routes serving Hinesville, Flemington, Walthourville, and Fort Stewart. Service generally runs Monday through Friday, with hours varying by route but typically spanning from 5:00 a.m. to 8:00 p.m. The standard fare is $1, with discounted fares available for seniors aged 65 and older and individuals with disabilities. Children aged 6 and under ride free when accompanied by a fare-paying adult. All buses are wheelchair accessible with ADA-compliant ramps and are equipped with bicycle carriers to accommodate a wide range of passenger needs.

Paratransit

Paratransit service, on the other hand, is a curb-to-curb transportation option specifically designed for individuals with disabilities who are unable to use the regular Liberty Transit bus service. This wheelchair-accessible van service operates on the same days and during the same hours as the regular bus routes, offering comparable travel times. Eligibility for Paratransit is determined based on the individual's disability-related limitations in using the fixed-route system. Eligible riders are assigned one of three levels of service: temporary, conditional, or full/unconditional. The service operates only within a defined service area that closely mirrors the Liberty Transit service boundaries. However, applicants are not required to reside within the service area to apply.

Figure 9-1. Liberty Transit Route Map



Source: Liberty Transit Route Map Overview

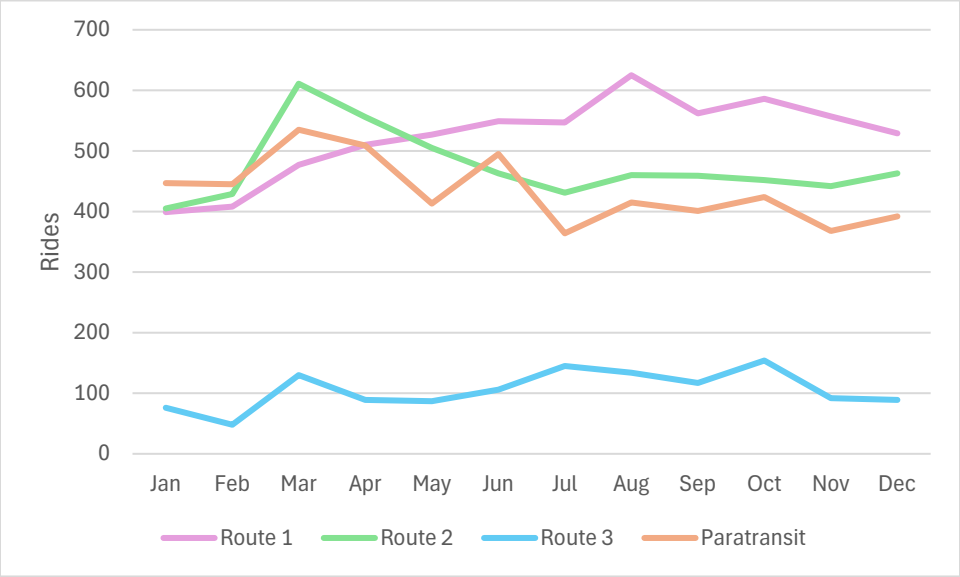
9.2 Overview of Ridership Data

The 2022 monthly ridership data for Liberty Transit Routes 1, 2, and 3 as well as the Paratransit service is presented in Table 9-1 and Figure 9-2 presents a line graph showing the monthly rides for each transit type over the span of a year. From the data, Route 1 has the highest yearly riders, followed by route 2 and Paratransit, then route 3 with more than four times fewer yearly riders than the average of routes 1 and 2 and Paratransit. Route 3 has limited service each day between 6am-9am and 3:30pm-6:30pm compared to all day service for routes 1 and 2 and Paratransit, which might explain its lower overall ridership.

Table 9-1. Liberty Transit Ridership by Route (2022)

	Route 1	Route 2	Route 3	Paratransit
Jan	399	405	76	447
Feb	408	429	48	445
Mar	477	611	130	535
Apr	510	556	89	509
May	527	505	87	413
Jun	549	463	106	495
Jul	547	431	145	364
Aug	625	460	134	415
Sep	562	459	117	401
Oct	586	452	154	424
Nov	557	442	92	368
Dec	529	463	89	392
Total	6276	5676	1267	5208

Figure 9-2. Monthly Rides by Transit Type in 2022



Transit ridership fluctuated throughout the year, peaking during the warmer months from March to August and declining in the winter, particularly in November and December. March saw the highest overall ridership across all services, while July and August showed strong usage for Route 1 and Route 3. Paratransit ridership was relatively stable, with its highest demand in March (535 trips) and lowest in July (364 trips).

Among the fixed routes, Route 1 consistently had the highest monthly ridership, peaking at 625 trips in August, while Route 2 experienced a steady decline from March to November before slightly recovering in December. Route 3 had the most variable ridership, with notable increases in July (145 trips) and October (154 trips), but remained the least utilized route overall.

Key patterns suggest higher ridership during warmer months, likely due to seasonal activities or increased transit demand, and a decline in the winter, possibly tied to colder weather and holidays. Route 1's strong performance indicates it serves areas with higher demand such as the US 84 commercial corridor and downtown Hinesville, while Route 3 may need evaluation for potential routing or scheduling improvements. Paratransit service demonstrated consistent demand, effectively meeting the needs of its target population.

A 2018 survey given to Liberty Transit riders found that almost 85% of riders do not own a vehicle, and the majority of respondents identify as African American. Survey results also found that the majority of riders use Liberty Transit on a daily and weekly basis and that they would walk to their destination if transit was not available. These results indicate that several underserved populations rely on public transit in the HAMPO area.

9.3 High Transit Propensity Areas

Several population indicators can help identify areas with a greater reliance on transit. Figure 9-3 highlights the low-income census tracts within the HAMPO study area, overlaid with Liberty Transit routes. In this context, "low-income" is defined as a tract where the poverty rate is at least 20 percent, or the median family income is no more than 80 percent of the statewide median. Low-income communities are more likely to use transit as an affordable alternative to other modes of transportation.

Another key indicator is vehicle ownership. Figure 9-4 displays the percentage of households without access to a vehicle alongside Liberty Transit routes. For households without a vehicle, transit provides an efficient means of traveling longer distances compared to walking or biking.

Figure 9-5 shows the percentage of the population with disabilities, as defined by the American Community Survey (ACS). This includes sensory, physical, mental, self-care, go-outside-home, and employment-related disabilities. Individuals in these groups may face physical or mental challenges that limit their ability to drive, walk, or bike, making transit a vital mode of mobility.

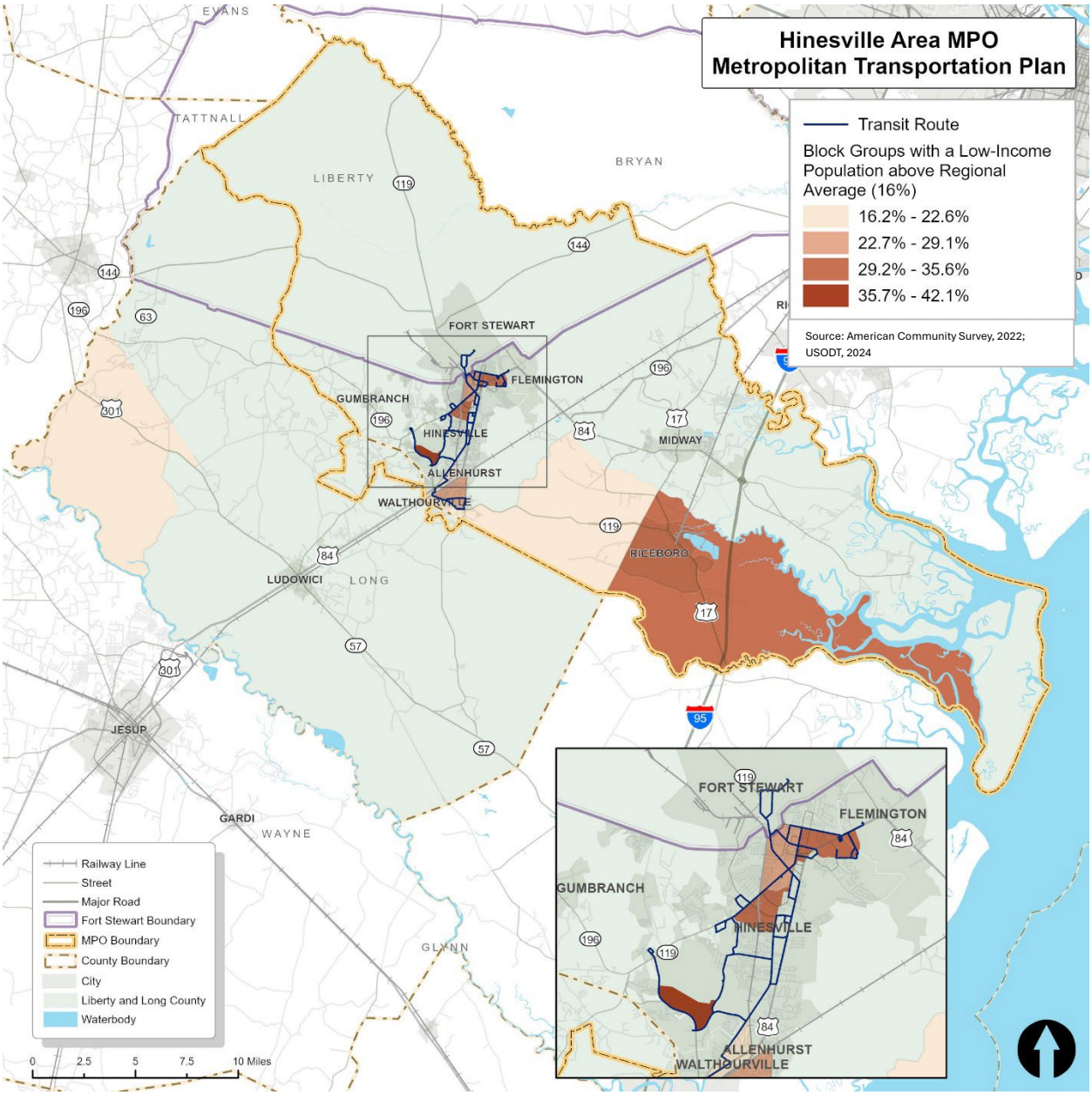
Finally, Figure 9-6 illustrates the percentage of the population in transit dependent age groups—individuals under 18 or over 65—along with Liberty Transit routes. These populations often have limited mobility, as many cannot drive or navigate independently. For them, transit offers a safe, reliable, and efficient transportation option that does not require driving.

These indicators collectively highlight the importance of transit as a critical service for low-income households, vehicle-less populations, individuals with disabilities, and transit dependent age groups within the HAMPO area.

Low-Income

The map below shows the population below the federal poverty level. For a household of four, the 2022 federal poverty level income is at or below $27,750. Between 35% and 50% of households within and around the City of Riceboro and block groups along the I-95 are classified as low-income. These low-income areas closely mirror the map illustrating disadvantaged Black and African American communities.

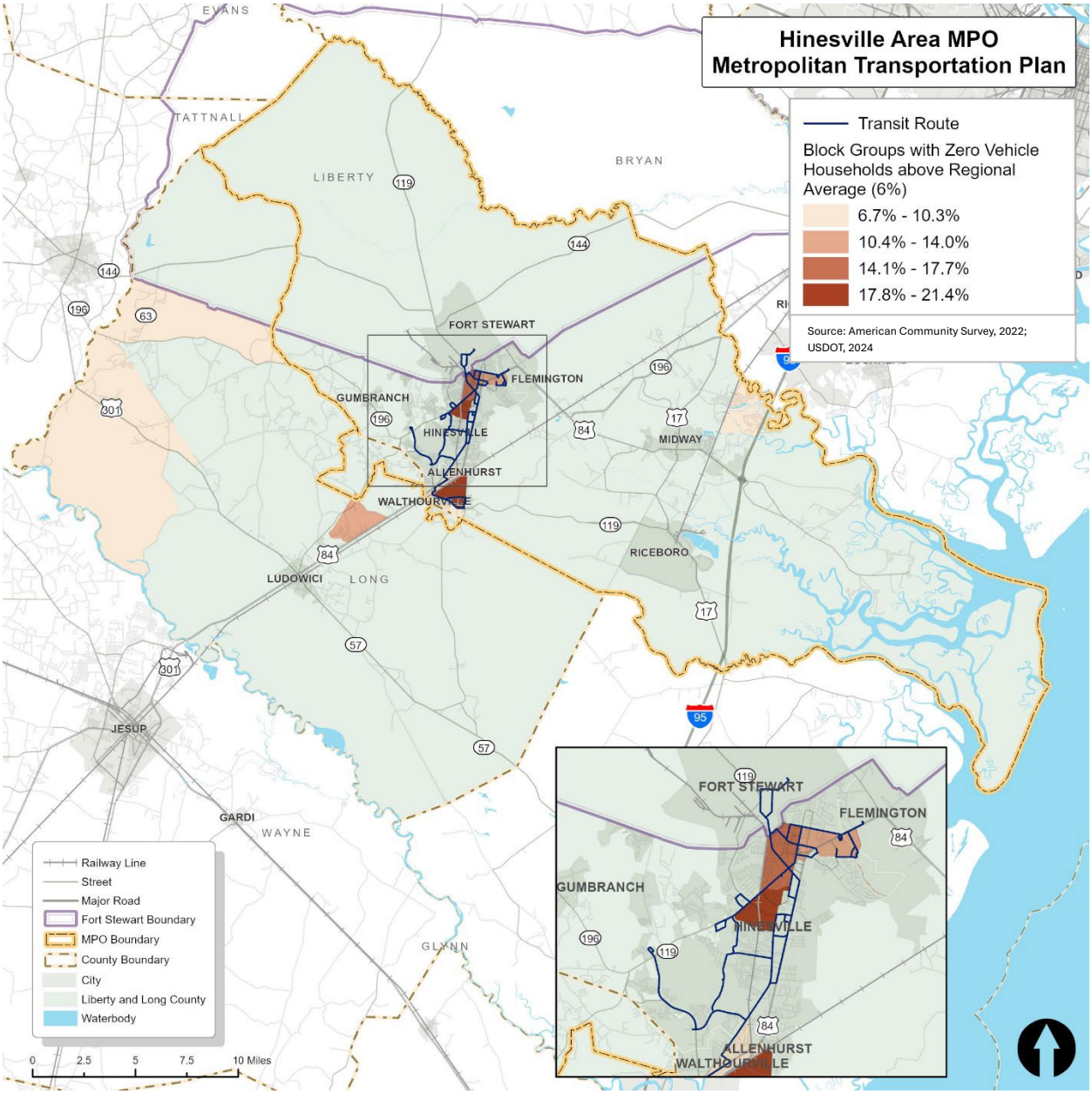
Figure 9-3. Low-Income Communities in HAMPO



Zero-Car Population

This map identifies households with zero vehicle access. This is one of several factors used to indicate transportation barriers and overall disadvantage. Without access to urbanized areas or public transportation options, residents who do not own a vehicle may face barriers to accessing economic opportunities. Roughly 15% to 21% of residents in block groups around the City of Hinesville, City of Allenhurst, and City of Walthourville do not own a vehicle.

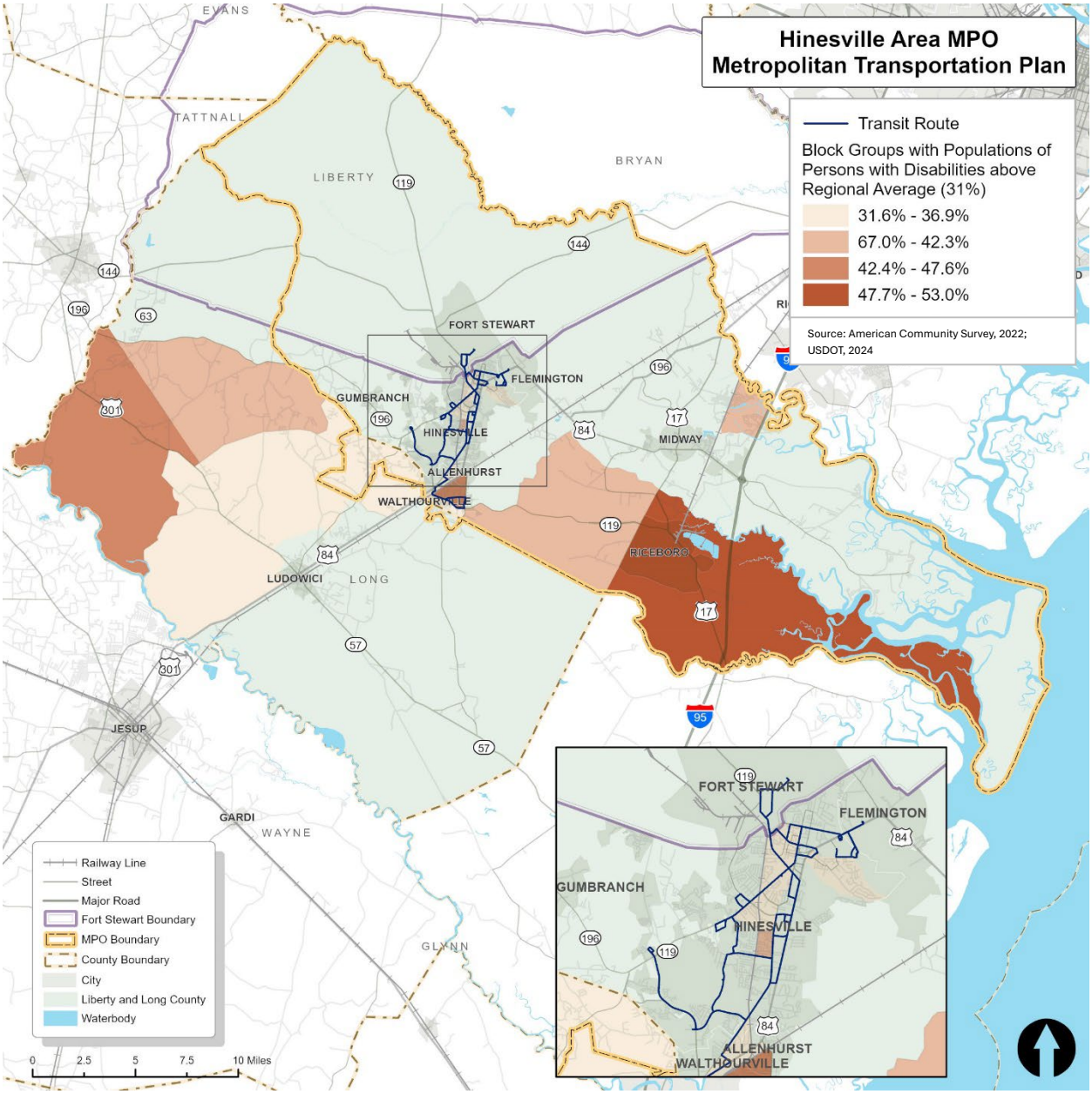
Figure 9-4. Percentage of Households with No Vehicle in HAMPO



Disabled Population

The distribution of persons with disabilities per household closely resembles the previous map depicting populations over 65 years old. In and around the City of Midway and along I-95, 47% to 74% of households include one or more individuals with a disability. Similarly, significant portions of unincorporated Long County also exhibit over 34% of households with a disability present.

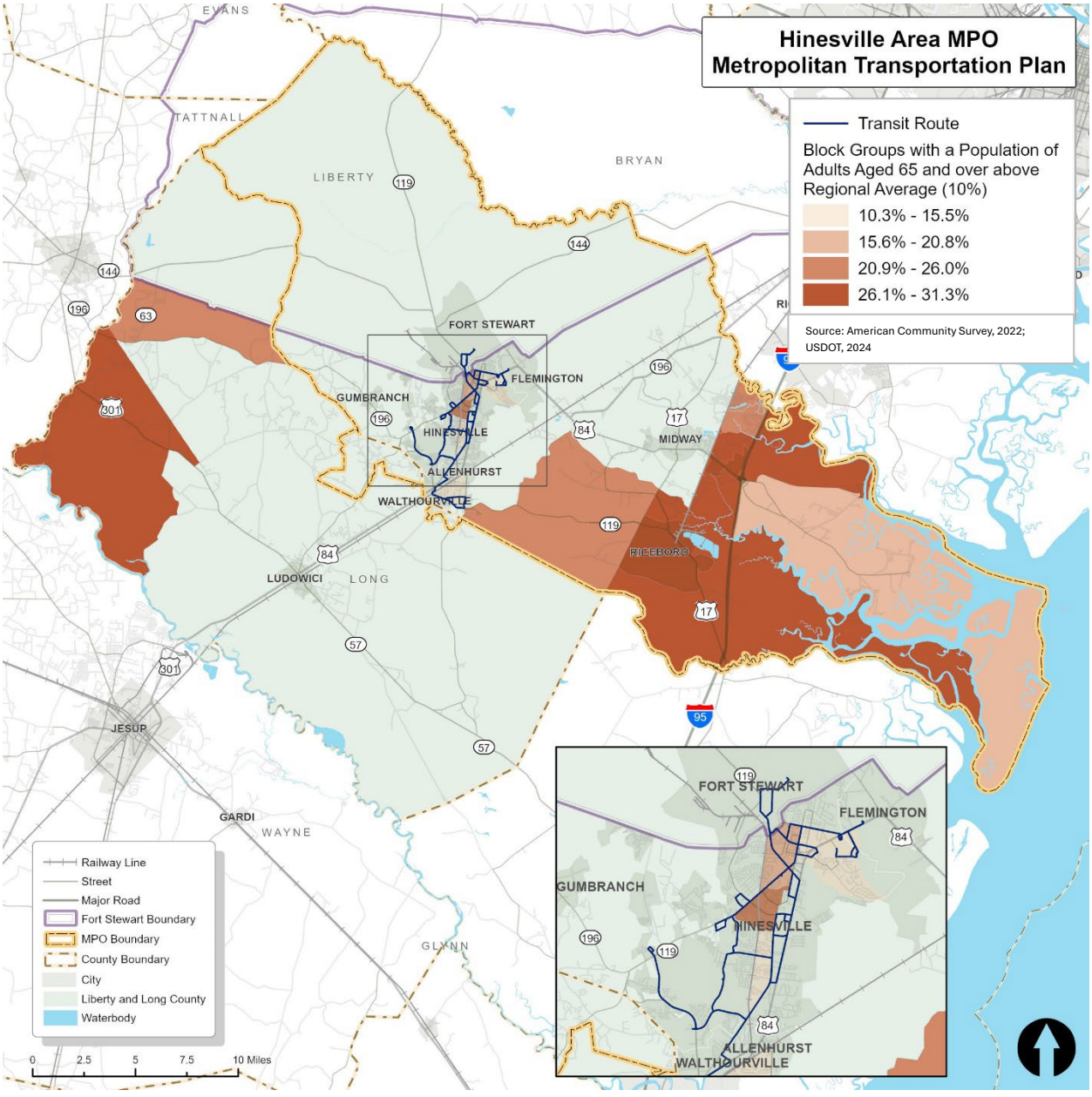
Figure 9-5. Percentage of the Population with Disability in HAMPO



Age

Block groups containing elderly populations (65+) above the regional average are widespread throughout unincorporated Long County, Riceboro, and Midway. This map also indicates that 14% to 31% of these elderly populations are disadvantaged or underserved. The prevalence of aging populations through the U.S. and within the HAMPO region deepens the need for accessible transportation systems and options.

Figure 9-6. Percentage of the Population 65 or Older in HAMPO



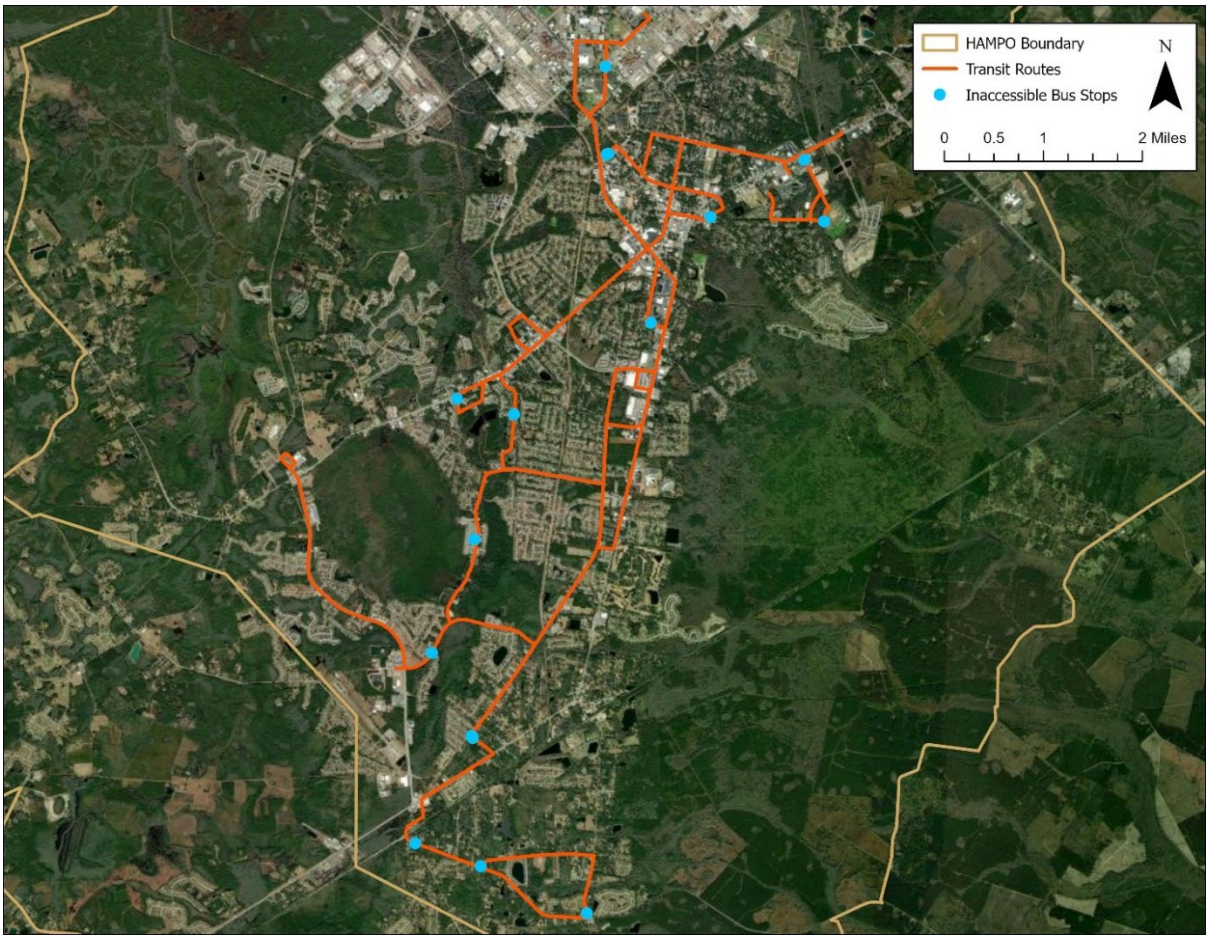
The analysis identifies several underserved areas within the HAMPO region that lack adequate transit service. Census Tract 106, located southeast of Hinesville and extending east to the coast, is a notable example. This disadvantaged area has high percentages of low-income residents, individuals with disabilities, and dependent age populations. It includes the rural City of Riceboro, which remains disconnected from nearby activity centers due to the absence of transit options and sidewalks. Expanding transit into this southeastern portion of the HAMPO area could provide critical access to opportunities for these underserved populations, who may have limited mobility options.

The City of Walthourville, situated south of Hinesville, exemplifies a disadvantaged community with limited transit access. While Liberty Transit Route 1 runs through Walthourville, it only provides service three times a day, leaving significant gaps in coverage and accessibility. Similarly, the City of Flemington, located east of downtown Hinesville, has minimal transit service. Key landmarks such as the Liberty County Performing Arts Center and Flemington City Hall are not currently accessible by public transit, but improved service to these locations could benefit a significant portion of the population.

Additionally, more than 10 identified bus stops along Liberty Transit routes present risks to riders and are inaccessible, as shown in Figure 9-7. These stops lack essential infrastructure such as sidewalks or sheltered waiting areas. In many cases, bus stops are marked only by a single sign on a grassy strip along the roadside, making them difficult to reach and potentially hazardous for riders standing near high-speed traffic. An inventory of these inaccessible bus stops was compiled using Google Earth Street View to assess their conditions.

Improving transit access, filling service gaps, and addressing infrastructure deficiencies would significantly enhance mobility and safety for underserved communities across the HAMPO area.

Figure 9-7. Access Limited Bus Stops Along Liberty Transit Routes



Source¿USDOT?8680

9.4 Transit Needs

The Liberty Transit Development Plan addresses service inefficiencies, operational challenges, and community needs through a hybrid approach combining elements of Cost Neutral Improvements and Moderate Service Improvements. The recommendations focus on enhancing service, improving operations, and investing in infrastructure to meet the evolving needs of the HAMPO community.

Service Enhancements

- Route Adjustments - Resources are reallocated to prioritize high-demand urban core areas while improving accessibility to underserved destinations. Adjustments include reinstating the Liberty Regional Medical Center stop as a key transfer hub, adding stops at Walmart Neighborhood Markets, Department of Family and Children Services (DFCS), and Diversity Health, and enhancing coverage for low-income and transit-dependent communities.

- Frequency Improvements - Additional buses will be introduced on core routes to improve service frequency, reduce wait times, and enhance on-time performance.
- Demand Response Services - Flexible, on-demand transit options will be implemented in low-density areas such as Walthourville and West Hinesville to replace underutilized fixed-route services, offering riders tailored scheduling options and improved connectivity.

Operational Improvements

- Schedule Standardization - Route schedules will be redesigned with regular time points to reduce passenger confusion and align with performance-based tracking standards.
- Fleet Modernization - The aging and oversized bus fleet will be replaced with appropriately sized vehicles, improving cost efficiency and reliability.
- Technology Investments - System enhancements, including real-time vehicle tracking, automated passenger counters, and dispatch upgrades, will streamline operations and improve rider experience.

Infrastructure Investments

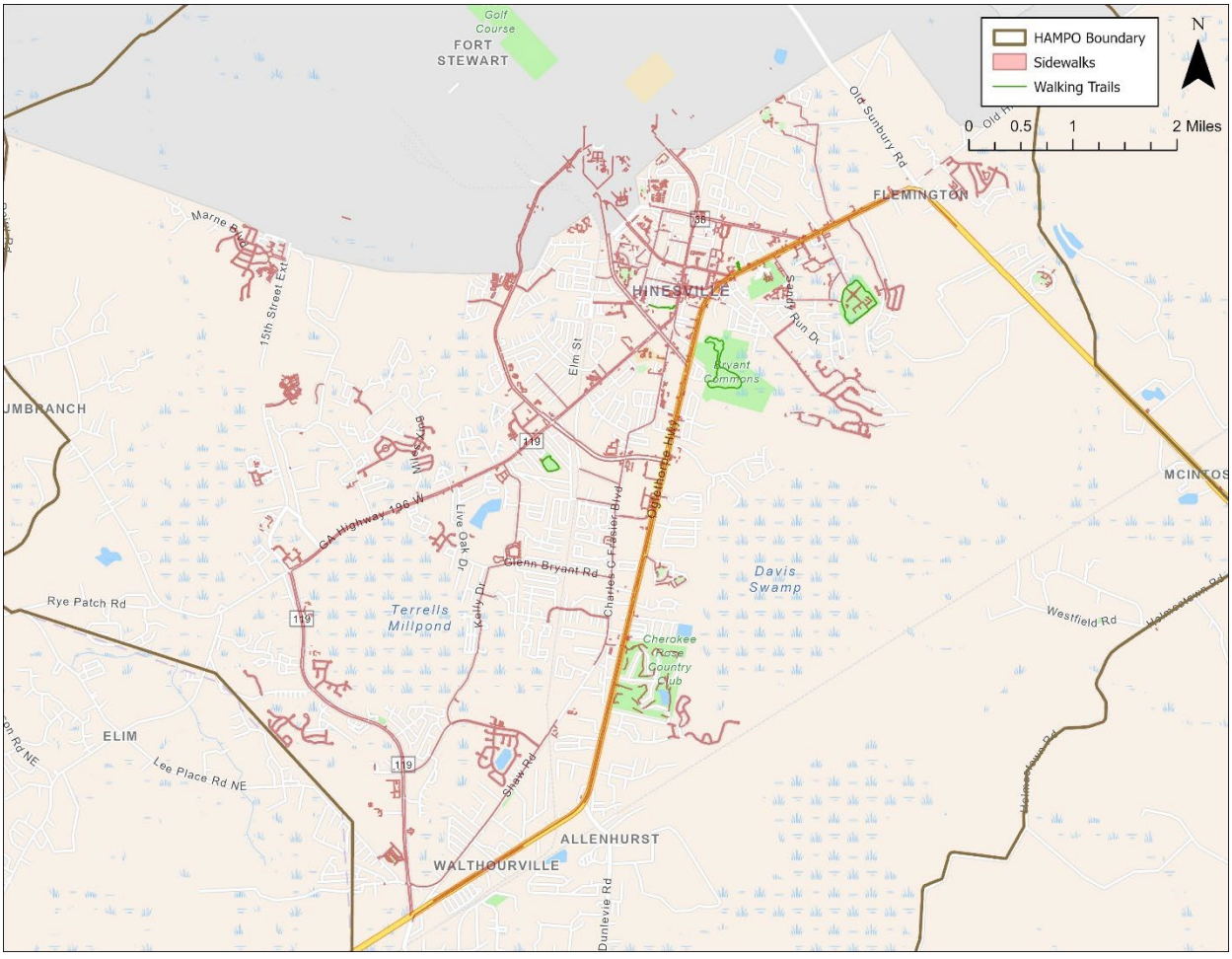
- Shelters and Wayfinding - Additional bus shelters will be installed to improve rider comfort, and route identification flags will be added to simplify wayfinding, particularly for riders with limited English proficiency.
- Transit Accessibility - The transit website will be upgraded to meet ADA compliance, support multilingual access, and provide real-time service updates, improving accessibility for all users.
- Implementation Strategy - The hybrid approach focuses on implementing cost-neutral improvements immediately while planning and securing funding for moderate service enhancements over time. Long-term investments will be guided by performance metrics, including ridership growth, cost efficiency, and service reliability, ensuring sustainable transit development.
- Mobility Hub – The development of a mobility hub is critical to provide a central facility where users can access multiple modes of transportation. In addition to improving convenient, safe, and reliable service, this hub should also offer amenities such as restrooms for drivers, weather protection, and a safe waiting area for riders.

10. Active Transportation Inventory and Needs Assessment

10.1 Existing Facilities

Existing sidewalks and walking trails in the HAMPO area were found using a combination of GIS data and satellite imagery. Figure 10-1 presents the sidewalk and walking trail inventory. The results of the inventory found that the sidewalks and walking trails were primarily located in the City of Hinesville. Walking trails were mostly found in parks or green spaces in Hinesville. The East Coast Greenway is a walking and biking trail spanning from Maine to Florida that runs through the cities of Midway and Riceboro in the HAMPO area. The Georgia portion of the trail is shown in Figure 10-2.

Figure 10-1. Existing Sidewalk Inventory



Source¿HAMPO?8680

Figure 10-2. Georgia Portion of the East Coast Greenway

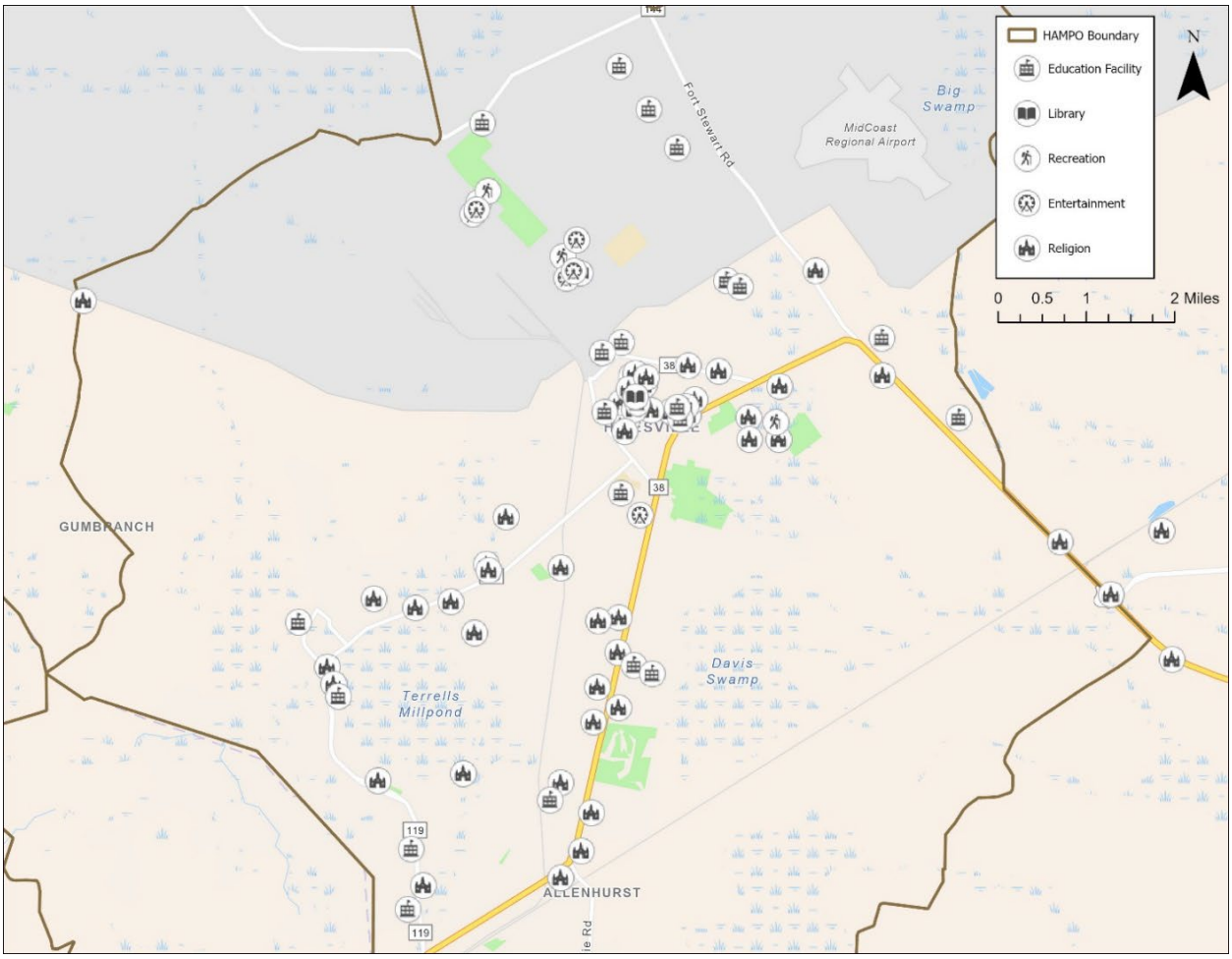
Source¿East.Coast.Greenway?:8680

10.2 Active Transportation Land Uses

Figure 10-3 shows landmarks near Hinesville that might attract pedestrians and bicyclists including activity centers, schools, parks, religious institutions, libraries, etc. These landmarks can provide insight into areas that might have heavier pedestrian and bicyclist populations. From the figure, downtown Hinesville has a high concentration of schools and public facilities, in addition to churches and other businesses and services, which indicates potentially large numbers of

pedestrians and bicyclists. Fort Stewart also has a high concentration of landmarks that could attract many visitors and encourage active modes of transportation.

Figure 10-3. Landmarks that Might Attract Pedestrians and Bicyclists



10.3 Demand Assessment

Replica© is a data platform designed for the built environment, offering powerful data insights while ensuring personal privacy. By providing a holistic view of how mobility, land use, and economic activity intersect, Replica© allows for an in-depth understanding of activity across time and space using a composite of various data sources and advanced modeling and simulation techniques.

Socioeconomic Factors

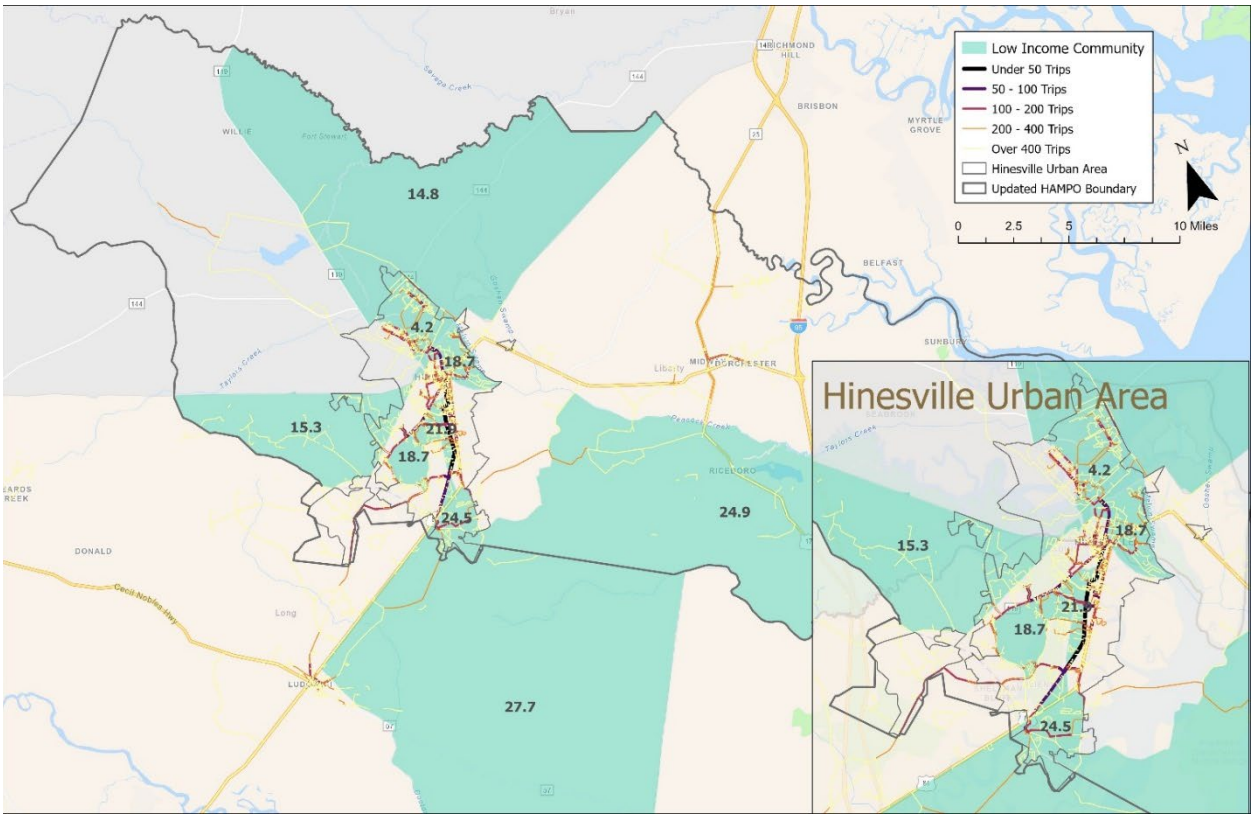
Replica© data was overlaid with low-income designated census tracts to identify needs in areas of high demand and low income. High pedestrian and bicycle demand areas include the US 84 commercial corridor, Shaw Road, Main Street, Olmstead Drive, downtown Hinesville, and EG Miles

Parkway. Specific low-income census tracts along these high-demand corridors that may require additional infrastructure and safety needs include:

- Census tract 102.04, with 24.5% of the population below the poverty level
- Census tract 102.02, with 21.9% of the population below the poverty level
- Census tracts 102.07 and 103.02, each with 18.7% of the population below the poverty level
- Census tract 101.01, with 14.8% of the population below the poverty level

Geographically, the areas of need are located north of US 19 and south of downtown Hinesville, between EG Miles Parkway (SR 120) and US 84, as well as northeast of Fort Stewart and the downtown Hinesville area, as shown below in Figure 10-4.

Figure 10-4. Active Mode Trips (Replica Data) with Low-Income Census Tracts



Source¿Replica?8689·.American.Community.Survey?8688

Safety Factors

Figure 9-5 shows active transportation that occurred in the HAMPO region between 2018-2022 along with existing sidewalk facilities. As discussed in the Safety Analysis, the City of Hinesville experiences the greatest number of active crashes. It also hosts the greatest number of sidewalk facilities. As active transportation opportunities are provided to residents, it is important to ensure

that these facilities provide adequate safety measures to protect vulnerable roadway users from vehicle traffic.

10.4 Complete Streets Corridor Assessment

Methodology

When reclassifying a street as a Complete Street, it is essential to employ a systematic methodology to ensure that the corridor meets community needs while addressing safety, connectivity, and equity. The Federal Highway Administration (FHWA) recommends a step-by-step approach to identify suitable candidates for Complete Streets transformations. The process begins with a thorough assessment of the community and its transportation network, focusing on current conditions, transportation modes, land use patterns, and demographics. Next, safety, connectivity, and equity concerns must be analyzed, relying on crash data, gaps in the network, and identifying underserved populations to prioritize those most in need of enhanced access and mobility. Following this, plans for phased improvements are developed to implement changes incrementally. Finally, metrics are established to evaluate the impact of interventions, ensuring continuous feedback and refinement.

Analysis of Roadways

Potential corridors include South Main Street, W Hendry Street, and ML King Junior Drive. These corridors are essential connectors within the local transportation network, experiencing moderate traffic volumes and serving residential, commercial, and institutional areas. A preliminary analysis indicates these roadways are good candidates for Complete Streets transformations. All three streets have segments that lack adequate pedestrian infrastructure, such as sidewalks and crossings, and experience safety concerns related to high speeds and insufficient accommodations for non-motorized users. Furthermore, these corridors serve diverse populations, including pedestrians, cyclists, and public transportation riders, making them priorities for improvements that promote safety and equity.

10.5 Active Transportation Needs

Recommended Improvements for Priority Corridors

To make these corridors more suitable for all users, several improvements are needed, guided by FHWA's Complete Streets principles. On South Main Street, adding continuous sidewalks, protected bike lanes, and pedestrian crossings at key intersections would address current connectivity gaps and improve safety. Traffic calming measures, such as reduced lane widths and speed humps, could mitigate speeding issues and create a more comfortable environment for non-motorized users. For W Hendry Street, enhancements might include upgrading transit stops with shelters and ADA-compliant features, installing crosswalks with pedestrian signals, and introducing shared-use paths for both pedestrians and cyclists. ML King Junior Drive could benefit from similar improvements, such as sidewalk continuity, bike lanes, and traffic calming to improve safety and accessibility.

Evaluating Downtown Streets for Improvements

The core downtown area of Hinesville already has a strong sense of identity and a distinct design language that reflects the city's unique character (be more specific). Future improvements in this area should build upon these elements by enhancing functionality while preserving the visual and cultural appeal of the streetscape. Thoughtful integration of infrastructure upgrades with existing design features can reinforce this identity while addressing safety and accessibility concerns.

In addition to South Main Street, Hendry Street, and Commerce Street, the streets within the downtown area bounded by Memorial Drive, Highway 84, General Screven Way, and Gause Street could be evaluated for potential Complete Streets transformations. This area represents the core of Hinesville's activity, connecting key civic, commercial, and residential hubs. The compact grid layout, higher pedestrian and bicycle traffic, and importance as a multimodal transportation and economic center make it a prime candidate for a transformation.

Existing Conditions and Needs

Existing conditions in the downtown area reveal deficiencies in pedestrian and cyclist infrastructure, such as limited sidewalks, inconsistent crosswalk placement, and a lack of dedicated bike lanes. These limitations, combined with moderate vehicular traffic, contribute to safety concerns and hinder accessibility. Enhancing the streets within this area could promote multimodal transportation options, improve safety, and foster economic development by creating a more inviting and accessible downtown environment.

Recommended Improvements for Downtown Area

Potential improvements include constructing continuous sidewalks on all streets, installing high-visibility crosswalks at intersections, midblock crossings at select locations, and incorporating protected bike lanes or shared-use paths where feasible. Traffic calming measures, such as raised intersections, curb extensions, and narrower lane widths, would reduce speeding and create a safer environment for pedestrians and cyclists. Upgrading street lighting and adding street trees or landscaping could further enhance safety, visibility, and aesthetic appeal.

By systematically evaluating and improving the streets within this downtown square, Hinesville can align with FHWA's Complete Streets principles, ensuring the area is safe, accessible, and welcoming for all users. These upgrades would not only benefit residents and visitors but also support local businesses and contribute to the city's long-term development goals. By following FHWA's guidelines and tailoring solutions to the unique context of South Main Street, Hendry Street, Commerce Street, and the downtown square, these corridors can be transformed into Complete Streets that prioritize safety, connectivity, and equity for all users.

Table 10-1 lists complete streets recommendations to address the needs identified.

Table 10-1. Complete Street Corridor Recommendations

Road Name	From Street	To Street
ML King Junior Dr	US 84	End of ML King Junior Dr

Table 10-2 lists sidewalk recommendations based on the needs assessment.

Table 10-2. Sidewalk Recommendations

Road Name	From Street	To Street
S Main St	Desert Shield St	Desert Storm Dr
N Main St	Lakeview Dr	Olmstead Dr
Martin Rd	Lakeview Dr	Stacy Dr
Stacy Dr	Martin Rd	Existing sidewalk north of SR 38
Sandy Run Dr	Tupelo Trl	Club Dr
Club Dr	Sandry Run Dr	Ali Ave
Shaw Rd	Existing Sidewalk south of Lone Holley	Existing sidewalk north of Fort Stewart Railway
Butler Ave	Martin Rd	US 84
E Hendry St	S Main St	Existing sidewalk west of US 84
Wellborn St	Memorial Dr	SR 119

Table 10-3 includes recommendations for pedestrian crossings to address the needs identified.

Table 10-3. Pedestrian Crossing Recommendations

Road Name	Cross Street	Crossing Improvement
EG Miles Pkwy	15th St	FYA Signal Upgrades
EG Miles Pkwy	Veterans Pkwy	FYA Signal Upgrades
EG Miles Pkwy	General Screven Way	FYA Signal Upgrades
EG Miles Pkwy	Hearn Rd	Signalized (PHB) Mid-Block Pedestrian Crossing
SR 119/W General Screven Way	Pafford St	Pedestrian and bicycle improvements as well as access management and pedestrian crossing median improvements from Pafford Street to Gause Street
US 84 at	Sandy Run	Crossing improvements, including flashing beacon

Table 10-4 lists trail recommendations to address active transportation needs.

Table 10-4. Trail Recommendations

Project name	Location	From Street	To Street
Peacock Creek Trail	Off-road	Holmestown Rd	Riceboro and Sunbury Rd
Cay Creek Extn	Off-road	US 84	Cay Creek Wetlands Interpretive Center
ML King Junior Dr Connector	ML King Junior Dr	ML King Junior Dr	Gause St

Table 10-5 includes bicycle facility recommendations to address the needs identified.

Table 10-5. Bike Facility Recommendations

Road Name	From Street	To Street
Tupelo Trl/Sandy Run Dr	James A Brown Park	US 84
Memorial Dr	SR 38	US 84

Table 10-6 lists multi-use path recommendations to address active transportation needs.

Table 10-6. Multi-Use Path Recommendations

Road Name	From Street	To Street
EG Miles Pkwy	General Screven Way	15th St
Oglethorpe Hwy	Old Hines Rd	S Main St Extension
Sandy Run Rd	Barrington Ferry Rd	US 17
Barrington Ferry Rd	SR 119	Lecount Connector
EB Cooper Hwy	US 17	West of Barrington Ferry Rd
Off-road	Barrington Ferry Rd	Riceboro Rail to Trail
Off-road	US 17	South Liberty County Line
Old Sunbury Rd	Fort Mitchell	Old Hines Rd
Old Hines Rd	Old Sunbury Rd	OC Martin Junior Dr
Off-road	Azalea St	Timber Ridge Trl
Shaw Rd	SR 119	Darsey Rd
S Main St	Link St	Darsey Rd

11. Freight Profile and Needs Assessment

Freight activities significantly impact the transportation system. The HAMPO region, strategically located between the Ports of Savannah and Brunswick, as well as Jacksonville and Charleston, enjoys an advantageous position for port-related warehousing, distribution, and other freight movements. Additionally, it houses significant freight generators such as the major military installation of Fort Stewart, crucial for the local and state economy and the state's global economic standing.

To tackle potential freight traffic challenges, Georgia and local jurisdictions are prepared to invest significantly in new infrastructure and enhance existing facilities. Georgia updated its Statewide Freight and Logistics Plan in 2018, aiming to identify freight improvement projects that align with industry priorities and see the largest economic returns. In 2017, HAMPO developed its Regional Freight Plan, focusing on the physical movement of goods, the relationship between its major industries and the freight system, and opportunities for enhancement. With flourishing warehousing, distribution, and manufacturing in the region, coupled with ongoing port expansions, truck and freight activities in the region are poised for further growth.

11.1 Overview of Regional Freight Network

The HAMPO region relies on designated freight routes within the overall roadway network to support the transportation of goods, economic growth, and regional connectivity. These routes ensure efficient movements of freight that is critical to economic vitality and the support of various industries.

The Regional Freight Network described within this plan focuses on the National Highway Freight Network, State Freight Network, STRAHNET Network, and Rail Network.

National Highway Freight Network

The FAST Act directed the FHWA to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improving highway segments of the U.S. freight transportation system. The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS) - Designated as critical portions of the U.S. freight transportation system, the PHFS comprises approximately 41,799 centerline miles, including 38,014 miles of Interstate and 3,785 miles of non-interstate roads. Managed by the Office of Freight Management and Operations. Figure 11-1 shows this network.
- Other Interstate portions not on the PHFS (non-PHFS) - Comprising Interstate segments not part of the PHFS, these routes, totaling an estimated 10,265 centerline miles nationwide, offer crucial continuity and access to freight transportation facilities. Mileage data is based on the Interstate Mileage reported in the National Highway System (NHS) as of October 17, 2019.

- Critical Rural Freight Corridors (CRFCs) - These public roads outside urbanized areas connect to the PHFS and the Interstate, linking to essential ports, public transportation, or intermodal freight facilities. As of January 2023, around 5,390 centerline miles are designated as CRFCs, managed by FHWA Division Offices.
- Critical Urban Freight Corridors (CUFCs) - Situated within urbanized areas, CUFCs provide crucial access and connection to the PHFS, Interstate, and other transportation facilities. As of January 2023, approximately 2,656 centerline miles are designated as CUFCs, managed by FHWA Division Offices.

There are about 60,110 centerline miles designated on the NHFN (consisting of the PHFS, other Interstate portions not on the PHFS, the CRFCs, and the CUFCs). HAMPO plays a key role in designating public roads for the CRFCs and CUFCs. Within the HAMPO region, I-95 is the only highway included in the Primary Highway Fright System.

Figure 11-1. FHWA Primary Highway Freight Network in Georgia

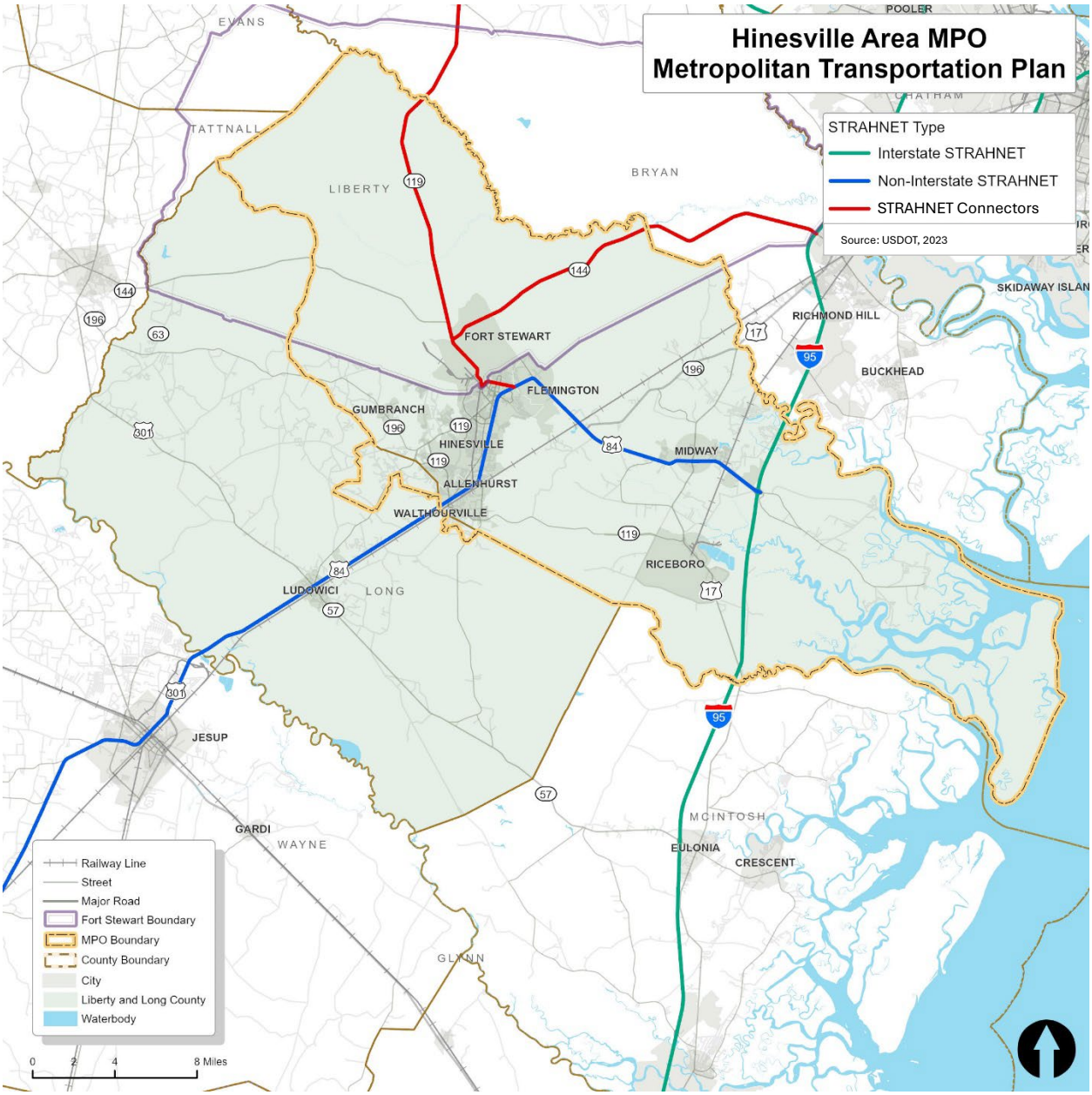
Source¿USDOT.FHWA?8688

Strategic Highway Network

The Strategic Highway Network (STRAHNET), also federally designated, includes those routes critical to the mobilization of military troops and transportation of equipment or assets during times of peace, crisis, and conflict. In addition to I-95 and US 84, SR 144, and SR 119 are also included as STRAHNET Connectors, as shown in Figure 11-2. This network ensures Fort Stewart is connected to

key transportation routes and collaboration between the military and civilian authorities is optimized.

Figure 11-2. FHWA Strategic Highway Network (STRAHNET)



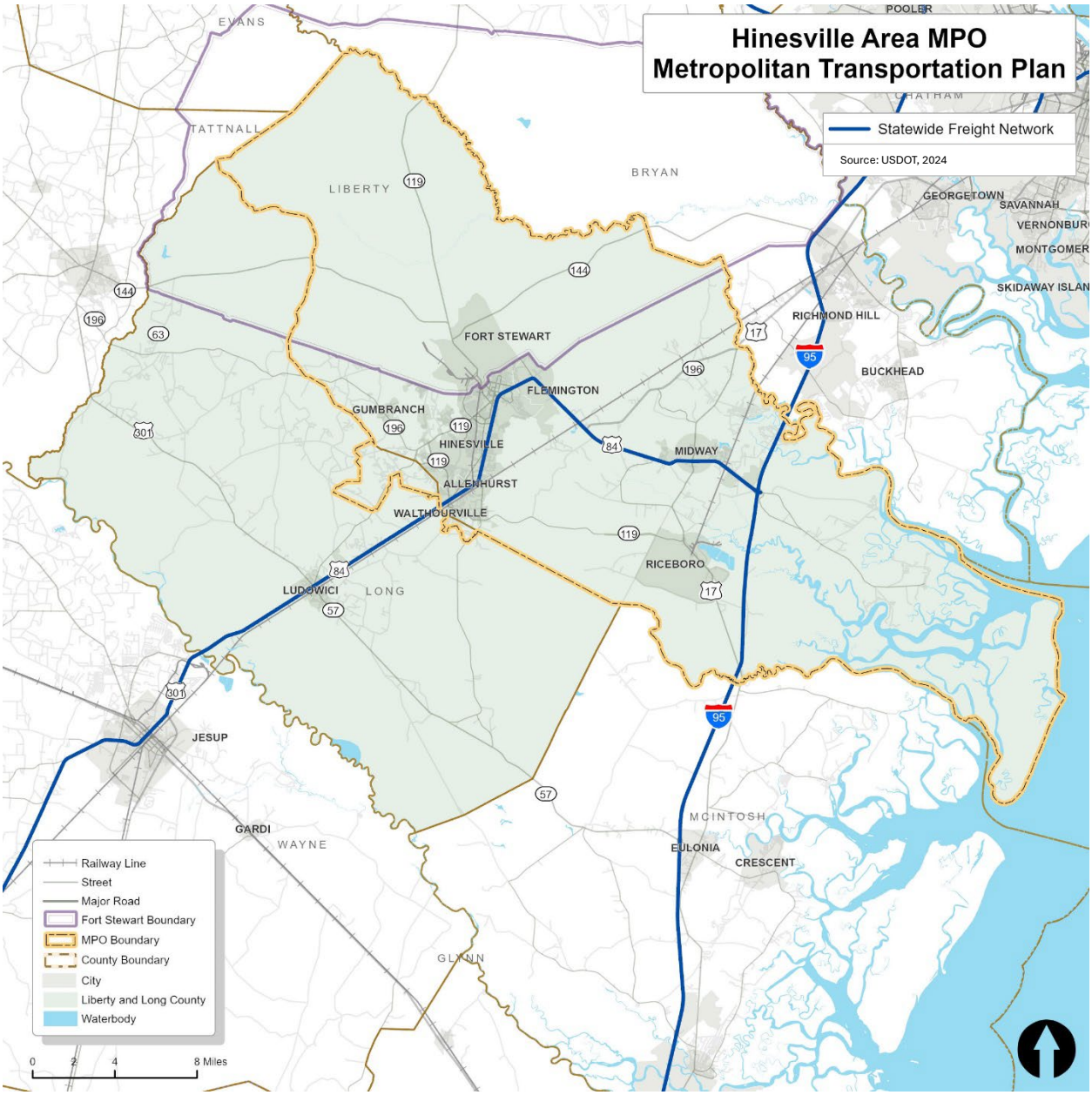
State Designated Network

Alongside the federally designated freight network, GDOT has identified strategic state corridors crucial for efficient freight mobility. Georgia sees 562 million tons of freight originating or

terminating within its borders, according to the GDOT State Rail Plan Update 2020. Furthermore, in 2020, Georgia emerged as the top exporting state for the first time, underscoring the significance of a robust state freight network.

Within the HAMPO region, key corridors in the GDOT State Designated Network encompass US 84/SR 38 and I-95. US 84 is also integrated into the Governor's Road Improvement Program (GRIP), targeting economic development, connectivity, and enhanced truck access. The significance of these routes and the statewide freight network is depicted in Figure 11-3.

Figure 11-3. State Freight Network



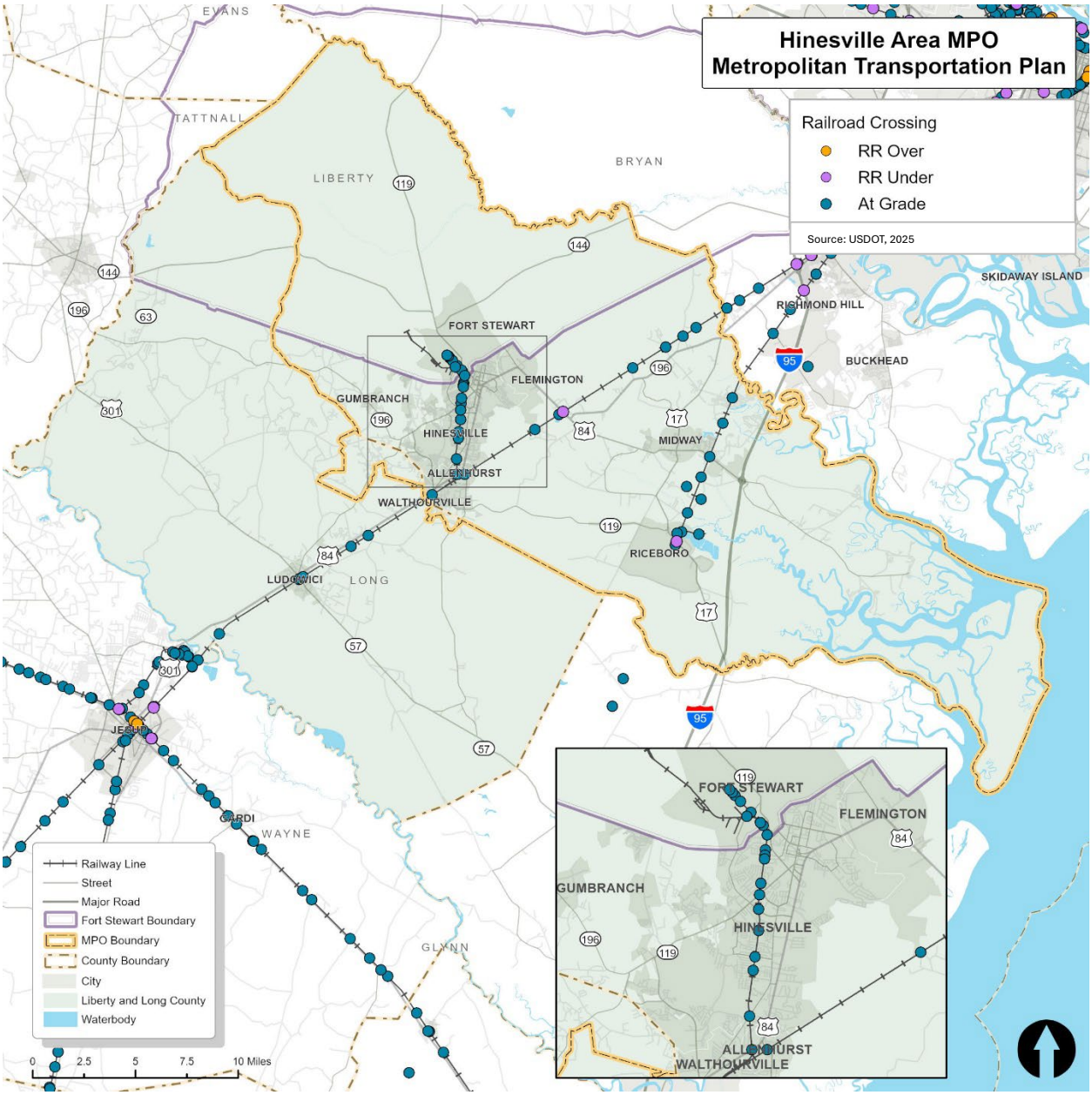
11.2 Rail Network

The HAMPO region is not extensively served by rail networks compared to other areas of the state. However, rail transportation remains an integral part of Georgia's overall transportation infrastructure, contributing to freight movement and economic development. 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. These railroads provide connectivity to major ports, industrial centers, and distribution hubs throughout the state.

Rail crossings are essential components of transportation planning due to their critical roles in safety, efficiency, accessibility, integration, and economic development. They ensure the safety of road and rail users through proper design and maintenance, facilitate the efficient movement of goods across regions, and provide crucial access points for communities. By integrating different modes of transportation seamlessly, rail crossings contribute to overall mobility and minimize conflicts between transportation networks. There are roughly 40 railroad crossings within the HAMPO boundary. The majority of these crossings are at grade. The Rail Network and Crossings are depicted in Figure 11-4.

Figure 11-4. Rail Crossings



11.3 Network Performance

Truck Trips

Understanding truck AADT helps in planning and designing road infrastructure that can accommodate heavy commercial vehicles' specific needs and characteristics. Roads and bridges can be designed to withstand the loads and stresses associated with truck traffic, reducing maintenance costs and ensuring longevity. Heavy trucks have different operating characteristics compared to passenger vehicles, including longer stopping distances and wider turning radii. By analyzing truck AADT, transportation agencies can identify intersections, curves, and other roadway features where truck-related safety hazards may be more prevalent. This information can inform targeted safety improvements such as widening lanes, adding turning lanes, or installing truck-specific signage.

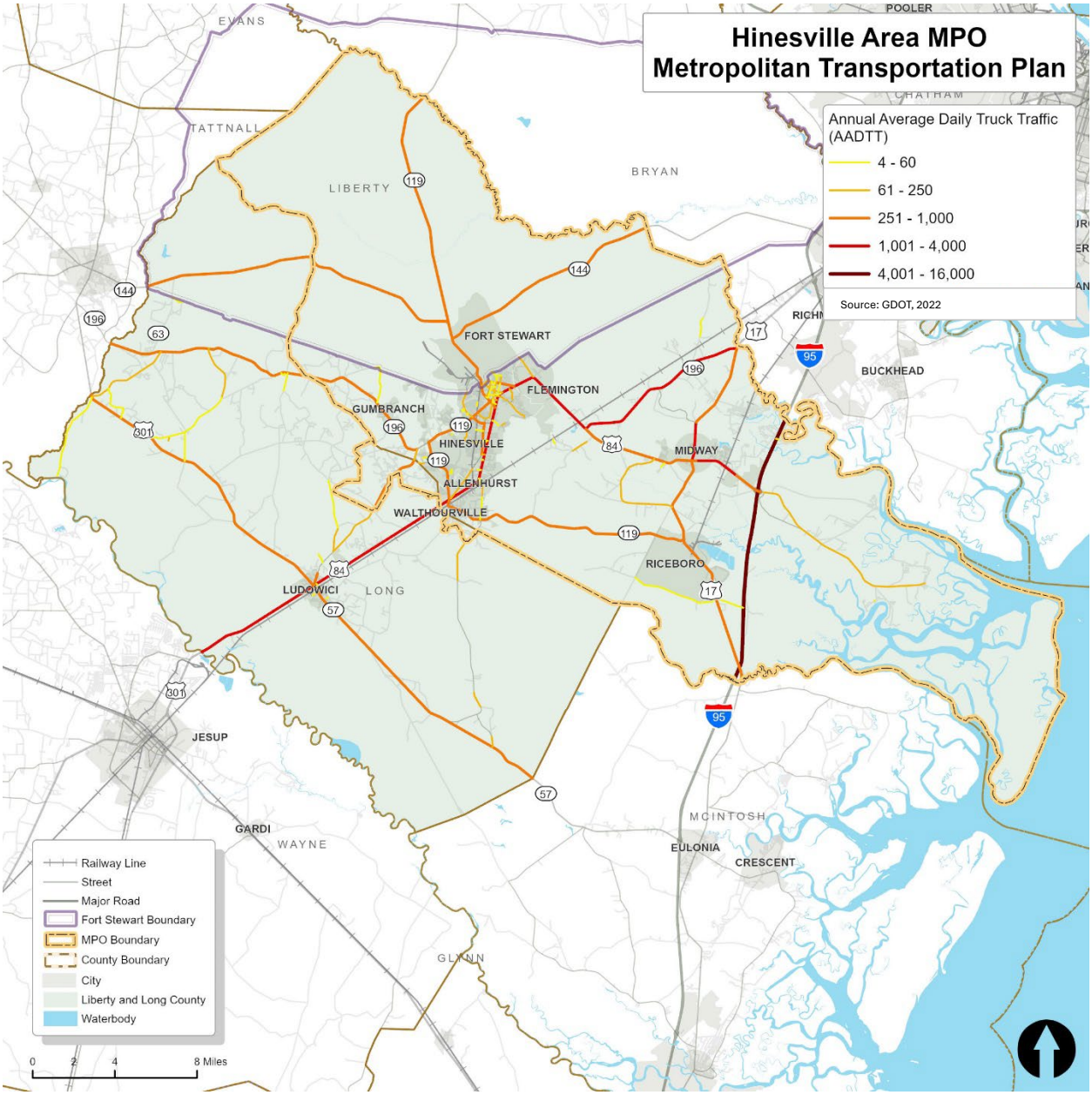
Table 11-1 summarizes truck traffic counts by roadway segment. Figure 11-5 shows truck AADT between 1501 to 4000 along I-95, SR 196 and US 84. The second highest AADT between 651 and1500 is present on segments of US 17 and around Fort Stewart.

Table 11-1. Truck Traffic on Roadway Segments

Roadway	From	To	2022 AADTT
I-95	US 84/Islands Hwy	Bryan County Line	12,176
I-95	US 17/Ocean Hwy	Long County Line	15,068
I-95	US 84/Island Hwy	US 17/Ocean Hwy	12,176
US 84/Oglethorpe Hwy	SR 196	Veterans Pkwy	12,176
US 84/Oglethorpe Hwy	E ML King Junior Dr/Fraser Dr	Ryon Ave	1,659
US 84/Oglethorpe Hwy	SR 38/E General Stewart Way	Old Sunbury Rd	1,692
US 84/Oglethorpe Hwy	E ML King Junior Dr/Fraser Dr	SR 38/E General Stewart Way	1,949
US 84/Oglethorpe Hwy	SR 196/E General Screven Way	Ryon Ave	1,655
US 84/Oglethorpe Hwy	Old Sunbury Rd	SR 196/Lee Coffer Hwy	1,714
US 17/ N Coastal Hwy	Bryan County Line	SR 196/Lee Coffer Hwy	2,023
US 84/Oglethorpe Hwy	Veterans Pkwy	Darsey Rd	2,615
SR 119/EG Miles Pkwy	Curtis Rd	Veterans Pkwy	1,451
US 84/Oglethorpe Hwy	Darsey Rd	Dunlevie Rd	663
SR 196/Lee Coffer Hwy	US 84/Oglethorpe Hwy	Habersham Rd	1,491
SR 119/W General Screven Way	Gause St	SR 38/Saunders Ave	1,955
SR 119/EG Miles Pkwy	Veterans Pkwy	SR 196/General Screven Way	500
SR 196/Lee Coffer Hwy	US 17/N Coastal Hwy	Habersham Rd	702
SR 196/General Screven Way	S Main St	SR 119	1,909

Roadway	From	To	2022 AADTT
SR 119	W Hendry St	Gause St	355
SR 119/Gulick Ave	SR 38/Saunders Ave	SR 144	578
US 84	SR 119/Talmadge Rd	Dunlevie Rd	280
SR 196/General Screven Way	US 84/Oglethorpe Hwy	S Main St	1,416
Veterans Pkwy	SR 119/EG Miles Pkwy	Fort Mitchell	446
US 84/State St	US 25/N McDonald St	S Macon St	249
US 84	S Macon St	Arnold Dr	2,721
US 84	SR 119/Talmadge Rd	Glenn Grover Rd NE	1,932
US 84	Glenn Grover Rd	Thickette Rd	1,899
US 84	Thickette Rd	Arnold Dr	1,969

Figure 11-5. Truck Traffic

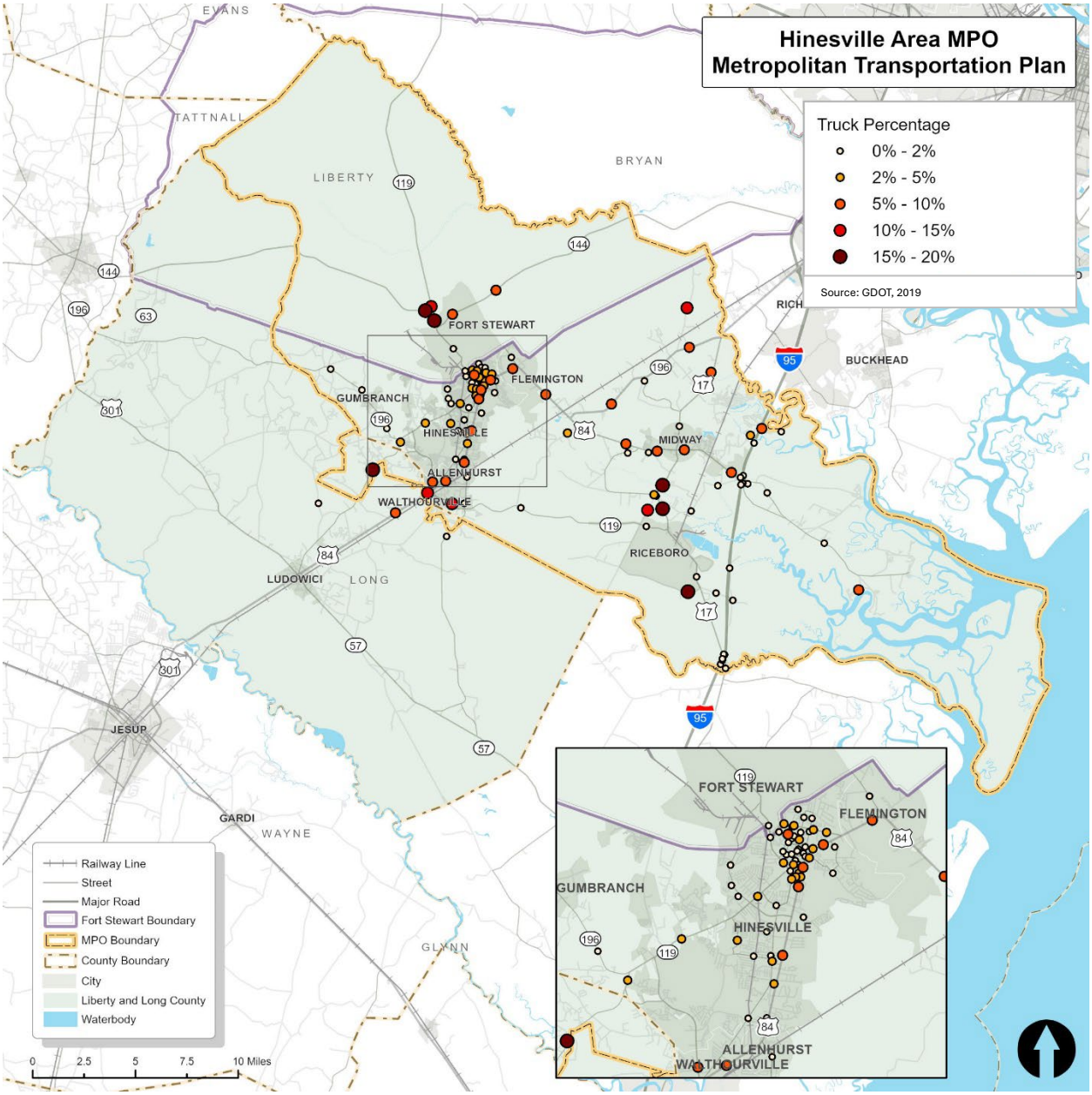


Freight Corridor Traffic and Truck Percentage

The 2019 GDOT Traffic Analysis and Data Application (TADA) reveals critical information about roads with the highest proportions of trucks, such as segments of US 17 north of Riceboro, north of US 84 in Elim, and north of Fort Stewart near the interchange of SR 119 and SR 144. These areas witness notable truck traffic, comprising 15-20% of the total traffic volume during the data

collection period. Understanding and addressing the varying percentages of trucks on roads is pivotal for effective transportation planning and infrastructure development. Figure 11-6 shows a range of truck percentages on roadways throughout the HAMPO Region. As shown on the map, freight traffic on the state routes may carry more significant impacts due to the higher truck percentages.

Figure 11-6. Truck Percentage

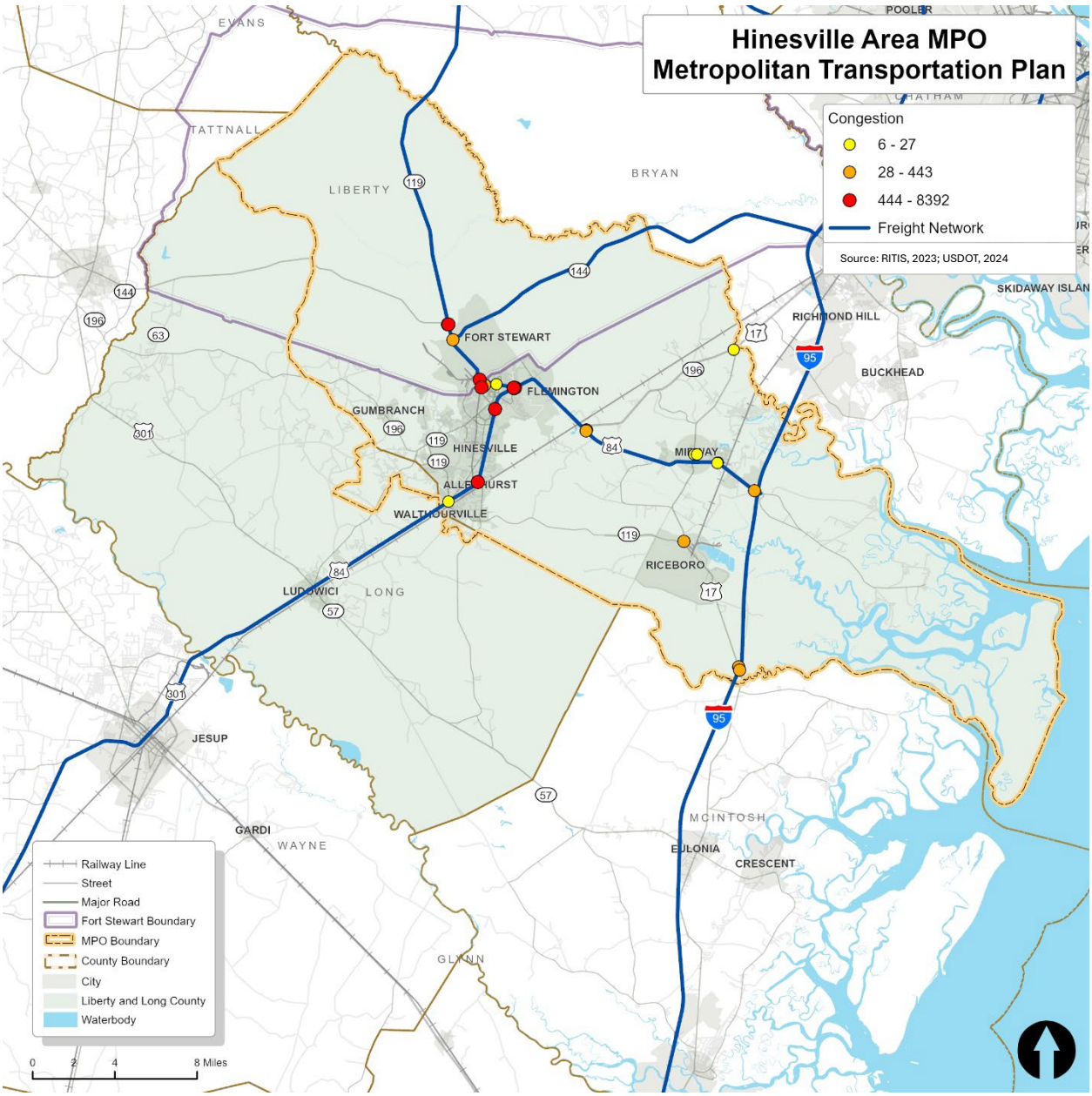


Congested Truck Routes

Looking at congestion and areas of bottlenecks specifically along freight routes provides a picture of locations where freight traffic is experiencing delays. Improvements at these areas of congestion can improve efficiency of the network, particularly for freight supporting businesses in the region. Locations with the greatest congestion along the freight network are shown in Figure 11-7 and are:

- SR 119 at Bultman Ave
- US 84 at SR 38/General Stewart Way
- US 84 at SR 196/General Screven Way
- SR 119 at SR 38/General Stewart Way
- SR 119 at SR 144
- US 84 at Dunlevie Rd

Figure 11-7. Congestion along Freight Routes



11.4 Freight Generators

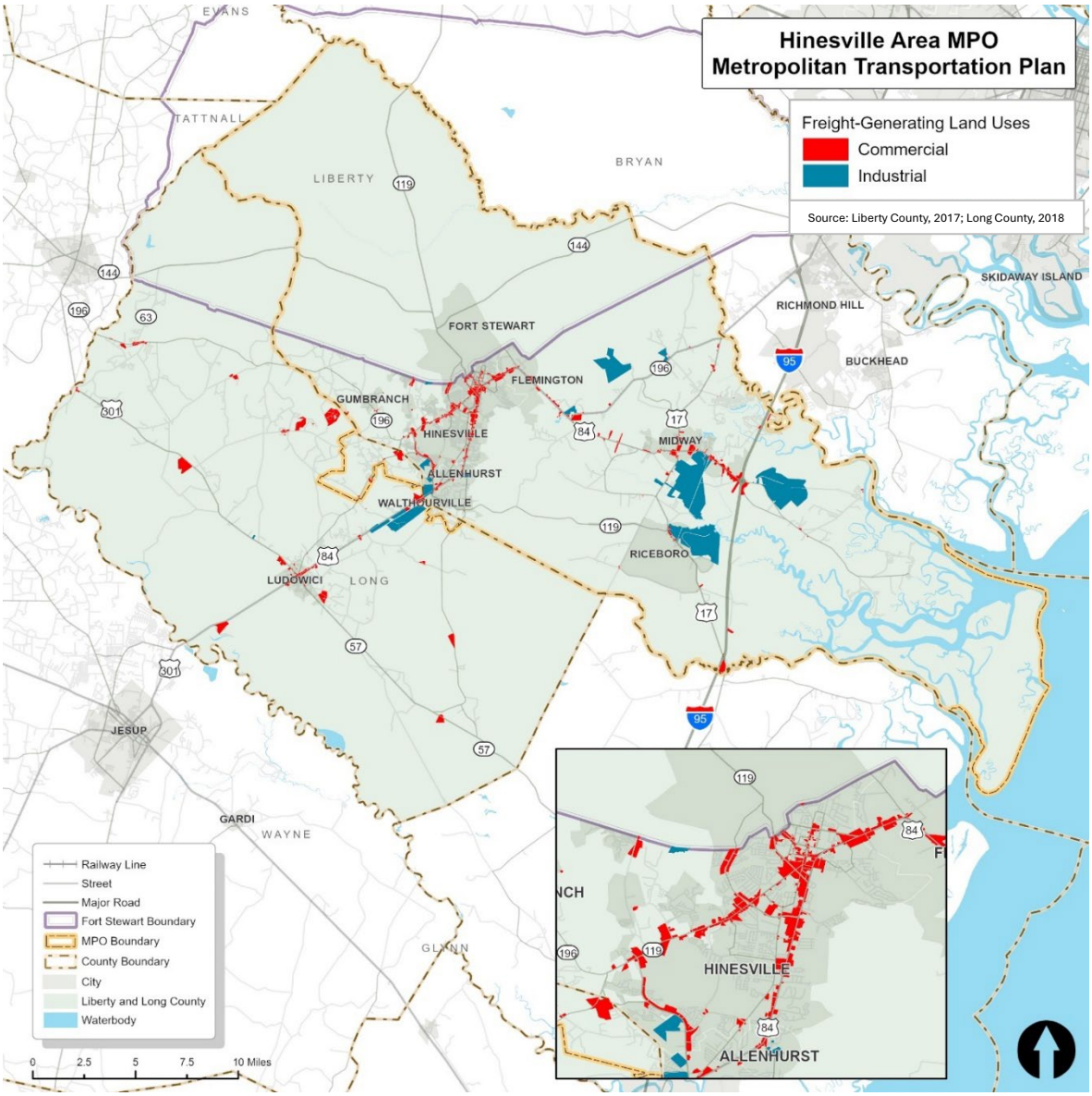
Major industrial and commercial land uses represent areas within HAMPO that generate a large number of freight trips. Roadway improvements in these areas can support efficient and safe freight traffic to industries and businesses throughout the HAMPO region.

Large industrial sites are found near major roadways, such as I-95, as these locations provide convenient access to the interstate. These large industrial uses include warehousing, distribution,

and manufacturing. Other significant industrial uses are located along SR 196 and US 84 near Allenhurst and Walthourville. The location of these businesses along major routes allow for convenient freight access to support their services.

Commercial uses, such as retail, also require a significant amount of freight traffic to deliver goods to businesses throughout the region. Large commercial uses are often located along US highways and State Routes. These locations provide convenient access for freight traffic as well as access for customers. Downtown Hinesville has the largest amount of commercial land uses, typically located along US 84 and SR 119. US 84 between Miday and I-95 also provides convenient access for freight to a number of commercial land uses. Figure 11-8 shows these land uses that generate significant freight demand.

Figure 11-8. Freight-Generating Land Uses



11.5 Freight Needs

The above analysis highlights certain improvements for maintaining and improving freight functioning and efficiency throughout the HAMPO region. Critical freight routes with high level of truck traffic and proximity to freight-generating land uses that also experience significant bottlenecks present significant need for improvement. These roadways include US-84, specifically from Flemington to Allenhurst, and SR-119 into Fort Stewart. Areas of moderate congestion and high truck volumes, such as US-84 from I-95 to Flemington, should also be considered for freight-related improvements as growth is projected for much of the region.

12. Resilience Planning

Incorporating resiliency into transportation plans is essential to safeguard economic prosperity, protect public safety, promote social equity, and mitigate climate risks. The HAMPO region is at a high risk of flooding, which has implications for the transportation system and all who use it. The following Flood Zones Inventory was incorporated to ensure safe and sustainable development in the face of evolving challenges and uncertainties. The Flood Zone Inventory within this MTP is comprised of three complementary analyses, including flood maps, existing wetlands, and storm surge scenarios.

12.1 Flood Zones

The first analysis features FEMA designated flood zones. According to FEMA, areas likely to flood are known as Special Flood Hazard Areas (SFHA) and are identified in flood maps containing flood zones. These maps inform floodplain management decisions, capital improvement investments, emergency operations, and long-term land use and transportation planning. Any area with a 1% chance or higher percent chance of flooding each year is considered to have a high risk. FEMA's high-risk flood zones are those that begin with the letters "A" or "V." In these areas, there is a 1 in 4 chance of flooding during a 30-year mortgage.

FEMA Flood Zone designations are summarized in Table 12-1 below:

Table 12-1. FEMA Flood Zone Designations

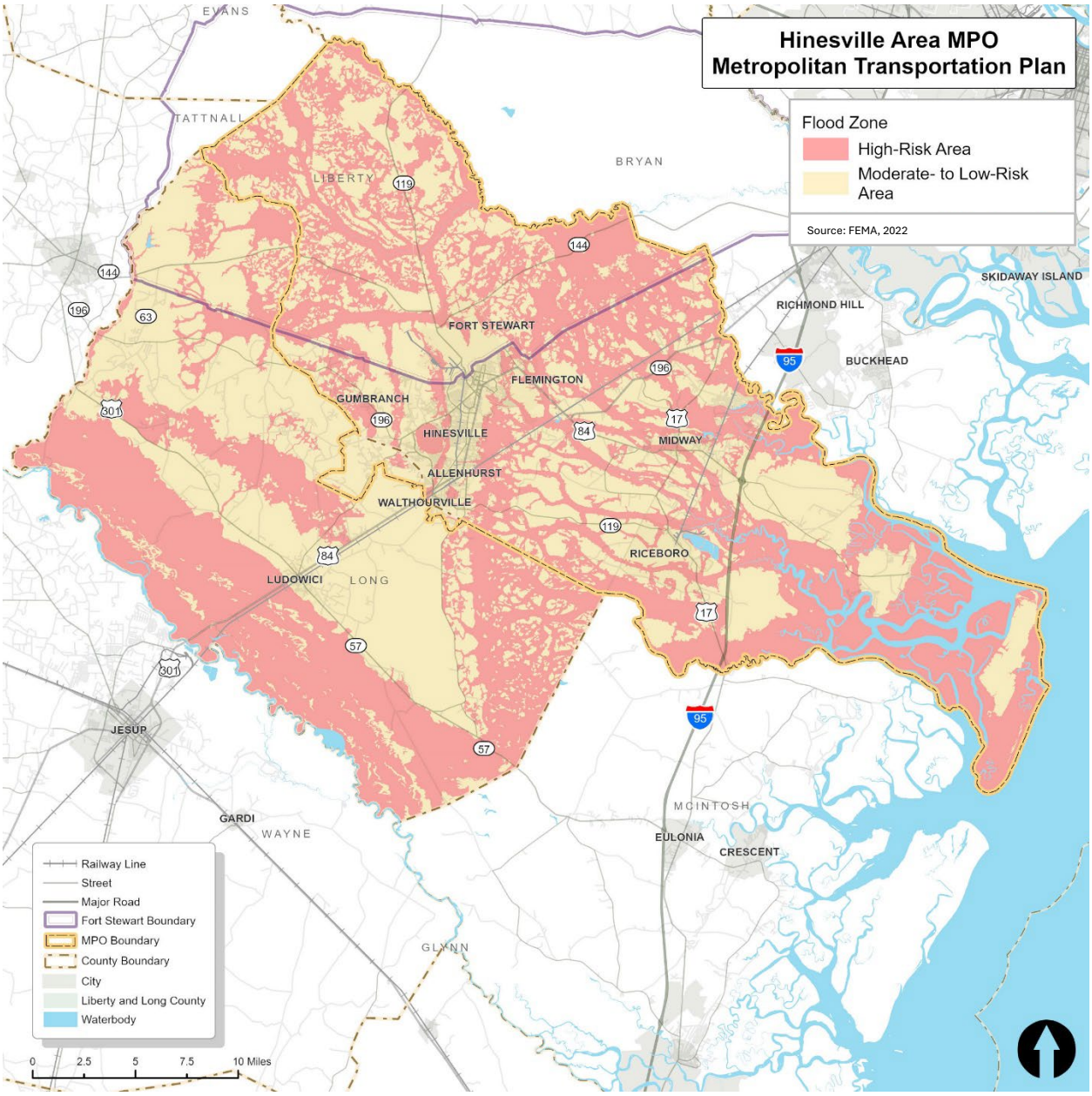
FEMA Flood Zone Designations				
Undetermined Risk	**Low Risk**	**Moderate Risk**	**High Risk**	**Coastal High Risk**
Increasing Risk →				
Zone D	Zones C and X (unshaded)	Zones B and X (shaded)	Zones A, AE, A1-30, AH, AO, A99	Zones V, VE, V1-30
	Non-Special Flood Hazard Area (NSFHA)		Special Flood Hazard Area (SFHA)	

Source¿ClimateCheck

As shown in Figure 12-1, the majority of HAMPO's southeast region falls within Flood Zone VE. Further inland, Zone AE is the most prevalent. Zone AE is common around existing floodplains.

Zone AE also intersects with the City of Riceboro and a small section near the City of Hinesville. This indicates that a large portion of Liberty County is at high risk of flooding within the next 30 years.

Figure 12-1. FEMA Flood Zones

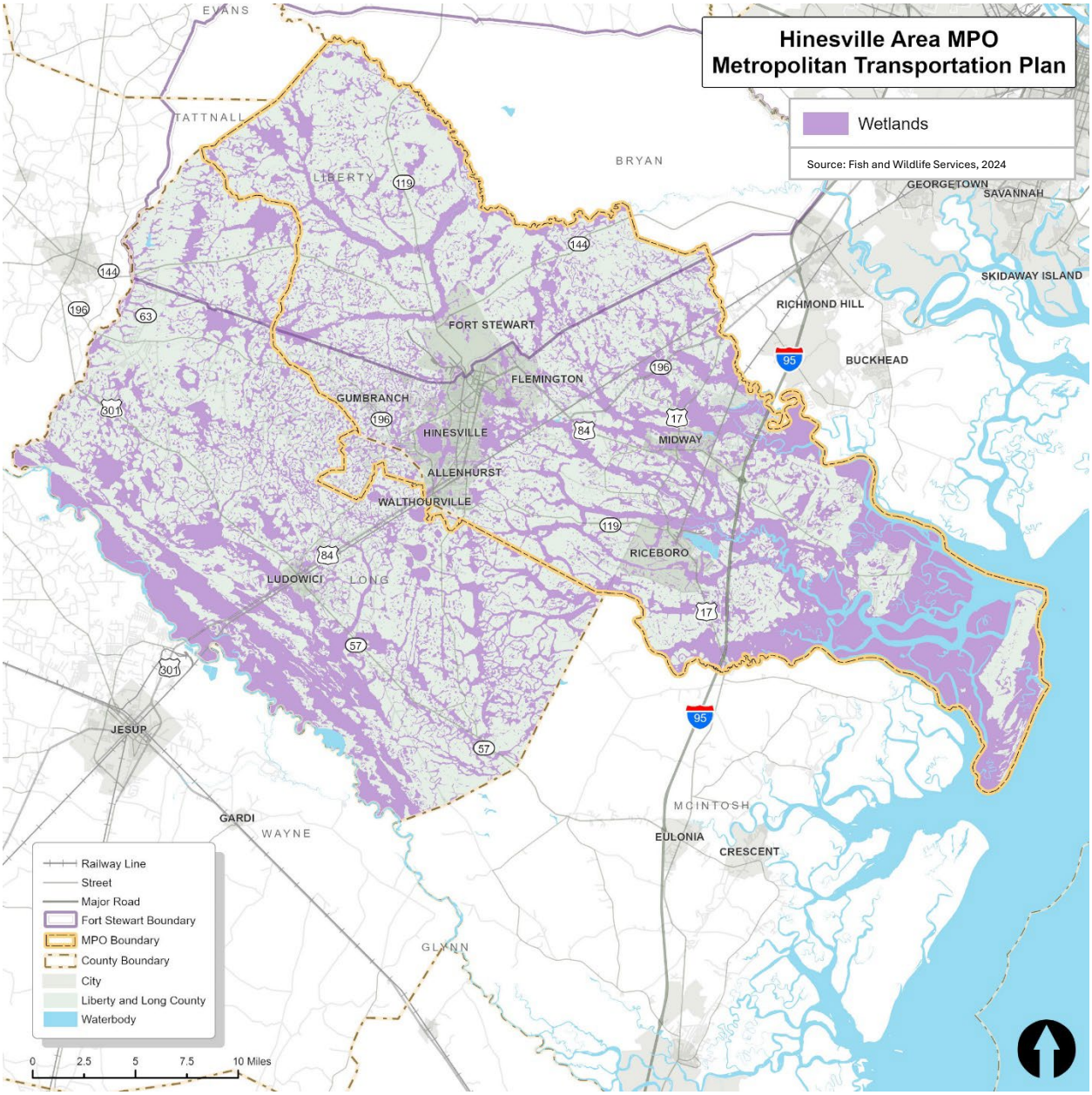


12.2 Wetlands

Existing wetlands are included in this analysis since these low-lying areas help prevent severe floods by holding excess water. Wetlands also provide benefits to the local ecosystem and act like a

carbon sink. Floodplains are land adjacent to wetlands and water bodies, which may periodically be covered by flood water. Identifying existing wetlands and adjacent floodplains in the region help ensure corridors within these areas are accessible and navigable during flooding events. As shown in Figure 12-2, the largest concentration of wetlands is east of I-95 and southwest of Ludowici near the larger waterways in the region. In addition, some areas of Midway and Riceboro exhibit significant wetlands areas.

Figure 12-2. Wetland Areas in HAMPO

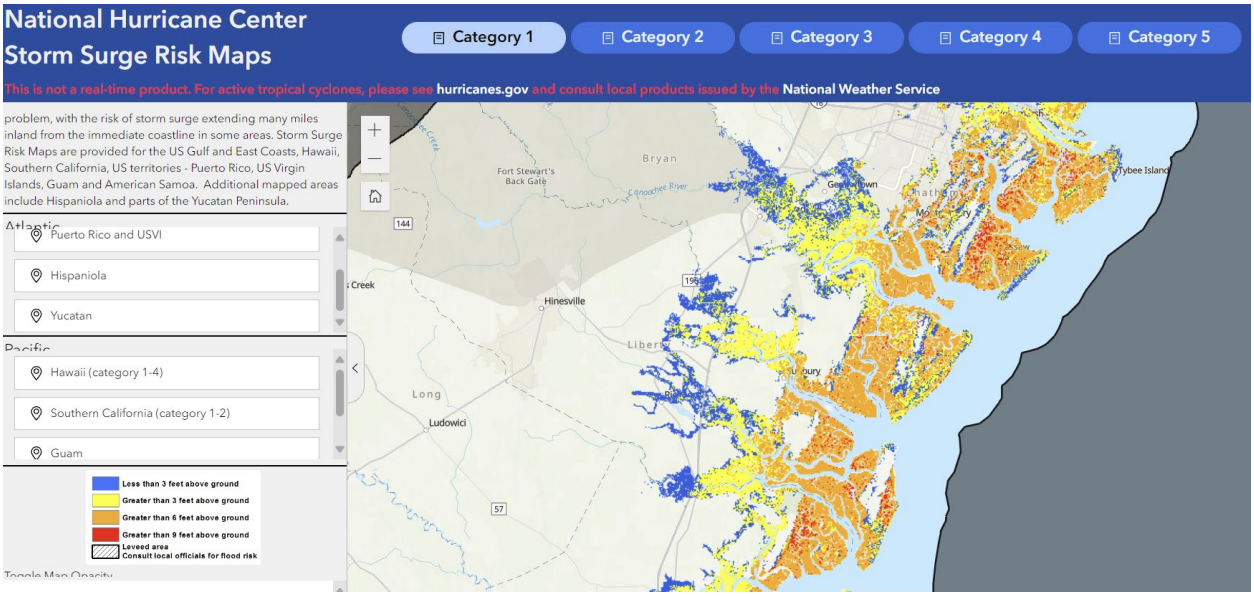


12.3 Evacuation Routes

The second analysis uses storm surge scenarios created by the National Weather Service (NWS) SLOSH model Maximum of MEOWs (MOMs) product for Categories 1-5 hurricanes. The HAMPO region includes Georgia's coastline, which has experienced hurricanes in the past.

According to the SLOSH model, the risk of storm surge in the HAMPO region extends miles inland from the immediate coastline in some areas. The map below shows a scenario with a Category 1 Hurricane. A large portion of Liberty County would experience flooding greater than 6 ft. above ground. Areas inland would also experience flooding between 0-3 feet above ground in this scenario. These scenarios help anticipate where bridge and stormwater infrastructure may need investments or improvements. Figure 12-3 shows storm surge risk along the Georgia coast in the region.

Figure 12-3. Storm Surge Risk

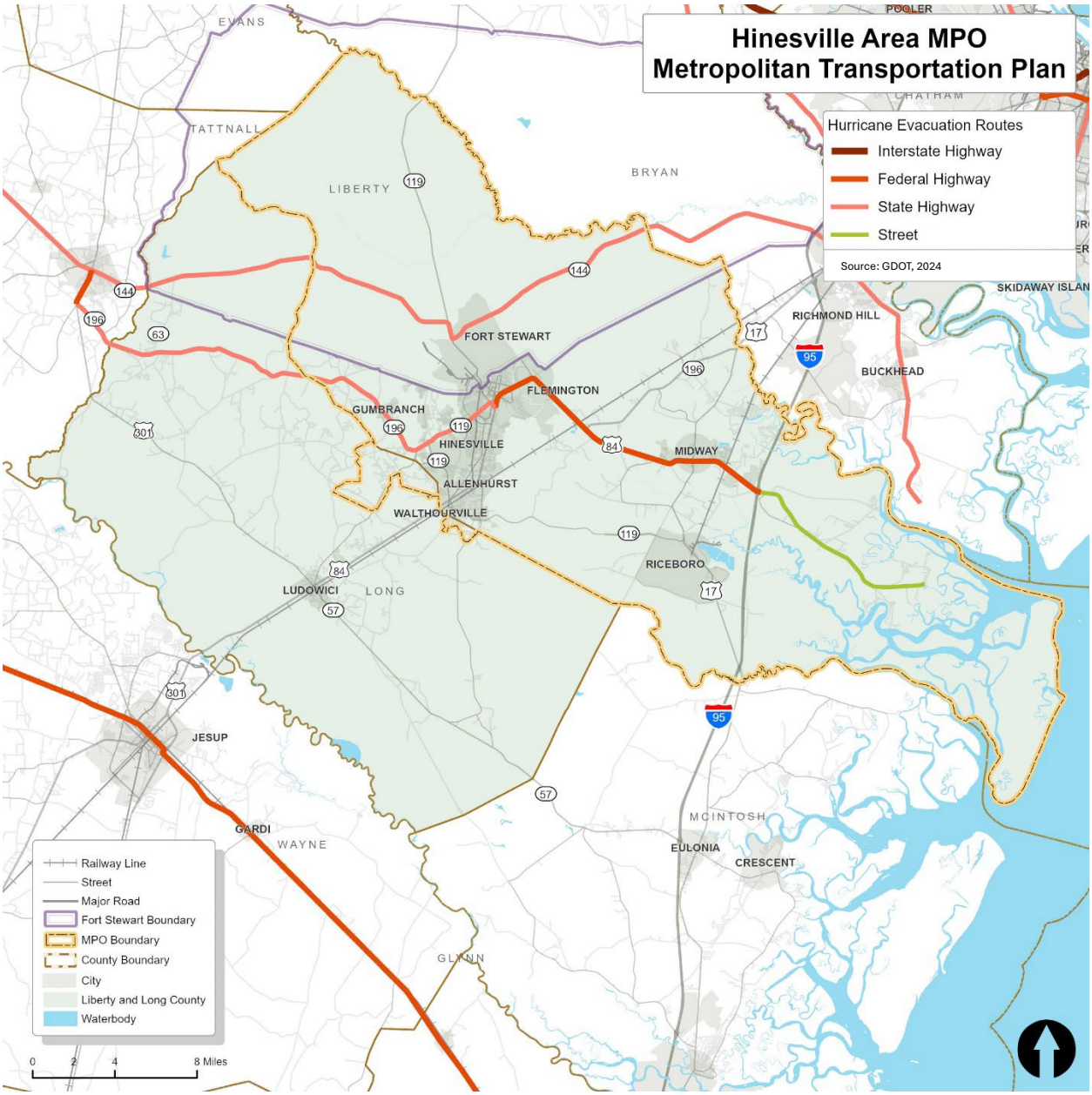


Source: [NHC Storm Surge Risk Maps (arcgis.com)]

Ensuring safe and dedicated access to hurricane evacuation routes is paramount for the HAMPO region. As thousands of citizens opt to evacuate during hurricane events, the reliability and security of evacuation routes become imperative, capable of accommodating large volumes of travelers. While proposed projects along these routes aim to enhance evacuation efficiency, strategic planning for construction staging is essential to prevent closures resulting from adverse weather conditions. The primary hurricane evacuation routes in Liberty and Long Counties include US 84, SR 144, and SR 196. Evacuees would likely be moving northwest, which is a key consideration when considering road capacity improvements.

Figure 12-4 illustrates the critical arteries for safe passage during emergencies. Expediting improvements and ensuring robust infrastructure along these routes remains pivotal in safeguarding communities and facilitating swift evacuations when necessary.

Figure 12-4. Evacuation Routes



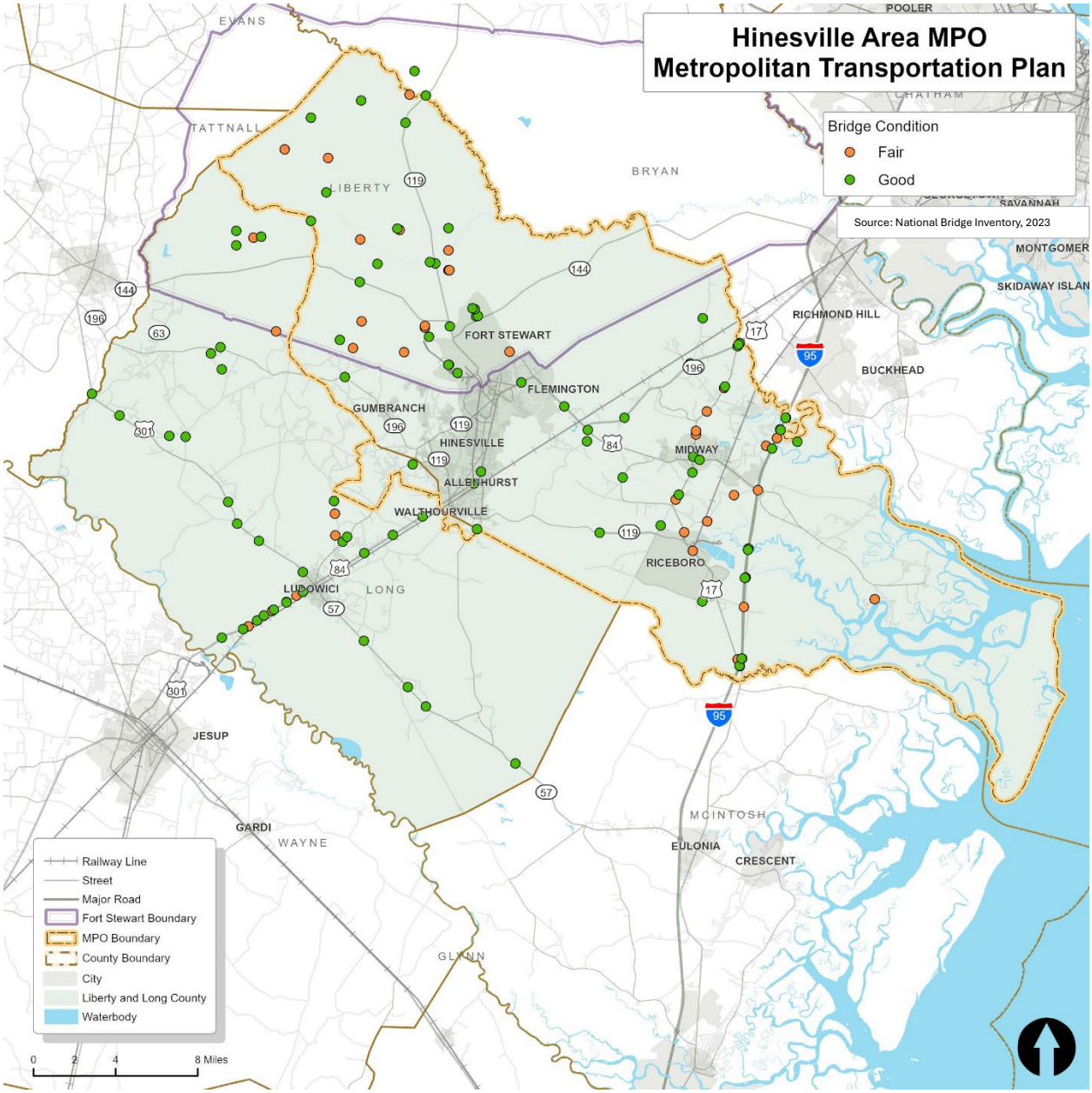
12.4 Bridge Conditions

There are a total of 90 bridges within the HAMPO Region and 141 bridges in Liberty and Long County combined. The majority of bridges in the area are in good condition with some warranting further

improvements and investments. Analyzing bridge conditions is of paramount importance for the HAMPO Region, particularly given its susceptibility to floods and hurricanes. Bridges serve as critical lifelines for communities, facilitating the movement of people, goods, and emergency services. In a region prone to natural disasters, the integrity and resilience of bridges become even more crucial, as they must withstand the impact of extreme weather events and potential flooding. Assessing bridge conditions helps identify vulnerabilities, prioritize maintenance and rehabilitation efforts, and ensure the safety and functionality of vital transportation infrastructure. By proactively addressing bridge conditions within the transportation plan, the Hinesville Metropolitan Region can enhance its resilience to natural hazards, improve accessibility during emergencies, and sustain economic vitality for its residents and businesses.

Figure 12-5 illustrates areas that may require bridge condition improvements are clustered near the City of Riceboro, City of Midway, and in the norther region of Liberty County. Given the frequent occurrence of hurricanes and flooding in southern Liberty County, prioritizing these bridge improvements is imperative.

Figure 12-5. Bridge Conditions



12.5 Resilience Needs

The above analysis highlights infrastructure that is vulnerable to environmental factors. Focused improvements to these roads can help to support resiliency in the region. Improvements should be considered on these roads to ensure that they properly function. Based on the analysis, specific roads to consider are that are evacuation routes that fall within flood zones and wetlands include US 84 on either side of I-95. US 17 and I-95 have a number of bridges that may require

improvements based on their conditions and location within areas with significant flood risk areas and wetlands.

13. Public and Stakeholder Involvement

The planning process included significant engagement of both the public and identified stakeholders throughout the project timeline.

13.1 Public Outreach

Public Meetings

Multiple Open House meetings were held to engage with the public and collect feedback at key milestones throughout the planning process. The meetings were held as a drop in session, where attendees could review materials, ask questions, and provide feedback to the project team.

Once preliminary existing conditions had been identified, a public workshop was held on June 14, 2024 at the Liberty County Courthouse. The workshop consisted of an interactive presentation to provide baseline data regarding the study area. Workshop participants were divided into small groups to identify additional needs in the community through discussions, marking needs and opportunities on display maps, and other interactive tools. The workshop gathered information from the community and exploring desirable improvement strategies.

A second round of public meetings were held on April 9th and10th, 2025 at the Liberty County Courthouse, at which attendees were asked to provide feedback on the draft recommendations and offer additional alternative solutions. These meetings allowed the public opportunities to provide data and input to fill information gaps and to ensure that the recommendations met the identified transportation needs in the community. The format included a presentation of the planning process and draft recommendations that was used to finalize project recommendations.

Pop-Up Events

In addition to in person public meetings, the project team participated in three pop-up engagement events at key locations within the study area to intercept the public where they are and receive input. During these events, information was provided on the planning process and participants were encouraged to use online tools to provide feedback. Project fact sheets were distributed, and a map of the study area was presented, which allowed participants to identify needs and opportunities. The team will participate in the following events already scheduled that attract numerous attendees from the study area:

- Small World Festival - March 9, 2024
- Spring Food Truck Festival – March 23, 2024
- Rice Fest – November 9, 2024

Online Survey

The public participation plan included virtual activities to obtain additional feedback from those unable to attend in person meetings. An online community survey was developed to ask questions about major project components. The survey was posted to the project website, advertised on social media, and shared with project committees for further distribution. Hard copies of this survey were also distributed at Pop-Up Events. Comments received from the survey exercise included traffic and safety concerns, particularly on Charles Frazier and Island Highway.

The online webmap was open for comment from January 1, 2024, to May 2, 2025, allowing participants to review materials on an interactive map and provide feedback on specific projects and locations across the region. Comments were related to bicycle and pedestrian needs, freight conflicts, roadway or intersection concerns, and safety concerns, as well as other topics. Figure 13-1highlights the breakdown of comment types that were received. Most comments, about 39%, were related to roadway and intersection concerns. Safety concerns and bicycle and pedestrian needs both made up about 23% of the responses. Additionally, Figure 13-2 shows a word cloud of commonly used phrases, highlighting general topics that were frequently mentioned in the comments that were received.

Figure 13-1. Comment Types

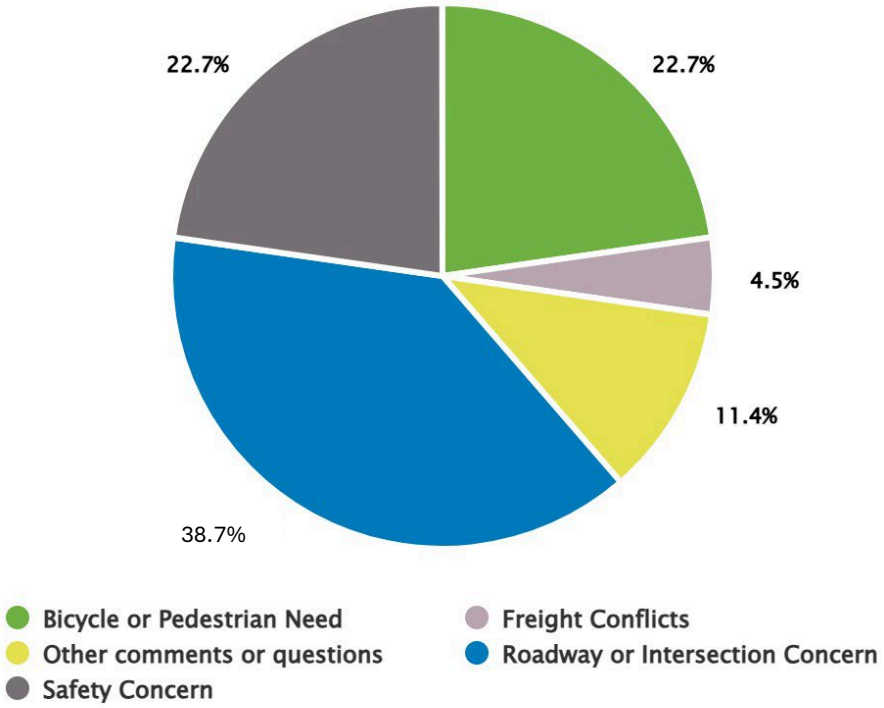
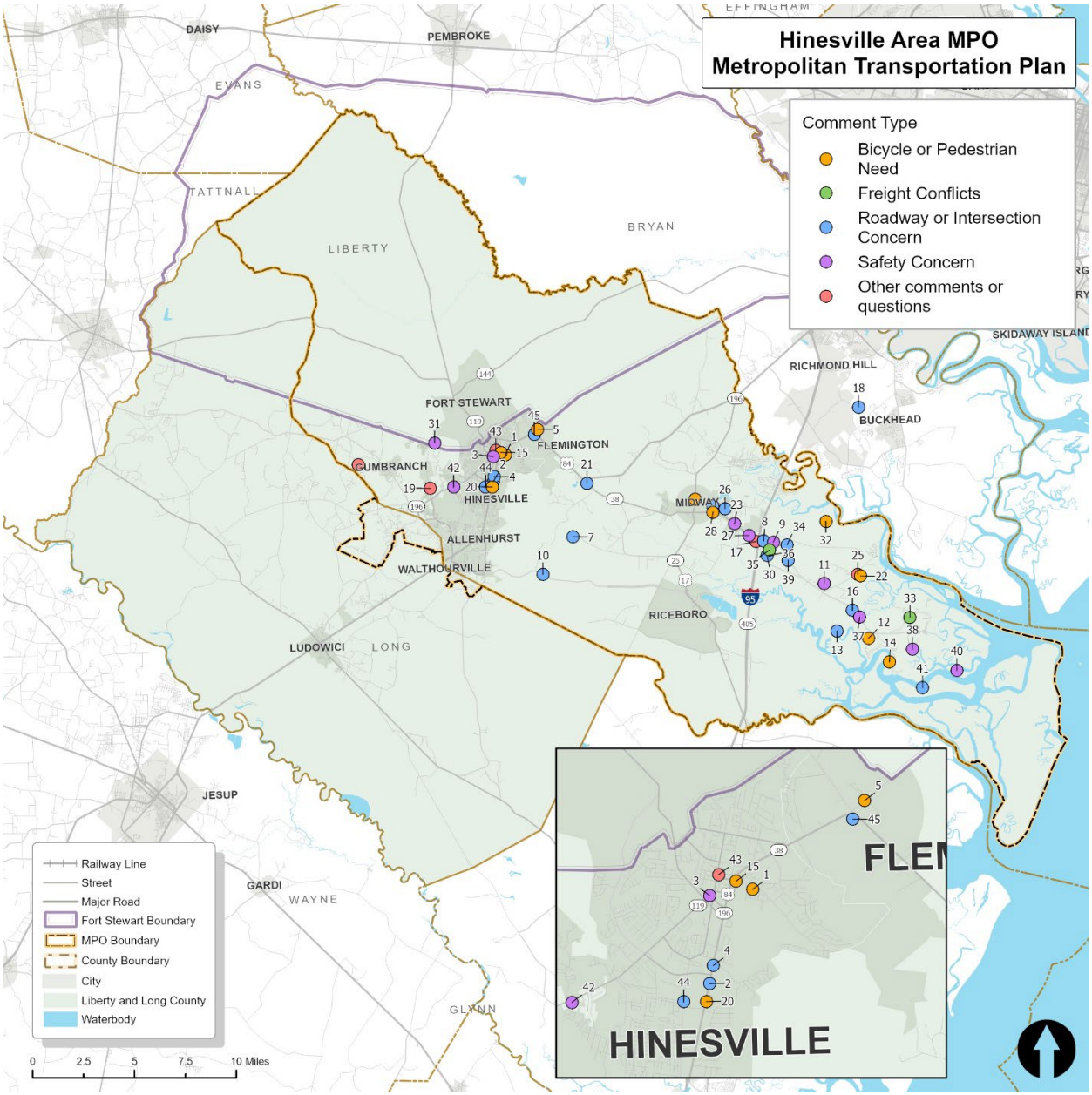


Figure 13-2. Word Cloud of Common Topics

Figure 13-3 below shows the location of each comment received on the interactive map, as well as an ID number that corresponds with the full table of responses listed in Appendix X. While comments were distributed throughout Liberty County, many can be seen in Hinesville and near the intersection of I-95 and US 84. Most comments related to bicycle and pedestrian needs highlighted specific roadways that need sidewalk facilities to improve safety for those walking along these roads. Safety concerns highlighted potential locations for safety improvements to conditions such as significant curves and unsignalized intersections. Both freight and safety related comments highlighted location where freight vehicles contribute to traffic and safety concerns. Similarly, roadway and intersection related comments called out specific sections of roadway that experience high traffic, feel unsafe to some users, or may require maintenance. For more details, see Appendix X.

Figure 13-3. Locations of Comments Received



13.2 Stakeholder Committee

The Stakeholder Committee was formed during this planning process to engage key government entities responsible for implementing the MTP and diverse community and business organizations affected by the recommendations. The group met three times at key milestones throughout the plan development.

The first meeting was held on January 17, 2024 and was focused on providing and overview of the planning project and existing conditions analysis, as well as gathering feedback on needs

throughout the region. The second meeting was held on June 13, 2024 to provide an update on the outreach activities and collect input on proposed goals and objectives. The third meeting, held on April 10, 2025, highlighted existing conditions in the region, presented project recommendations, and provided opportunities for feedback that informed the final project list.

The Stakeholder Committee was pivotal in identifying local needs and guiding the development of strategies to improve the transportation system. The Stakeholder Committee also aided in communication with their communities to promote public involvement. The following organizations were represented in the Stakeholder Committee membership:

- City of Hinesville
- City of Riceboro
- City of Walthourille
- City of Midway
- Town of Allenhurst
- City of Flemington
- City of Gumbranch
- City of Midway
- Liberty County Development Authority
- Liberty County Board of Commissioners
- Liberty Consolidated Planning Commission
- HDDA
- Liberty County Chamber of Commerce
- Hinesville Housing Authority
- Forst Stewart
- Liberty County BOC/Hinesville Public Works
- RS&H/HAMPO
- Liberty County School System
- T.R. Long Engineering
- GA Power
- Liberty Regional Medical Center, Hospital Authority
- Savannah Technical College, Citizens Advisory Committee
- GDOT

13.3 Policy Board

The Policy Committee met at three times during the planning process at key points in the plan's development. Meetings were held on

- December 14, 2023 – MTP Kickoff
- June 13, 2024 – Goals, Objectives, and Performance Measures
- December 12, 2024 – Existing Conditions Highlights, Prioritization Framework
- April 10, 2025 – Overview of Universe of Projects

- June 10, 2025 – Overview of Fiscally Constrained Work Program, Approval of Draft Plan for 30-day Comment Period
- August 14, 2025 – Adoption of 2050 MTP Update

13.4 TCC and Citizens Advisory Committee

Similarly, the TCC and Citizens Advisory Committee (CAC) mat at key points during the plan development process to review progress and provide feedback to the project team. Meetings were held on the following dates:

- November 9, 2023 – MTP Kickoff
- May 8, 2024 – Goals, Objectives, and Performance Measures
- December 5, 2024 – Existing Conditions Highlights, Prioritization Framework
- March 13, 2025 – Overview of Universe of Projects
- May 29, 2025 – Overview of Fiscally Constrained Work Program, Endorsement of Draft Plan to Policy Board to approve for 30-Day Comment Period
- July 10, 2025 – Endorsement of Final Plan for Policy Board Adoption

Recommendations

14. Project Identification

After extensive analysis of existing conditions and needs in the region, and review of previous recommendations, the project team developed a list of recommendations to be included in this plan. Plans that were referenced as a baseline for 2050 project recommendations include the 2045 MTP, 2025 SS4A, and 2022 EG Miles Pkwy Corridor Study.

The HAMPO Technical Subcommittee was also integral to project identification, as they group met throughout the project timeline to review progress and provide feedback on the planning process. In addition, this group provided recommendations regarding the technical planning processes to other committees, such as HAMPO Citizens Advisory Committee, Technical CC, and Policy Board.

14.1 Universe of Needs

After previously recommended projects were evaluated, the existing conditions analysis was utilized to identify needs across the region where a project was not already recommended. Figure 14-1 on the following page graphically summarizes needs in the region and analyzes roadway capacity constraints and crashes.

New Roadway Projects

Specific analysis for new roadway projects focused on bottleneck locations, existing and projected network performance, specifically V/C ratio, and crash history. These data highlighted locations where improvements were needed.

New Active Transportation Projects

Based on the existing conditions analysis and recommendations from previous studies, such as the 2022 Bicycle and Pedestrian Plan, the following maps and tables represent projects that need to be evaluated in the project prioritization process:

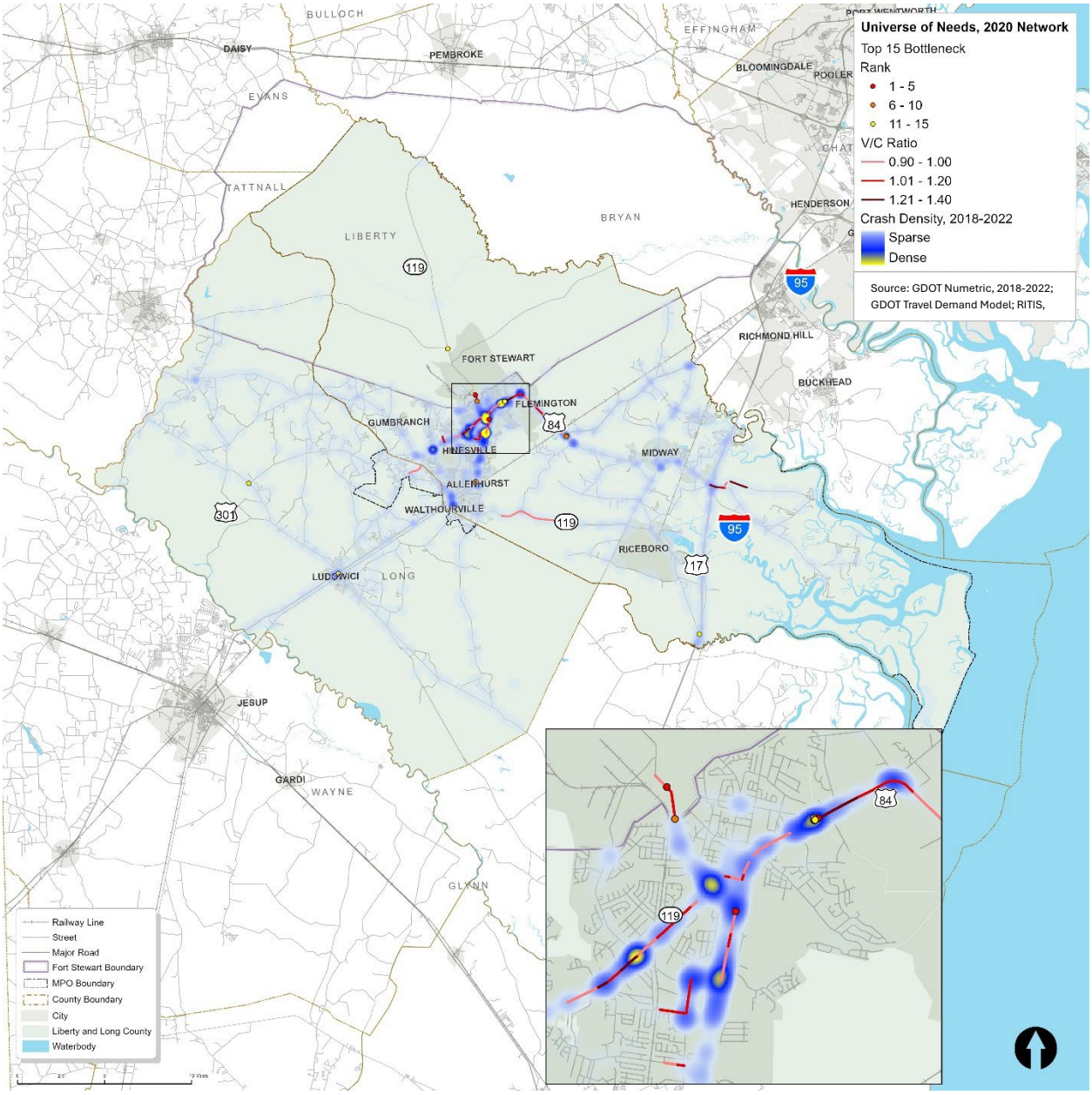
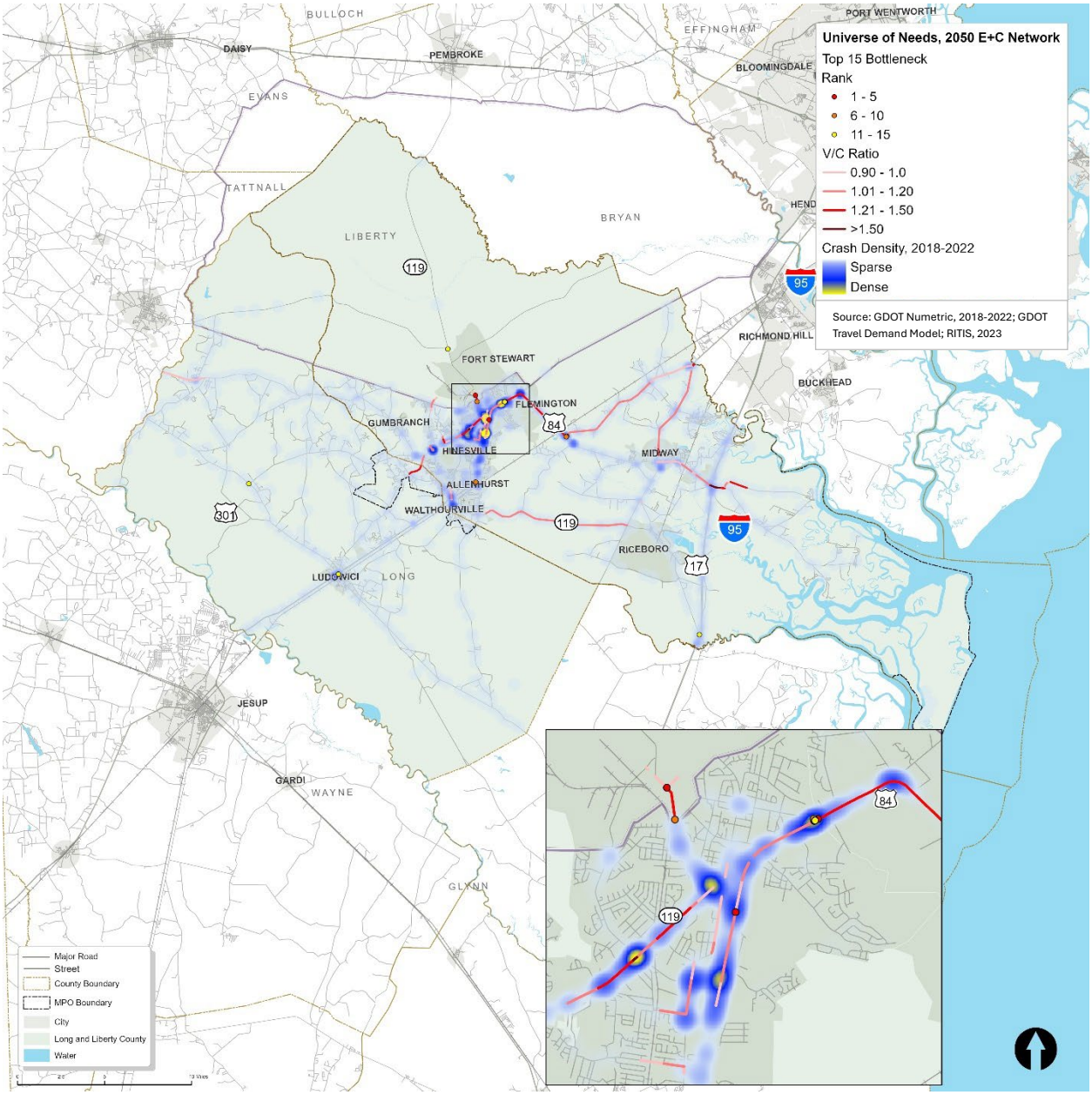


Figure 14-1. 2020 Existing Network Universe of Needs Analysis

After identifying the universe of needs based on the existing transportation network, the TDM was used to determine capacity needs on the 2050 existing plus committed (E+C) network, which includes transportation projects that are currently authorized in the TIP. Figure 14-2 on the following page shows the result of this analysis.

Figure 14-2. 2050 E+C Network Universe of Needs Analysis



Based on the 2020 and 2050 E+C universe of needs analysis, new roadway projects as shown in Figure 14-3 were developed to address the needs. Table 14-1 lists the potential improvements.

Figure 14-3. Newly Identified Roadway Projects

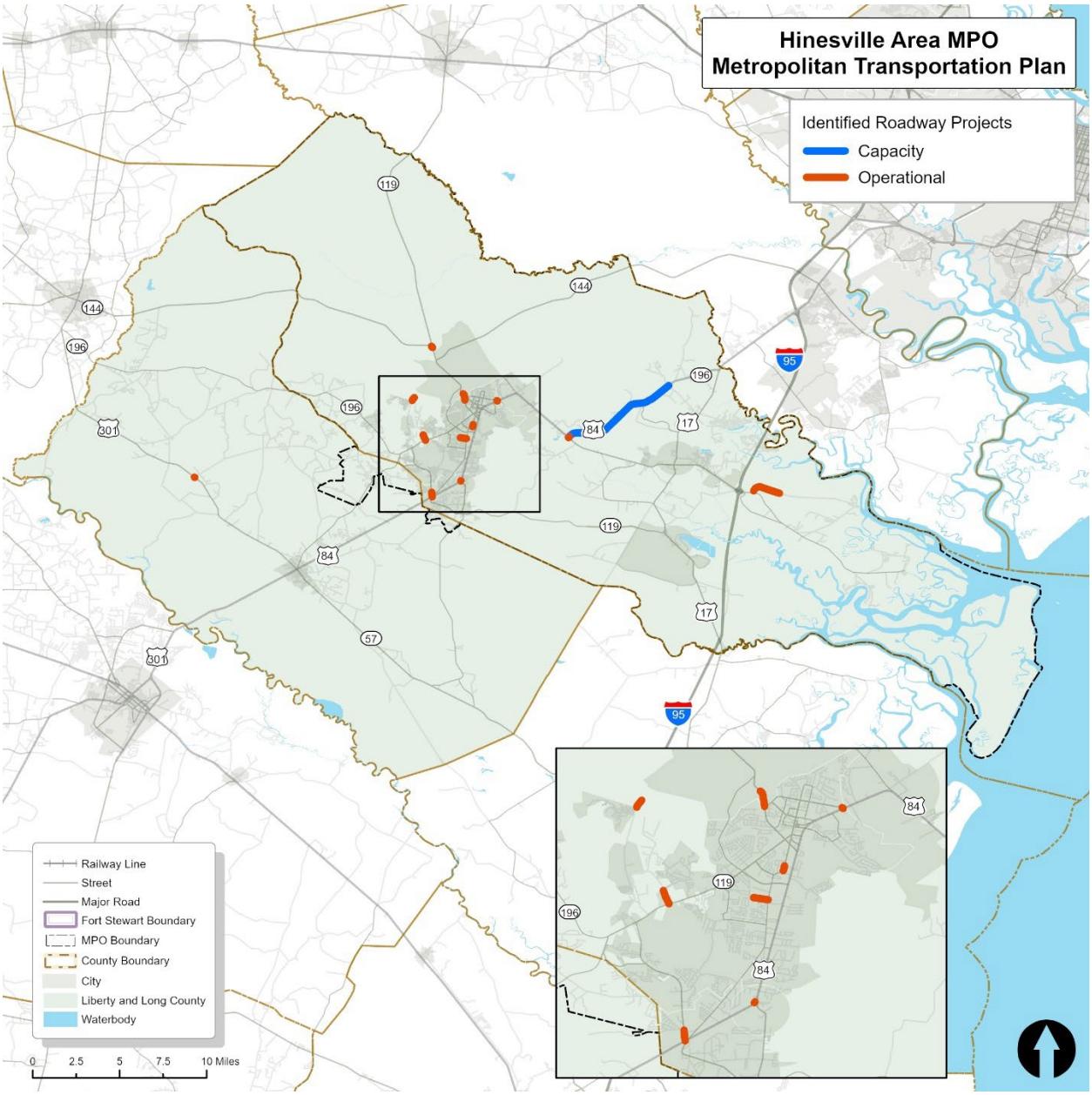


Table 14-1. Newly Identified Roadway Projects

Roadway	From Street	To Street	Project Type
Sunbury Road	Tradeport East Blvd	Islands Hwy	Corridor Operational Improvements
SR 196/Leroy Coffer Hwy	US 84/E Oglethorpe Hwy	Freedman Grove Rd	Widening
SR 119/W General Screven Way	E Bultman Ave	Saunders Ave	Corridor Operational Improvements
W 15th Street at Fort Mitchell			Corridor Operational Improvements
Eunice Road	Brett Dr	S Main St	Corridor Operational Improvements
S Main St	Macarthur Dr	Link St	Corridor Operational Improvements
Live Oak Church Rd	SR 196	Miness Ln	Corridor Operational Improvements
Airport Rd	Hardman Rd	US/84W Oglethorpe Hwy	Corridor Operational Improvements
US 25/Cecil Nobles Hwy at Rye Patch Rd NE			Intersection Improvement
US 84/W Oglethorpe Hwy at Dunlevie Rd			Intersection Improvement
E General Stewart Way at US 84/E Oglethorpe Hwy			Intersection Improvement
SR 196/Leroy Coffer Hwy at US 84/E Oglethrope Hwy			Intersection Improvement
GA Hwy 144 at SR 119			Intersection Improvement

Active transportation projects, as shown in Figure 14-4 were also developed and are listed in Table 14-2.

Figure 14-4. Newly Identified Active Transportation Projects

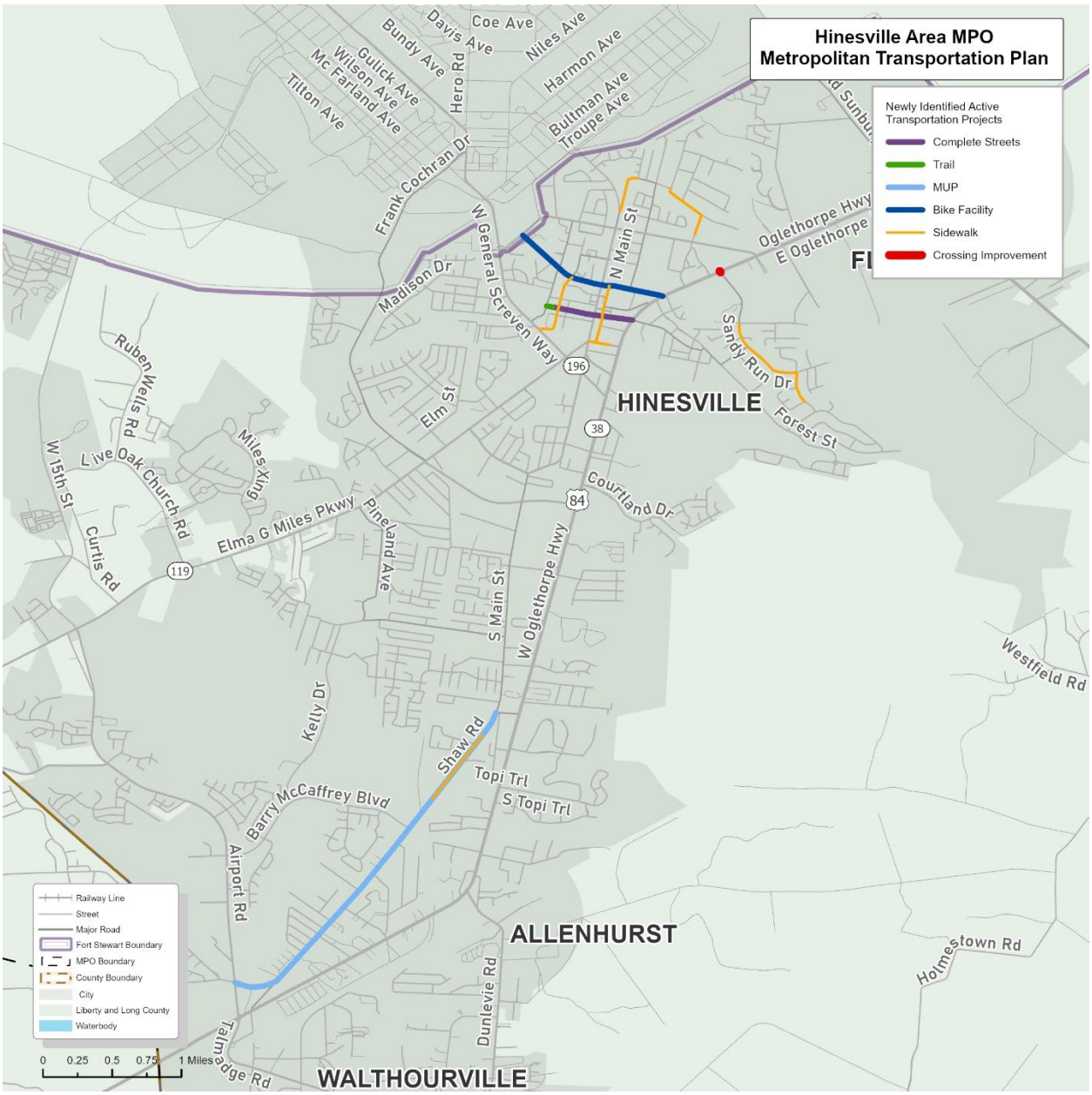


Table 14-2. Newly Identified Active Transportation Projects

Roadway	From Street	To Street	Project Type
Commerce St	E Hendry St	Memorial Dr	Sidewalk
US 84 at Sandy Run			Crossing Improvement
Memorial Dr	SR 38	US 84	Bicycle Boulevard
N Main St	Lakeview Dr	Olmstead Dr	Sidewalk
Martin Rd	Lakeview Dr	Stacy Dr	Sidewalk
Stacy Dr	Martin Rd	Existing sidewalk north of SR 38	Sidewalk
Sandy Run Dr	Tupelo Trl	Club Dr	Sidewalk
Club Dr	Sandry Run Dr	Ali Ave	Sidewalk
Shaw Rd	SR 119	Darsey Rd	Multi-Use Path
Shaw Rd	Existing Sidewalk south of Lone Holley	Existing sidewalk north of Fort Stewart Railway	Sidewalk
Butler Ave	Martin Rd	US 84	Sidewalk
ML King Junior Dr	US 84	End of ML King Junior Dr	Complete Streets
ML King Junior Dr	ML King Junior Dr	Gause St	Trail
E Hendry St	S Main St	Existing sidewalk west of US 84	Sidewalk
Wellborn St	Memorial Dr	SR 119	Sidewalk

14.2 2050 Unconstrained Project List

Previous recommendations and newly identified projects were compiled to create the 2050 Unconstrained Project List. This list accounts for all projects before assessing costs and funding. The list contains information such as project name, description, and source of recommendation. The following tables provides the full list of projects with selected information. More detail can be found on the individual project sheets in Appendix A.

Roadway Projects

Roadway projects are categorized as capacity and operational based on the recommended improvement. Capacity projects are projects that will increase the capacity of certain roadways or the overall network through roadway widening or new roadway construction. Operational improvements focus on movements through intersections and corridors to improve efficiency of traffic movements.

Capacity Projects

Figure 14-5 shows unconstrained capacity projects in the MPO and they are listed in Table 14-3.

Figure 14-5. Unconstrained Capacity Projects

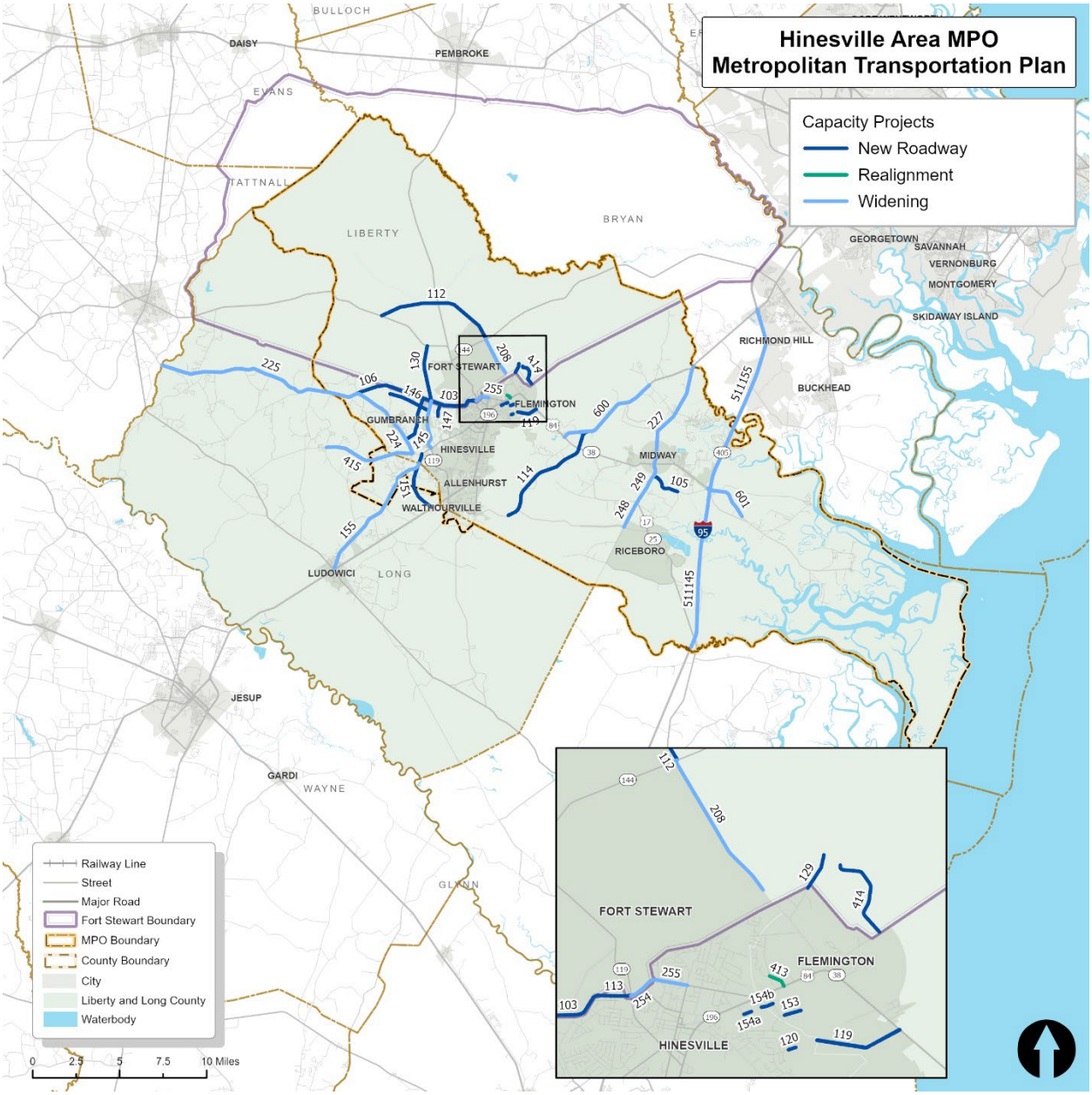


Table 14-3. Unconstrained Capacity Project List

ID	Project Name	From Street	To Street	Project Type
0010348	15th St from SR 196 to Gate 7 @ Fort Stewart Widening	EG Miles Pkwy	Fort Stewart boundary	Widening
103	Central Connector/ General Stewart ext. 2	Veterans Parkway	15th Street	New Construction
105	Cay Creek Extension	Cay Creek Rd	US 17	New Construction
106	Central Connector (W)	15th Street	Dairy Rd/Hodges Rd	New Construction
112	Ft. Stewart Bypass	SR 144	SR 144	New 4-Lane Rd
113	Central Connector/ General Stewart ext.	General Screven Way	Veterans Parkway	New Construction
114	Hinesville Bypass (eastern segment)	US 84	SR 119	New Construction
119	Flemington Connector / Peacock Creek Rd	Flemington Village Drive	US 84 / SR 38	New Construction
120	Sandy Run Drive Extension	Sandy Run Dr	Peacock Creek Rd	New Construction
129	WAAF Access Road	Old Hines Rd/Flem Loop	Midcoast Regional Airport	New Construction
130	Ft Stewart Bypass (west)	SR 144	15th Street	New 4-Lane Rd
145	Independence Rd (N-S)	SR 196	Central Connector/Ft Stew Boundary	New Construction
146	Independence Spine Rd (E-W)	15th Street at independence Conn	Dairy Rd	New Construction
147	Live Oak Church Rd Extension	Current end	Central Connector	New Construction
151	Hinesville Bypass III	US 84	SR 196	New Construction
153	Developer Road	Peacock Creek Rd	Patriots Trail	New Construction
154a	Sandy Run/Patriots Trail Connector	Sandy Run Dr	Patriots Trail	New Construction
154b	Sandy Run/Patriots Trail Connector	Sandy Run Dr	Patriots Trail	New Construction
155	Elim Church Road Widening	SR 196	US 84 East of SR 301	Widening
208	Ft Stewart Rd 47 Widening	Flemington Loop	SR 144	Widening 2-4 Lanes
224	SR 196 W (from Rye Patch Rd) Widening	Rye Patch Rd/SR 196	Hodges Rd/Central Conn	Widening
225	SR 196 W (to US 301) Widening	Hodges Rd/Central Connector	US 301	Widening

ID	Project Name	From Street	To Street	Project Type
226	Sunbury Rd/Islands Hwy Widening	I-95 ramp	Tradeport Access Road	Widening
227	Coastal Hwy/US 17 Widening from SR 196 to US 84	SR 196	US 84	Widening
228	US 84 bridge at I-95 Widening	I-95 access	I-95 access	Widening
248	Barrington Ferry Rd Widening	US 17	SR 119	Widening
249	Coastal Hwy/US 17 Widening from US 84 to Barrington Ferry Rd	US 84	Barrington Ferry Rd	Widening
254	SR 38C/General Stewart Way Widening From Memorial Dr to General Screven Way	Memorial Drive	General Screven Way	Widening
255	SR 38C/General Stewart Way Widening from Main St to Memorial Dr	Main St	Memorial Drive	Widening
413	Wallace Martin Realignment	US 84/SR 38	South of Tremain Dr.	Realignment
414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	Old Hines Road	Airport South Access	New Construction
415	Rye Patch Road Widening	SR 196	Darwell Long Road	Widening
511145	I-95 Widening South of Jericho River	McIntosh County line	South of Jericho River [Bryan County line] then to 0.8 mi south of US 17 in Bryan County	Widening
511155	I-95 Widening South of US 17	Jericho River	0.8 Miles South of US 17	Widening
600	Leroy Coffer Hwy Widening	US 84/E Oglethorpe Hwy	Freedman Grove Rd	Widening
601	Islands Highway Widening	Sunbury Rd		Widening

Figure 14-6 shows unconstrained operational projects in the MPO and they are listed in Table 14-4.

Figure 14-6. Unconstrained Corridor-Related Operational Projects

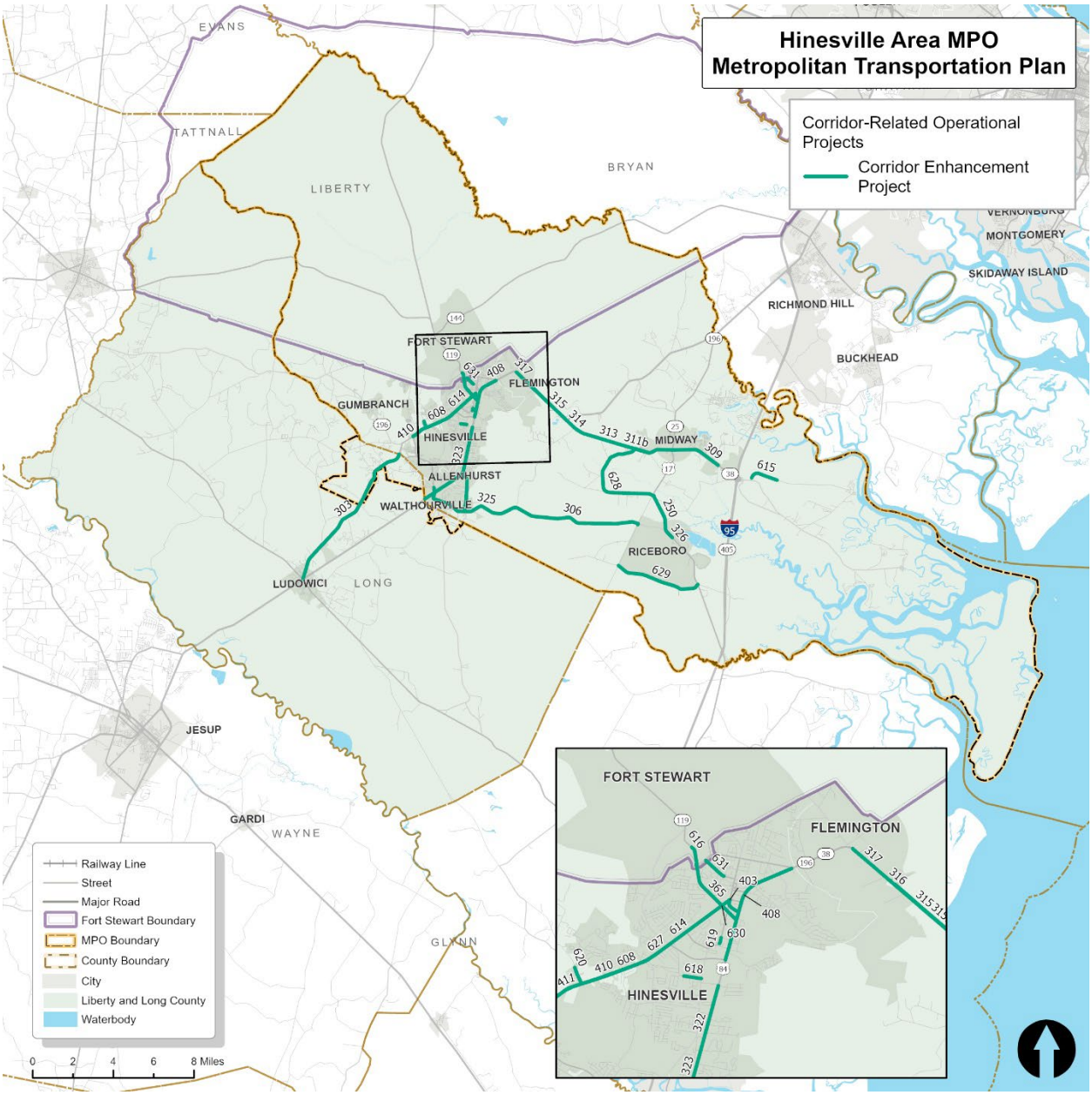


Table 14-4. Unconstrained Corridor-Related Operational Project List

ID	Project Name	From Street	To Street	Project Type
250	Coastal Hwy/US 17 Widening from Barrington Ferry Rd to SR 119	Barrington Ferry Rd	SR 119/EB Cooper	Widening
301	Dunlevie Road Multimodal Safety Enhancements	US 84	SR 119	Multimodal Safety Enhancements
303	Elim Church Road Upgrade /Multimodal Improvements	SR 196	US 84 @ SR 301 in Ludowici	Non-Capacity Widening
306	SR 119/EB Cooper Hwy Widening	US 84/Hinesville Bypass	Barrington Ferry Rd	Widening
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach St	Charlie Butler	Peach Street	Safety, Access Control
310	SR 38 /US 84 Safety and Access Management from Peach St to Butler Ave	Peach Street	Butler Avenue	Safety, Access Control
311b	SR 38 /US 84 Safety and Access Management from Butler Ave to Lewis Frasier Rd	Butler Avenue	Lewis Frasier Rd	Safety, Access Control
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	Bacontown Rd	SR 196	Safety, Access Control
314	SR 38 /US 84 Safety and Access Management from SR 196 to Bright Lakes Rd	SR 196	Brights Lake Rd	Safety, Access Control
315	SR 38 /US 84 Safety and Access Management from Bright Lakes Rd to John Martin Rd	Brights Lake Road	John Martin Road	Safety, Access Control
315b	Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.	Brights Lake Road	John Martin	Safety, Access Control

ID	Project Name	From Street	To Street	Project Type
316	SR 38 /US 84 Safety and Access Management from John Martin Rd to Spires Dr	John Martin Road	Spires Drive	Safety, Access Control
317	SR 38 /US 84 Safety and Access Management from Spires Dr to Old Hines Rd	Spires Drive	Old Hines Road	Safety, Access Control
322	SR 38 /US 84 Safety and Access Management from Flowers Dr to Topi Trl	Flowers Drive	Topi Trail	Safety, Access Control
323	SR 38 /US 84 Safety and Access Management from Topi Trl to Airport Rd	Topi Trail	Airport Road	Safety, Access Control
325	SR 119/Talmadge Rd Safety Enhancements	US 84	US 84/Hinesville Bypass	Multimodal Safety Enhancements
326	Coastal Hwy/US 17 Enhancements	Railroad	Blackbeard Creek, includes SR 119 intersection	Safety Enhancements / Intersection
365	SR 119/General Screven Access Improvements	US 84	Fort Stewart Gate 1	Safety, Access Control
403	Ryon Avenue Realignment and Corridor Improvements	SR 38/US 84/Oglethorpe Hwy	S. Main St @ Hendry St.	Realignment / Roundabout
408	US 84 Adaptive Signal Upgrades	Veterans Parkway	General Stewart Way	Operational: Signal Upgrade
410	E.G. Miles Adaptive Signal Upgrades	15th Street	SR 196/Veterans Pkwy	Operational: Signal Upgrade
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	15th Street	Pineland Avenue	Access Management / Safety
608	EG Miles Pkwy Roadway Lighting Improvements	Veterans Pkwy	15th St	Roadway Safety
614	EG Miles Median Installation	General Screven Way	15th St	Roadway Safety
615	Sunbury Road Corridor Improvements	Tradeport East Blvd	Islands Hwy	Corridor Operational Improvements

ID	Project Name	From Street	To Street	Project Type
616	W General Screven Way Operational Improvements	E Bultman Ave	Saunders Ave	Corridor Operational Improvements
618	Eunice Road Operational Improvements	Brett Dr	S Main St	Corridor Operational Improvements
619	S Main St Operational Improvements	Macarthur Dr	Link St	Corridor Operational Improvements
620	Live Oak Church Rd Operational Improvements	SR 196	Miness Ln	Corridor Operational Improvements
621	Airport Rd Operational Improvements	Hardman Rd	US/84W Oglethorpe Hwy	Corridor operational Improvements
627	EG Miles Pkwy Crossing Improvements	Pineland Ave	Veterans Pkwy	Safety Enhancements
628	Lewis Frasier Rd Safety Enhancements	US 84/E Oglethorpe Hwy	S Coastal Hwy	Safety Enhancements
629	Sandy Run Rd Safety Enhancements	Barrington Ferry Rd	SR 25	Safety Enhancements
630	Hendry St Streetscape	W General Screven Way	S Main St	Streetscaping
631	Memorial Dr Median Improvements	General Stewart Way	Rebecca St	Striping/Obstacle Stipping

Figure 14-7 shows unconstrained intersection operations projects in the MPO and they are listed in Table 14-5.

Figure 14-7. Intersection-Related Operational Projects

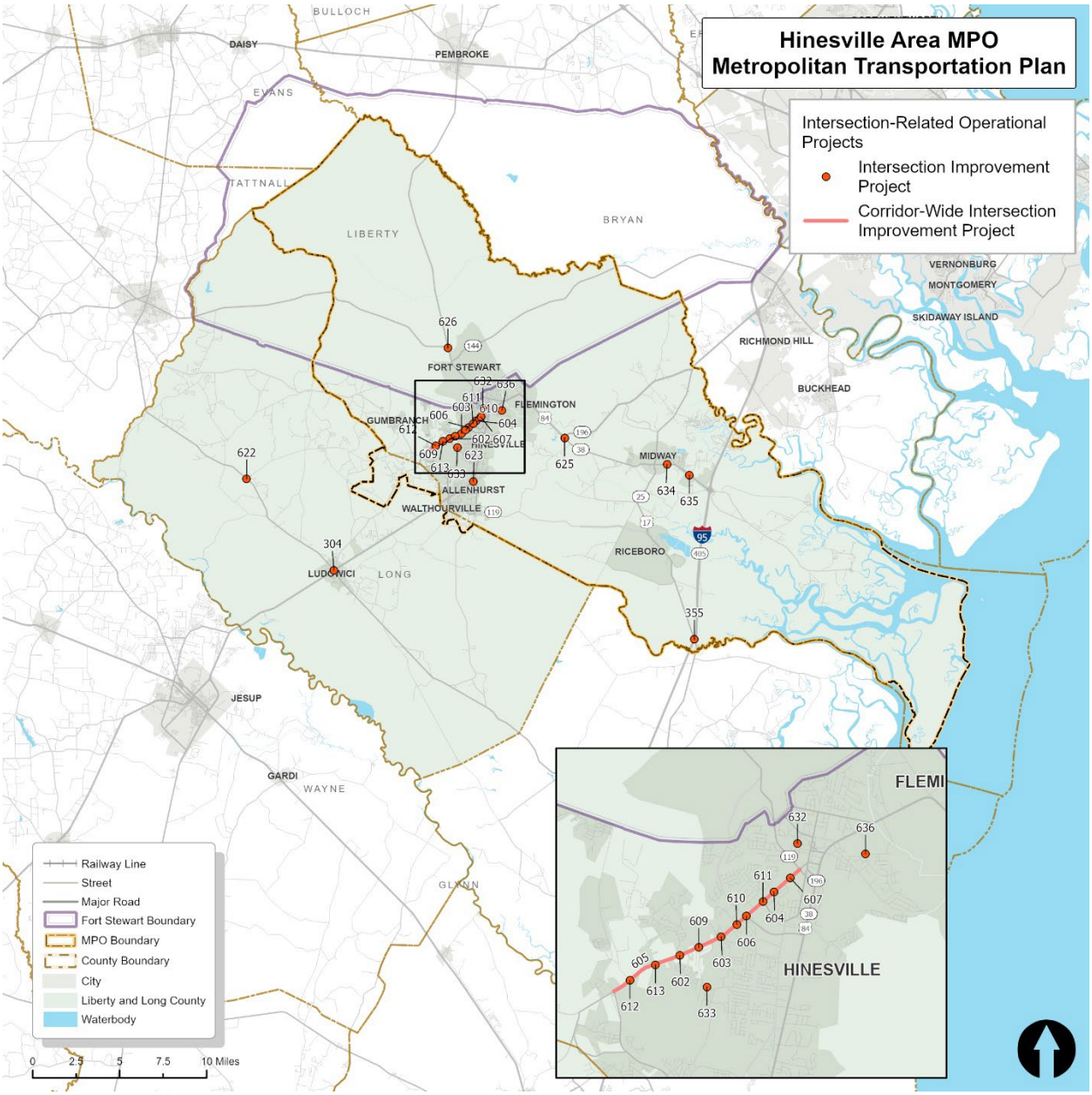


Table 14-5. Unconstrained Intersection-Related Operational Project List

ID	Project Name	Primary Road	Intersection Road	Project Type
304	Hwy 57 Intersection Upgrade	Hwy 57	US 84 @Hwy 57	Intersection Upgrade
355	I-95 Intersection/road Improvements at Exit 67	I-95	I-95 Exit 67	Safety Enhancements
602	Miles Crossing Traffic Signal Installation	EG Miles Pkwy	Miles Crossing	Intersection Safety and Operations
603	Pineland Ave Traffic Signal Installation	EG Miles Pkwy	Pineland Ave	Intersection Safety and Operations
604	Arlington Dr Traffic Signal Installation	EG Miles Pkwy	Arlington Dr	Intersection Safety and Operations
606	Veterans Pkwy Intersection Lane Improvements	EG Miles Pkwy	Veterans Pkwy	Intersection Safety and Operations
607	Liberty Regional Medical Center Intersection Lane Improvements	EG Miles Pkwy	Liberty Regional Medical Center	Intersection Safety and Operations
609	Live Oak Dr R-CUT Installation	EG Miles Pkwy	Live Oak Dr	Intersection Safety and Operations
610	Sharon St R-CUT Installation	EG Miles Pkwy	Sharon St	Intersection Safety and Operations
611	Deal St Roundabout	EG Miles Pkwy	Deal St	Intersection Safety and Operations
612	Curtis St High-T Intersection	EG Miles Pkwy	Curtis St	Intersection Safety and Operations
613	Live Oak Church Rd High-T Intersection	EG Miles Pkwy	Live Oak Church Rd	Intersection Safety and Operations
622	US 25 and Rye Patch Intersection Improvements	US 25/Cecil Nobles Hwy at Rye Patch Rd NE		Intersection Improvements
623	US 84 and Dunlevie Intersection Improvements	US 84/W Oglethorpe Hwy at Dunlevie Rd		Intersection Improvements
625	Leroy Coffer and US 84 Intersection Improvements	SR 196/Leroy Coffer Hwy at US 84/E Oglethrope Hwy		Intersection Improvements
626	GA 144 and SR 119 Intersection Improvements	GA Hwy 144 at SR 119		Intersection Improvements
632	W Court and Welbourn Safety Enhancements	W Court St at Welborn St		Safety Enhancements

ID	Project Name	Primary Road	Intersection Road	Project Type
633	Kelly Dr Street Enhancements	Kelly Dr at Ricade Dr		Street Enhancements
634	US 84 at Butler Intersection Upgrade	US 84 at Bulter Ave		Safety, Access Control
635	US 84 at Isle of Right Intersection Improvements	US 84 at Isle of Wright Rd		Intersection Improvements
636	Sandy Run at Tupelo Intersection Improvements	Sandy Run Dr at Tupelo Trl		Intersection Improvements
622	US 25 and Rye Patch Intersection Improvements	Hwy 57		Intersection Upgrade
623	US 84 and Dunlevie Intersection Improvements	I-95		Safety Enhancements
625	Leroy Coffer and US 84 Intersection Improvements	EG Miles Pkwy		Intersection Safety and Operations

Maintenance Projects

Figure 14-8 shows unconstrained maintenance projects in the MPO, Figure 14-9 shows unconstrained bridge projects, and both maintenance and bridge projects are listed in Table 14-6.

Figure 14-8. Maintenance Projects

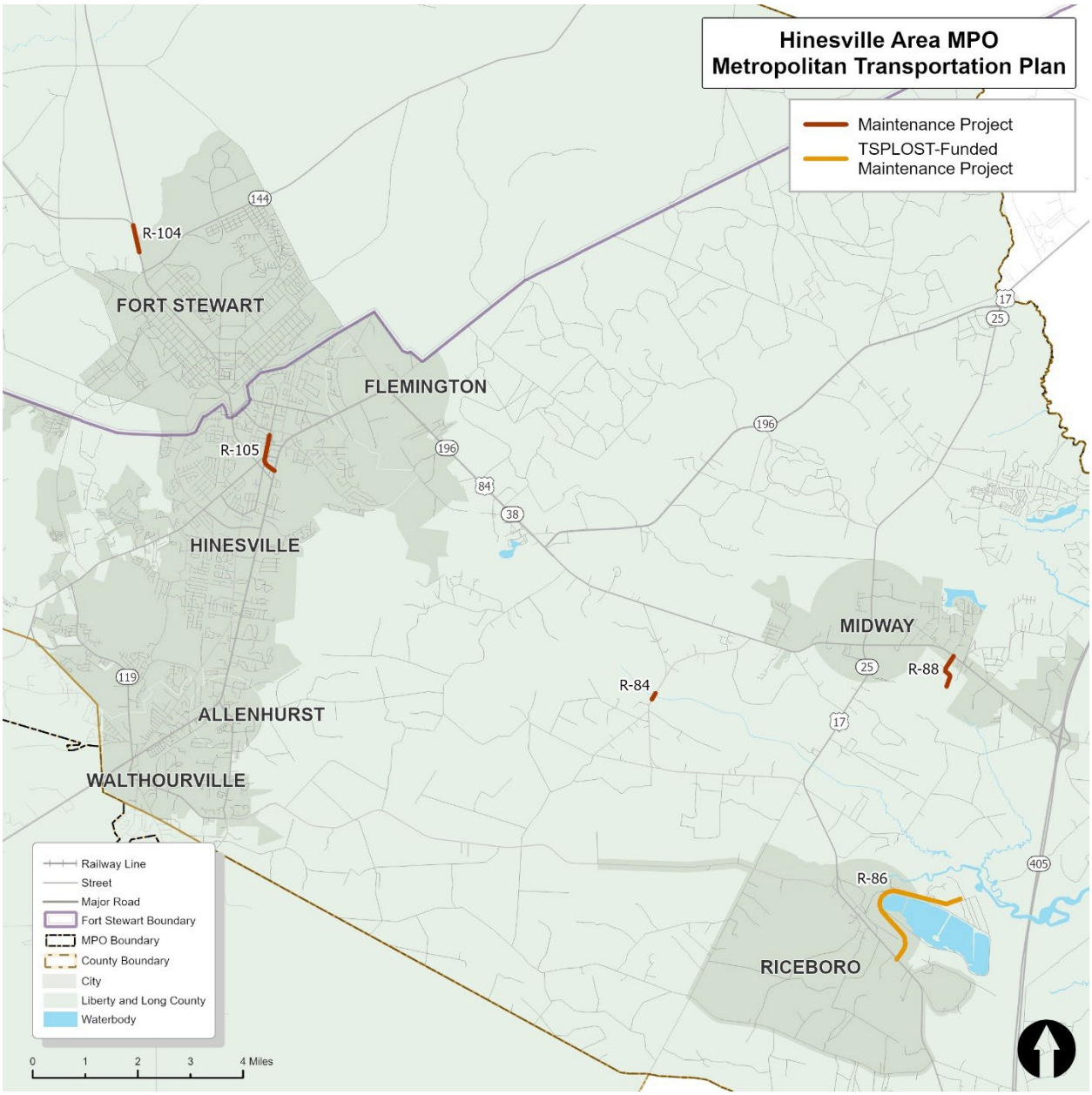


Figure 14-9. Bridge Projects

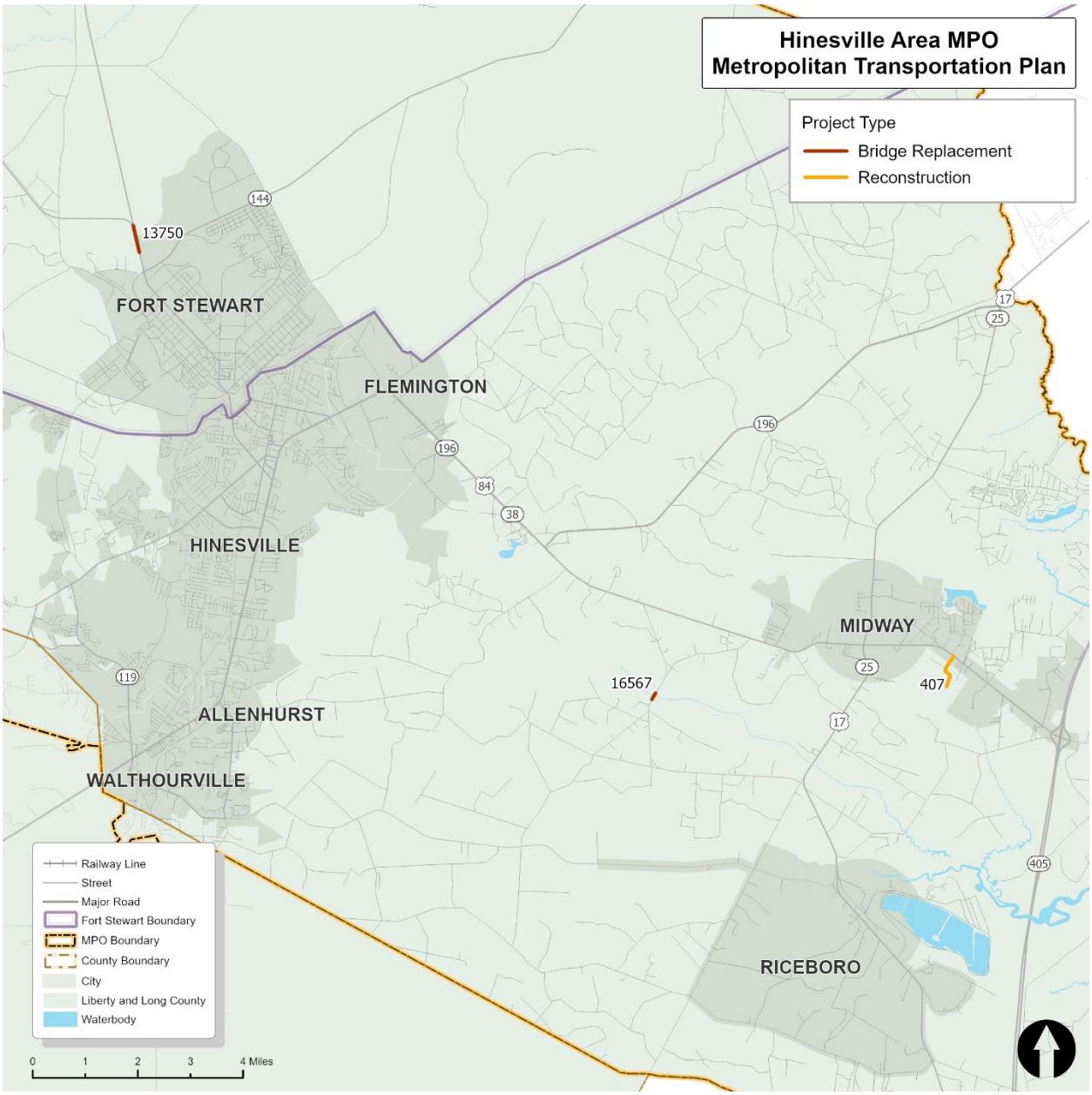


Table 14-6. Maintenance Project List

ID	Project Name	Roadway	From Street	To Street	Project Type	Base Cost Estimate
0013750/N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE Bridge Replacement	SR 119 at Taylors Creek			Bridge Replacement	$6,432,142.97
0016567	CR 171/Lewis Fraiser Rd @ Peacock Creek Bridge Replacement	CR 171/Lewis Fraiser Rd	CR 171/Lewis Fraiser Rd.		Bridge Replacement	$2,971,000
407	Industrial Road Upgrade	Industrial Rd	Midway Industrial Park	US 84 / SR 38	Reconstruction	$3,200,000

Transit Projects

The following transit projects were identified in the needs assessment:

Service Enhancements

- Route Adjustments - Resources are reallocated to prioritize high-demand urban core areas while improving accessibility to underserved destinations. Adjustments include reinstating the Liberty Regional Medical Center stop as a key transfer hub, adding stops at Walmart Neighborhood Markets, Department of Family and Children Services (DFCS), and Diversity Health, and enhancing coverage for low-income and transit-dependent communities.
- Frequency Improvements - Additional buses will be introduced on core routes to improve service frequency, reduce wait times, and enhance on-time performance.
- Demand Response Services - Flexible, on-demand transit options will be implemented in low-density areas such as Walthourville and West Hinesville to replace underutilized fixed-route services, offering riders tailored scheduling options and improved connectivity.

Operational Improvements

- Schedule Standardization - Route schedules will be redesigned with regular time points to reduce passenger confusion and align with performance-based tracking standards.
- Fleet Modernization - The aging and oversized bus fleet will be replaced with appropriately sized vehicles, improving cost efficiency and reliability.

- Technology Investments - System enhancements, including real-time vehicle tracking, automated passenger counters, and dispatch upgrades, will streamline operations and improve rider experience.

Infrastructure Investments

- Shelters and Wayfinding - Additional bus shelters will be installed to improve rider comfort, and route identification flags will be added to simplify wayfinding, particularly for riders with limited English proficiency.
- Transit Accessibility - The transit website will be upgraded to meet ADA compliance, support multilingual access, and provide real-time service updates, improving accessibility for all users.
- Implementation Strategy - The hybrid approach focuses on implementing cost-neutral improvements immediately while planning and securing funding for moderate service enhancements over time. Long-term investments will be guided by performance metrics, including ridership growth, cost efficiency, and service reliability, ensuring sustainable transit development.
- Mobility Hub – The development of a mobility hub is critical to provide a central facility where users can access multiple modes of transportation. In addition to improving convenient, safe, and reliable service, this hub should also offer amenities such as restrooms for drivers, weather protection, and a safe waiting area for riders.

Active Transportation Projects

Figure 14-10 shows unconstrained active transportation projects in the MPO, Figure 14-11 shows unconstrained active transportation projects in Downtown Hinesville, and all projects are listed in Table 14-7Table 14-6.

Figure 14-10. All Unconstrained Active Transportation Recommendations

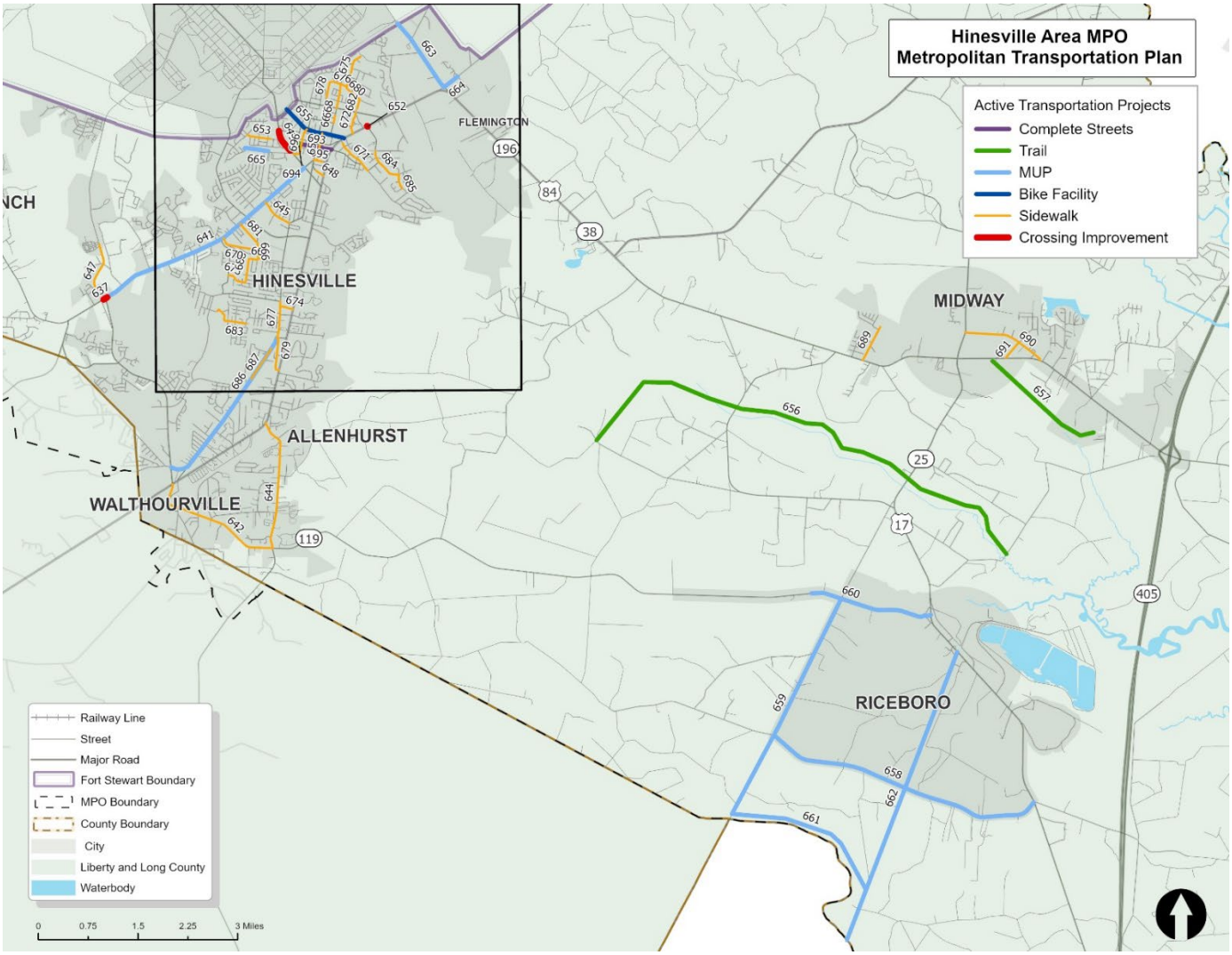


Figure 14-11. Unconstrained Active Transportation Recommendations in Downtown Hinesville

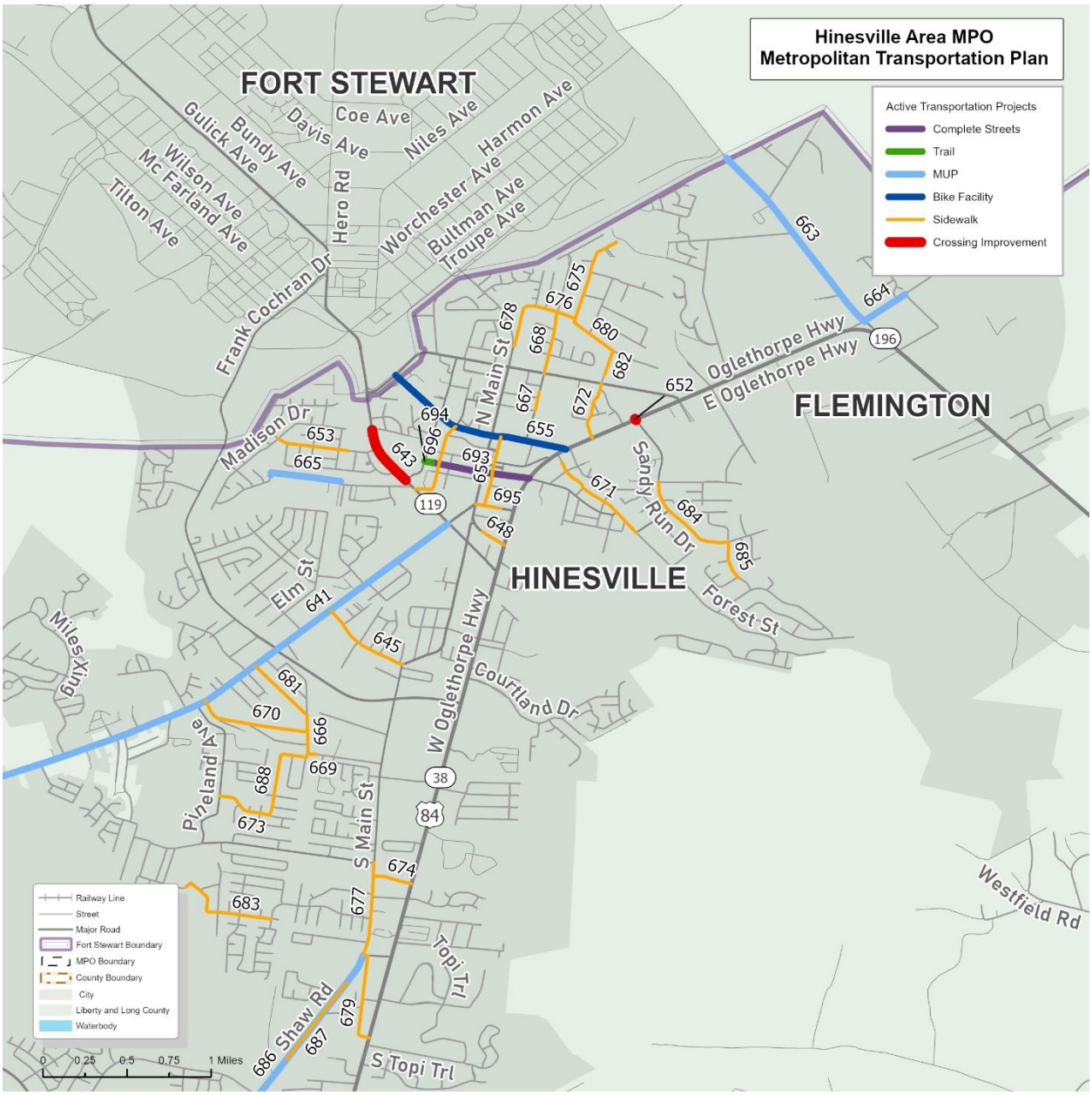


Table 14-7. Unconstrained Active Transportation Projects

ID	Project Name	From Street	To Street	Project Type
637	EG Miles at 15th St FYA Singal Upgrades	15th St		Crossing Improvement
641	EG Miles Pkwy Multi-Use Path	General Screven Way	15th St	MUP
642	Talmadge New Sidewalk	Dunlevie Rd	US 84	Sidewalk
643	W General Screven Way Pedestrian and Bicycle Improvements	Pafford St	Gause St	Crossing Improvement
644	Dunlevie Rd New Sidewalk	Talmadge Rd	US 84	Sidewalk
645	Deal St New Sidewalk	S Main St	EG Mile Pkwy	Sidewalk
647	W 15th St New Sidewalk	Parkland Blvd	Governors Blvd	Sidewalk
648	Ryon Ave New Sidewalk	US 84	S Main St	Sidewalk
651	Commerce St Sidewalk	E Hendry St	Memorial Dr	Sidewalk
652	US 84 at Sandy Run Crossing Improvements			Crossing Improvement
653	Olive St Sidewalk	Madison Dr	Existing Sidewalk on Olive St	Sidewalk
655	Memorial Dr Bike Facility	SR 38	US 84	Bicycle Boulevard
656	Peacock Creek Trail	Holmestown Rd	Riceboro and Sunbury Rd	Trail
657	Cay Creek Extn	US 84	Cay Creek Wetlands Interpretive Center	Trail
658	Sandy Run Rd MUP	Barrington Ferry Rd	US 17	MUP
659	Barrington Ferry Rd MUP	SR 119	Lecount Connector	MUP
660	EB Cooper Hwy MUP	US 17	West of Barrington Ferry Rd	MUP
661	Lecount Connector	Barrington Ferry Rd	Riceboro Rail to Trail	MUP
662	Riceboro Rail to Trail	US 17	South Liberty County Line	MUP
663	Old Sunbury Rd MUP	Fort Mitchell	Old Hines Rd	MUP

ID	Project Name	From Street	To Street	Project Type
664	Old Hines Rd MUP	Old Sunbury Rd	OC Martin Junior Dr	MUP
665	Evergreen MUP	Azalea St	Timber Ridge Trl	MUP
666	Bacon Rd Sidewalk	McDowell Rd	Varnedoe St	Sidewalk
667	Southern Bradwell St Sidewalk	E Mills Ave	Existing sidewalk south of Martin St	Sidewalk
668	Northern Bradwell St Sidewalk	Lakeview Dr	General Stewart Way	Sidewalk
669	Eunice Rd Sidewalk	Bacon Rd	Existing Eunice Rd sidewalk	Sidewalk
670	Flemming Dr Sidewalk	Bacon Rd	SR 119	Sidewalk
671	Fraser/Forest St Sidewalk	Gray Fox Rd	Existing sidewalk south of US 84	Sidewalk
672	Harrison Dr Sidewalk	SR 38	US 84	Sidewalk
673	Honey Ridge Ln Sidewalk	Pineland Ave	Varnedoe St	Sidewalk
674	Kacey Dr Sidewalk	US 84	S Main St	Sidewalk
675	Kings Rd Sidewalk	Lakeview Dr	Snelson-Golden Middle School	Sidewalk
676	Lakeview Dr Sidewalk	N Main St	Kings Rd	Sidewalk
677	S Main St Sidewalk	Glenn Bryant Rd	Darsey Rd	Sidewalk
678	N Main St Sidewalk	Lakeview Dr	Olmstead Dr	Sidewalk
679	S Main St Ext Sidewalk	Darsey Rd	US 84	Sidewalk
680	Martin Rd Sidewalk - Hinesville	Lakeview Dr	Stacy Dr	Sidewalk
681	McDowell Rd Sidewalk	Bacon Rd	SR 119	Sidewalk
682	Stacy Dr Sidewalk	Martin Rd	Existing sidewalk north of SR 38	Sidewalk
683	Paul Caswell Blvd Sidewalk	Existing sidewalk on Debbie Dr	Desert Strom Dr	Sidewalk
684	Sandy Run Dr Sidewalk	Tupelo Trl	Club Dr	Sidewalk
685	Club Dr Sidewalk	Sandry Run Dr	Ali Ave	Sidewalk
686	Shaw Rd Upgrade	SR 119	Darsey Rd	MUP

ID	Project Name	From Street	To Street	Project Type
687	Shaw Rd Sidewalk	Existing Sidewalk south of Lone Holley	Existing sidewalk north of Fort Stewart Railway	Sidewalk
688	Varnedoe St Sidewalk	Bacon Rd	Honey Ridge Ln	Sidewalk
689	Edgewater Dr Sidewalk	US 84	Liberty Elementary School	Sidewalk
690	Martin Rd Sidewalk - Midway	US 84	US 17	Sidewalk
691	Butler Ave Sidewalk	Martin Rd	US 84	Sidewalk
693	ML King Junior Dr Complete Street Improvements	US 84	End of ML King Junior Dr	Complete Streets
694	ML King Junior Dr Connector	ML King Junior Dr	Gause St	Trail
695	E Hendry St Sidewalk	S Main St	Existing sidewalk west of US 84	Sidewalk
696	Wellborn St Sidewalk	Memorial Dr	SR 119	Sidewalk

15. Performance Based Project Prioritization

The prioritization process performed during this plan help to establish a general order of priority to be considered for project implementation. The results of the prioritization process suggest an order in which to implement projects to maximize benefits to the region, however, this order is intended as an advisory list. It should be used to inform decision makers on the development of their work program.

Figure 15-1 highlights the role that performance measures and data play in the planning process and project prioritization and Table 15-1 summarizes the HAMPO goals and performance assessment criteria.

Figure 15-1. Performance Based Planning and Prioritization Process

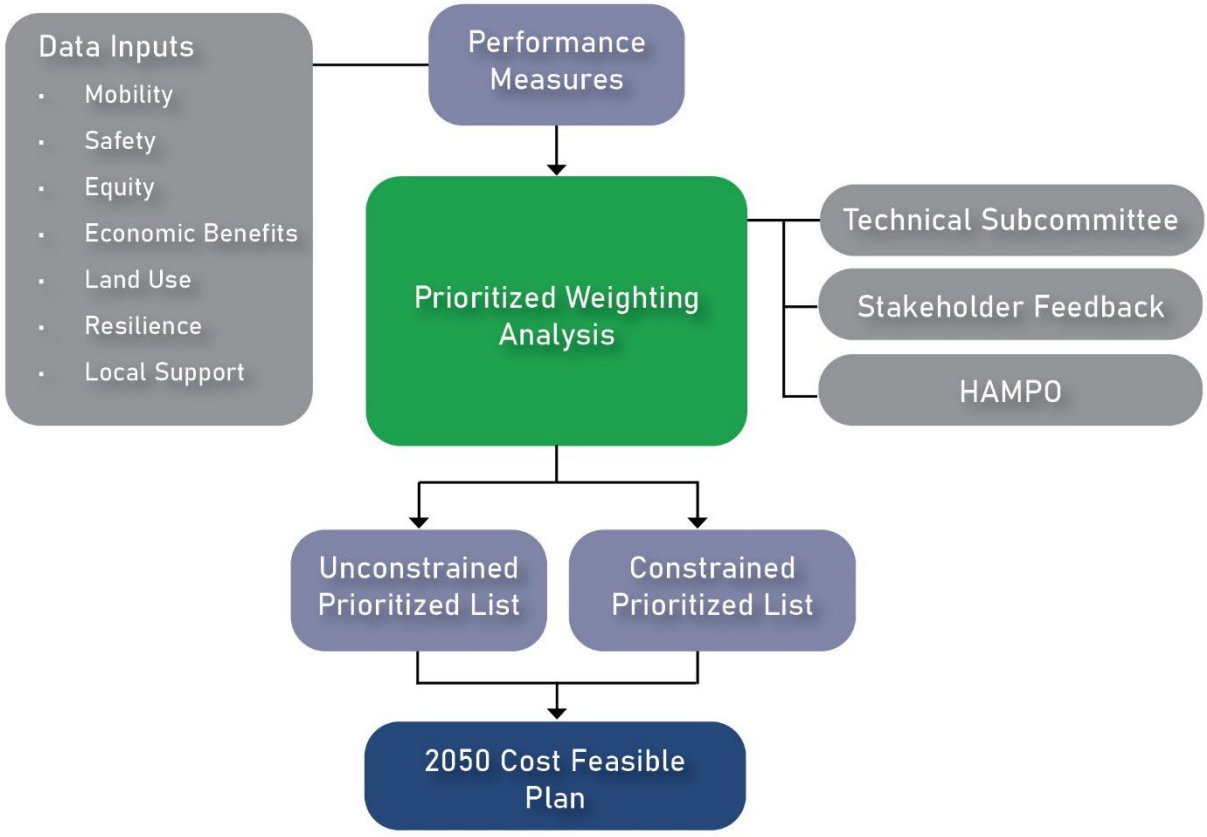


Table 15-1. MTP Goals and performance Assessment Criteria

MTP Goals	Performance Measures
Promote Quality of Life and Protect Existing Resources	Access to Community Destinations Impact on Cultural and historic resources Impact on Environmentally-sensitive areas
Improve Safety and Security	Number of Total Crashes Number of Bicycle and Pedestrian Crashes Number of Fatal and Serious Injury Crashes
Invest in a Multimodal System	Access to Activity Centers Active Trip Demand Access to High Density Residential AADT
Invest in Mobility Options	Access to Zero Vehicle households Total Demand Access to Transit Service Improvement to Projected LOS Access to Existing Bike/Ped Facilities or SRTS
Promote the Management and Preservation of the Existing Transportation System	N/A
Promote the deployment of ITS and smart technologies throughout the roadway network and TDM strategies to promote low-cost solutions to congestion relief	N/A
Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts	Improvement to Delays/bottlenecks Access to Military installations/mobilization routes Impacts to Flood-Prone Areas Improvement to Evacuation Routes
Provide a transportation network that enhances travel and tourism through regional accessibility	Access to Tourism Attractions
Promote Economic Development and Support Freight Movement	Access to Freight Generating Land Uses Existing Truck Traffic Access to Transit Routes Improvements to V/C Difference Improvements to Existing LOS Improvements to AADT Improvements to Projected LOS Access to Airports
Ensure Equity in the HAMPO Process	Access to traditionally underserved communities

15.1 Methodology

Based on the identified goals and objectives, certain performance criteria were identified to understand the impact of each project on a number of factors. The chosen criteria utilize data that focus on network functioning, accessibility, safety, equity, resilience, and economic development. Each project type was scored using a separate yet similar set of criteria. The possible points used for scoring varied for each criteria, with the lowest value being 0 and the highest possible score shown in the following table. Scores for each criteria were summer to create a total prioritization score for each project that can be compared to understand the total benefit that each will provide upon implementation.

TSPLOST projects were not scored in this process as they have been programmed for implementation.

Table 15-2. Capacity Project Criteria

	Criteria	Description	Highest Possible Score
Mobility	AADT	Scores given to projects on roads with high traffic volumes.	5
	Existing Level of Service	Scores given based on Level of Service results from the Future (2050 E+C) Model	5
	Projected Level of Service	Scores given based on Level of Service results from the Future (2050 E+C) Model	5
	V/C Difference	Scores given to projects on roads with high V/C Ratio.	5
Safety	Total Number of Crashes	Scores given based on number of crashes in the past 5 years.	10
Multimodal Access	Existing or Planned AT Facility/SRTS	Scores given to projects supporting investment in areas with high households with zero vehicles.	7.5
	Transit Route	Located along roadway with an existing transit route.	7.5
Equity	Traditionally Underserved Community	Scores given to projects that touch a Traditionally Underserved Community.	10
Economic Benefit	Truck Traffic Demand	Scores given to projects on roads with high truck volumes.	10
Land Use	Military Installation/Mobilization Route	Scores given to projects supporting access to military installations or along mobilization routes	2.5
	Freight Generators/Attractors	Scores given to projects near freight generating or attracting land uses.	2.5

	Airport	Scores given to projects that support access to airports.	2.5
	Tourism Attractions	Scores given to projects that support access to tourism attractions.	2.5
Resilience	Historic/Cultural Resources	Scores given to projects that do not affect historic or cultural resources.	2
	Projected Sea Level Rise	Scores given to projects that do not affect areas of projected sea level rise.	2
	Environmentally Sensitive Areas	Scores given to projects that do not affect environmentally sensitive areas.	2
	Evacuation Route	Scores given to projects along evacuation routes.	2
	Flood Prone Areas	Scores given to projects that serve floodplain areas	2
	Community Input		10

Table 15-3. Operational Criteria

	Criteria	Description	Highest Possible Score
Mobility	AADT	Scores given to projects on roads with high traffic volumes.	10
	Delay	Scores given to projects near significant bottleneck locations.	10
Safety	Total Number of Crashes	Scores given based on number of crashes in the past 5 years.	15
Multimodal Access	Existing or Planned AT Facility/SRTS	Scores given to projects that connect to existing or planned active transportation facilities.	5
	Transit Route	Located along roadway with an existing transit route.	5
	Active Trip Demand	Scores given to projects along roadways that see a high existing active trip demand.	10
Equity	Traditionally Underserved Community	Scores given to projects that touch a Traditionally Underserved Community.	15
Economic Benefit	Truck Traffic Demand	Scores given to projects on roads with high truck volumes.	10
Resilience	Projected Sea Level Rise	Scores given to projects that do not affect areas of projected sea level rise.	5
	Environmentally Sensitive Areas	Scores given to projects that do not affect environmentally sensitive areas.	5
	Community Input		10

Table 15-4. Active Transportation Criteria

	Criteria	Description	Highest Possible Score
Multimodal Access	Active Trip Demand	Scores given to projects along roadways that see a high existing active trip demand.	10
	Existing or Planned AT Facility/SRTS	Scores given to projects that connect to existing or planned active transportation facilities.	10
	Community Destinations	Scores given to projects that improve access to parks, schools, libraries, etc.	5
	Activity Centers	Scores given to projects that improve access to airports, tourism attractions, major retail centers, etc.	5
	High Density Residential	Scores given to projects that improve access to high density residential areas.	5
	Transit Route	Located along roadway with an existing transit route.	5
Safety	Total Number of Bicycle and Pedestrian Crashes	Scores given based on number of bicycle and pedestrian crashes in the past 5 years.	10
	Total Number of Fatal and serious Injury Crashes	Scores given based on number of fatal or serious injury crashes in the past 5 years.	10
Equity	Traditionally Underserved Community	Scores given to projects that touch a Traditionally Underserved Community.	10
	Zero Vehicle Households	Scores given to projects that serve census tracts with percentage of zero vehicle households above the regional average.	10
Mobility	Total Demand	Scores given to projects on roads with high trip volumes.	15
	Community Input		10

15.2 Prioritized Project Results

Figure 15-2 maps the unconstrained capacity projects broken out into higher, medium, and lower priority tiers. Table 15-5 summarizes prioritized capacity projects by tier and includes the priority score for each project.

Figure 15-2. Capacity Project Prioritization

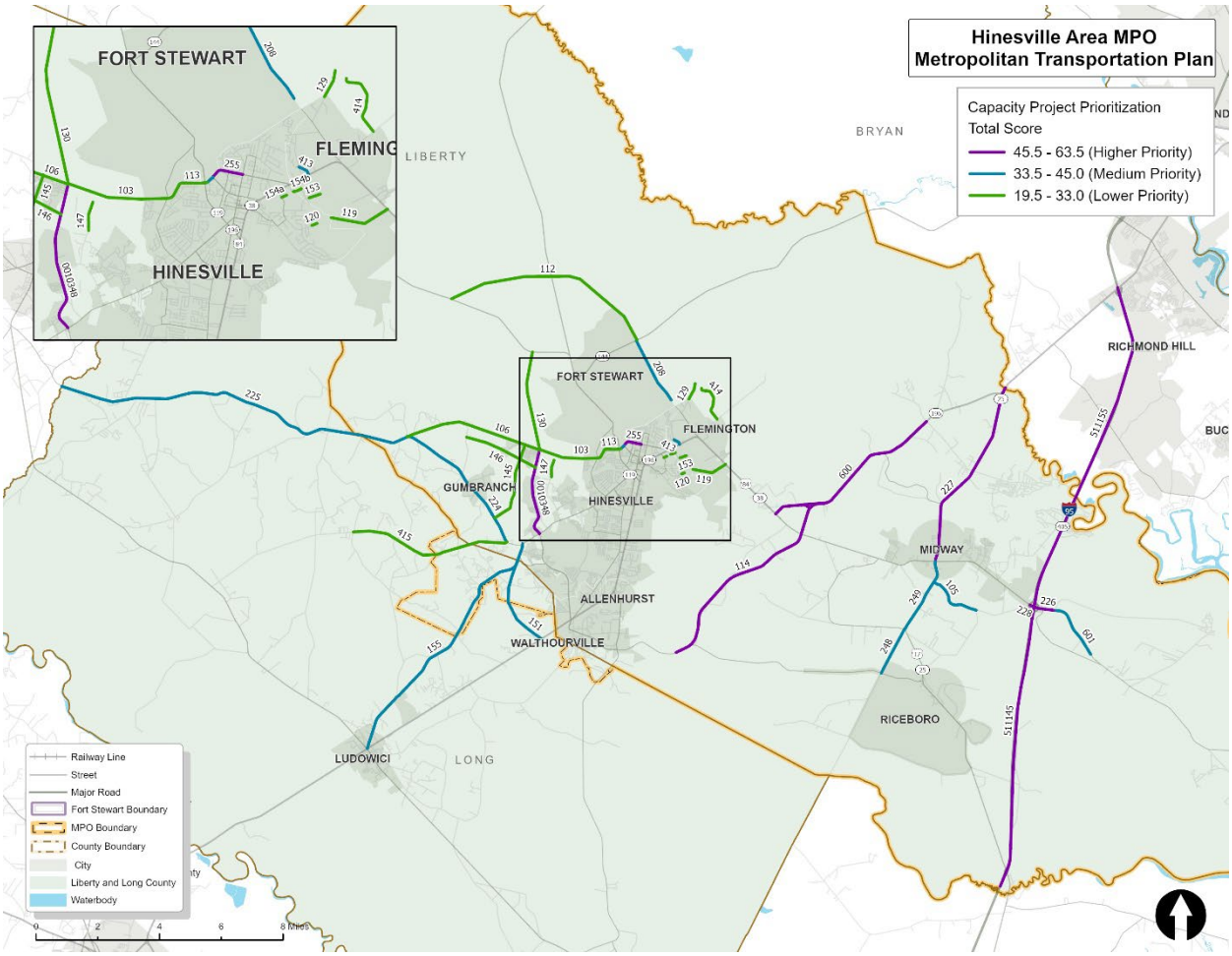


Table 15-5. Prioritized Capacity Project List

	ID	Project Name	Total Score
Higher Priority	0010348	15th St from SR 196 to Gate 7 @ Fort Stewart Widening	63.5
	228	US 84 bridge at I-95 Widening	62
	511145	I-95 Widening South of Jericho River	61.5
	511155	I-95 Widening South of US 17	61.5
	226	Sunbury Rd/Islands Hwy Widening	57.5
	600	Leroy Coffer Hwy Widening	55.5
	255	SR 38C/General Stewart Way Widening from Main St to Memorial Dr	52
	227	Coastal Hwy/US 17 Widening from SR 196 to US 84	48
	114	Hinesville Bypass (eastern segment)	47.5
Medium Priority	249	Coastal Hwy/US 17 Widening from US 84 to Barrington Ferry Rd	45
	601	Islands Highway Widening	45
	254	SR 38C/General Stewart Way Widening From Memorial Dr to General Screven Way	44.5
	224	SR 196 W (from Rye Patch Rd) Widening	44
	225	SR 196 W (to US 301) Widening	43
	413	Wallace Martin Realignment	38
	105	Cay Creek Extension	36
	151	Hinesville Bypass III	35.5
	208	Ft Stewart Rd 47 Widening	35
	155	Elim Church Road Widening	34
Lower Priority	248	Barrington Ferry Rd Widening	33.5
	415	Rye Patch Road Widening	33
	414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	31.5
	113	Central Connector/ General Stewart ext.	31
	103	Central Connector/ General Stewart ext. 2	31
	106	Central Connector (W)	31
	130	Ft Stewart Bypass (west)	31
	154a	Sandy Run/Patriots Trail Connector	31
	145	Independence Rd (N-S)	29
	112	Ft. Stewart Bypass	28.5
	146	Independence Spine Rd (E-W)	28.5
	129	WAAF Access Road	27
	119	Flemington Connector / Peacock Creek Rd	26.5
	153	Developer Road	26.5
	120	Sandy Run Drive Extension	24.5
	154b	Sandy Run/Patriots Trail Connector	24.5

	ID	Project Name	Total Score
	147	Live Oak Church Rd Extension	19.5

Figure 15-3 maps the unconstrained operational projects by higher, medium, and lower priority tiers. Table 15-6 summarizes prioritized operational projects by tier and includes the priority score for each project.

Figure 15-3. Operational Project Prioritization

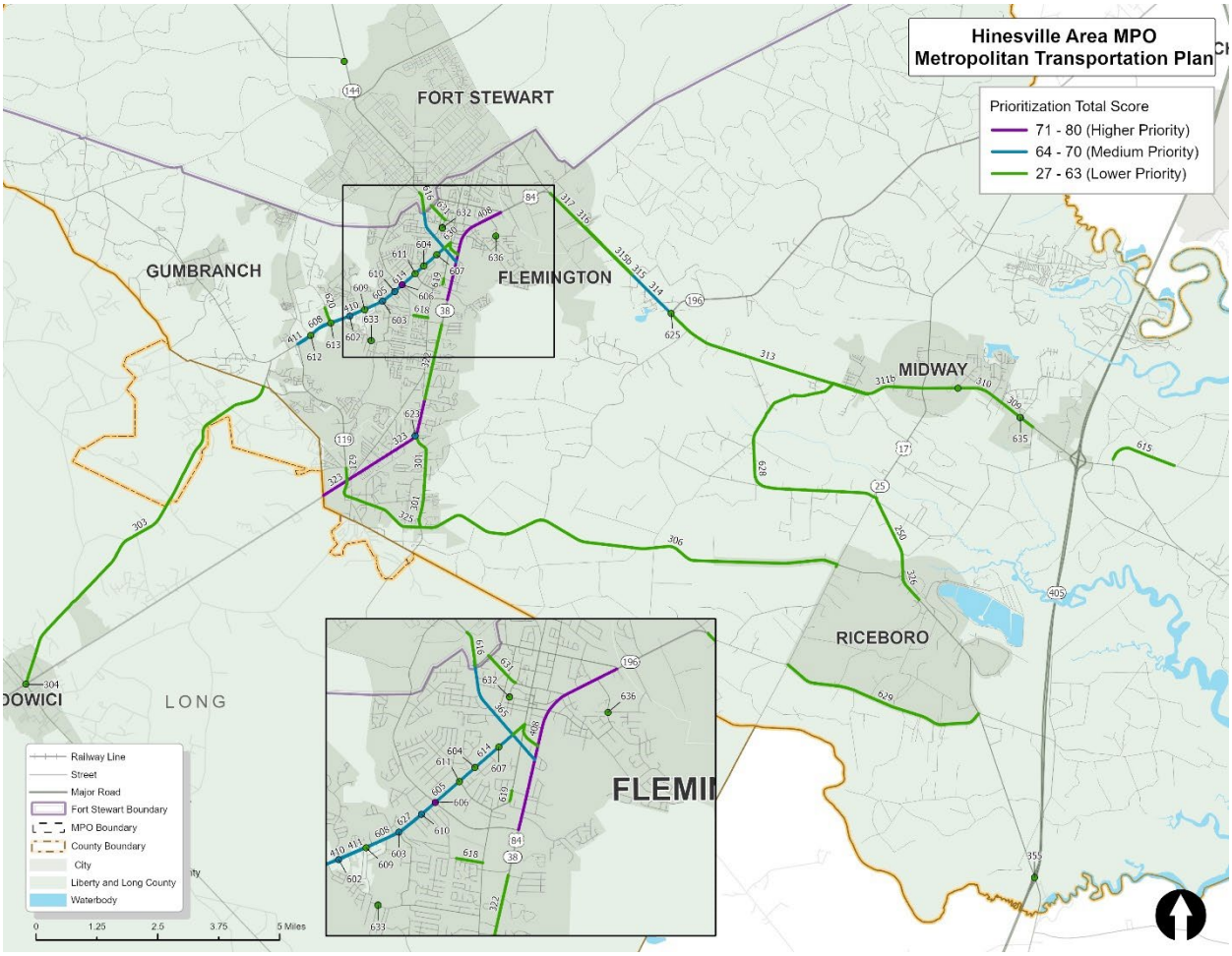


Table 15-6. Prioritized Operational Project List

	ID	Project Name	Total Score
Higher Priority	323	SR 38 /US 84 Safety and Access Management from Topi Trl to Airport Rd	80
	408	US 84 Adaptive Signal Upgrades	78
	627	EG Miles Pkwy Crossing Improvements	73
	606	Veterans Pkwy Intersection Lane Improvements	73

	ID	Project Name	Total Score
Medium Priority	314	SR 38 /US 84 Safety and Access Management from SR 196 to Bright Lakes Rd	70
	365	SR 119/General Screven Access Improvements	70
	623	US 84 and Dunlevie Intersection Improvements	70
	410	E.G. Miles Adaptive Signal Upgrades	68
	411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	68
	605	EG Miles Pkwy Signal Timing Optimization	68
	608	EG Miles Pkwy Roadway Lighting Improvements	68
	614	EG Miles Median Installation	68
	603	Pineland Ave Traffic Signal Installation	68
	610	Sharon St R-CUT Installation	68
	602	Miles Crossing Traffic Signal Installation	66
Lower Priority	322	SR 38 /US 84 Safety and Access Management from Flowers Dr to Topi Trl	63
	325	SR 119/Talmadge Rd Safety Enhancements	63
	616	W General Screven Way Operational Improvements	63
	621	Airport Rd Operational Improvements	63
	630	Hendry St Streetscape	63
	355	I-95 Intersection/road Improvements at Exit 67	63
	604	Arlington Dr Traffic Signal Installation	63
	607	Liberty Regional Medical Center Intersection Lane Improvements	63
	609	Live Oak Dr R-CUT Installation	63
	611	Deal St Roundabout	63
	613	Live Oak Church Rd High-T Intersection	63
	625	Leroy Coffer and US 84 Intersection Improvements	63
	301	Dunlevie Road Multimodal Safety Enhancements	60
	317	SR 38 /US 84 Safety and Access Management from Spires Dr to Old Hines Rd	58
	309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach St	56
	618	Eunice Road Operational Improvements	56
	631	Memorial Dr Median Improvements	56
	636	Sandy Run at Tupelo Intersection Improvements	56
	304	Hwy 57 Intersection Upgrade	55
	310	SR 38 /US 84 Safety and Access Management from Peach St to Butler Ave	53
	311b	SR 38 /US 84 Safety and Access Management from Butler Ave to Lewis Frasier Rd	53
	315	SR 38 /US 84 Safety and Access Management from Bright Lakes Rd to John Martin Rd	53
	316	SR 38 /US 84 Safety and Access Management from John Martin Rd to Spires Dr	53
	619	S Main St Operational Improvements	53
	612	Curtis St High-T Intersection	53

	ID	Project Name	Total Score
	635	US 84 at Isle of Right Intersection Improvements	53
	306	SR 119/EB Cooper Hwy Widening	51
	620	Live Oak Church Rd Operational Improvements	51
	403	Ryon Avenue Realignment and Corridor Improvements	49
	615	Sunbury Road Corridor Improvements	49
	250	Coastal Hwy/US 17 Widening from Barrington Ferry Rd to SR 119	48
	303	Elim Church Road Upgrade /Multimodal Improvements	48
	313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	48
	326	Coastal Hwy/US 17 Enhancements	48
	622	US 25 and Rye Patch Intersection Improvements	48
	629	Sandy Run Rd Safety Enhancements	47
	315b	Phase II SR 38 /US 84 Safety and Access Management: Multimodal enhancements completed in Phase I.	46
	632	W Court and Welbourn Safety Enhancements	46
	628	Lewis Frasier Rd Safety Enhancements	44
	626	GA 144 and SR 119 Intersection Improvements	43
	634	US 84 at Butler Intersection Upgrade	41
	633	Kelly Dr Street Enhancements	39

Figure 15-4 maps unconstrained active transportation projects in the region broken out into higher, medium, and lower priority tiers. Table 15-7 summarizes prioritized active transportation projects by tier and includes the priority score for each project.

Figure 15-4. Active Transportation Project Prioritization

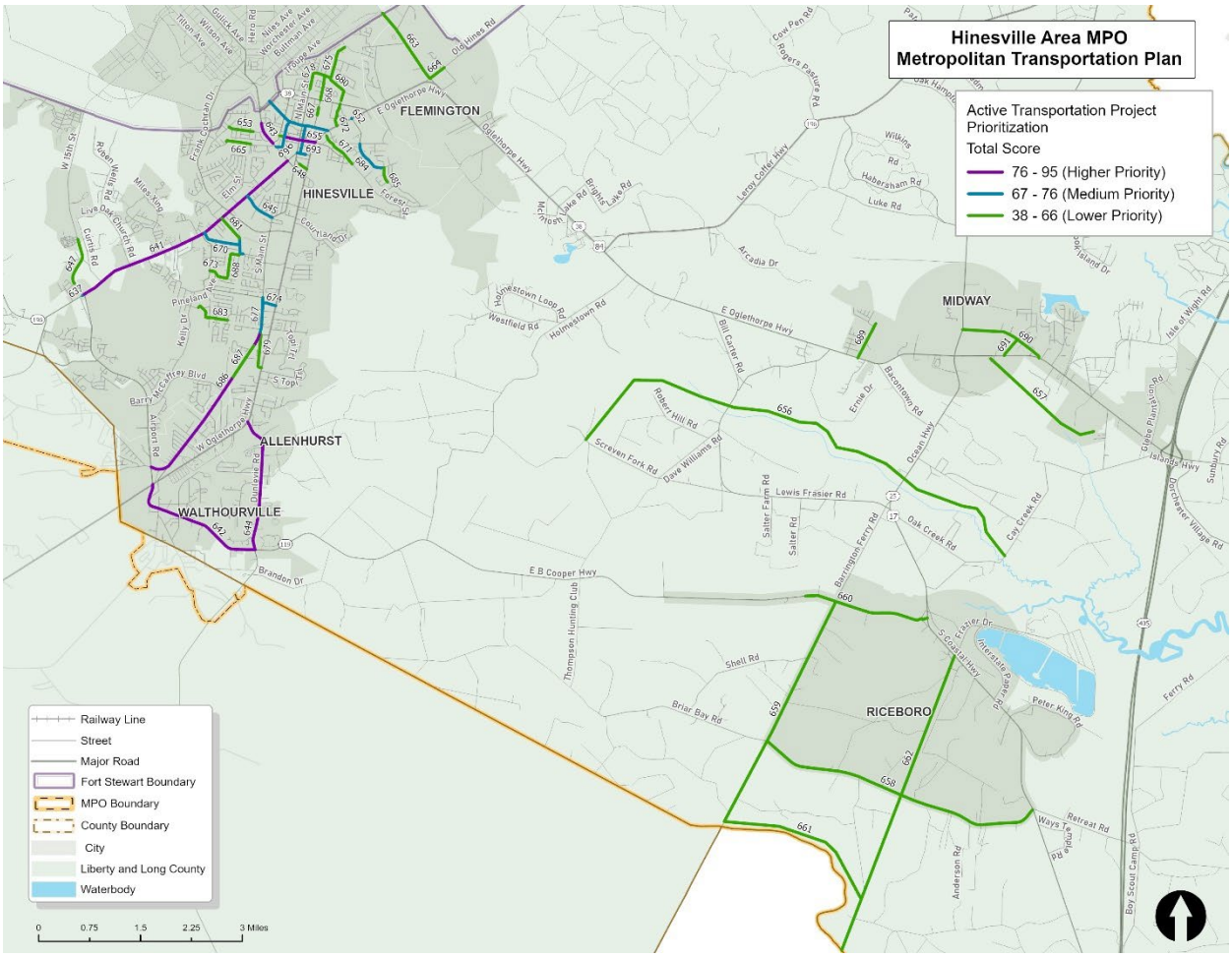


Figure 15-5 maps unconstrained active transportation projects in Hinesville by higher, medium, and lower priority tiers.

Figure 15-5. Active Transportation Project Prioritization in Hinesville

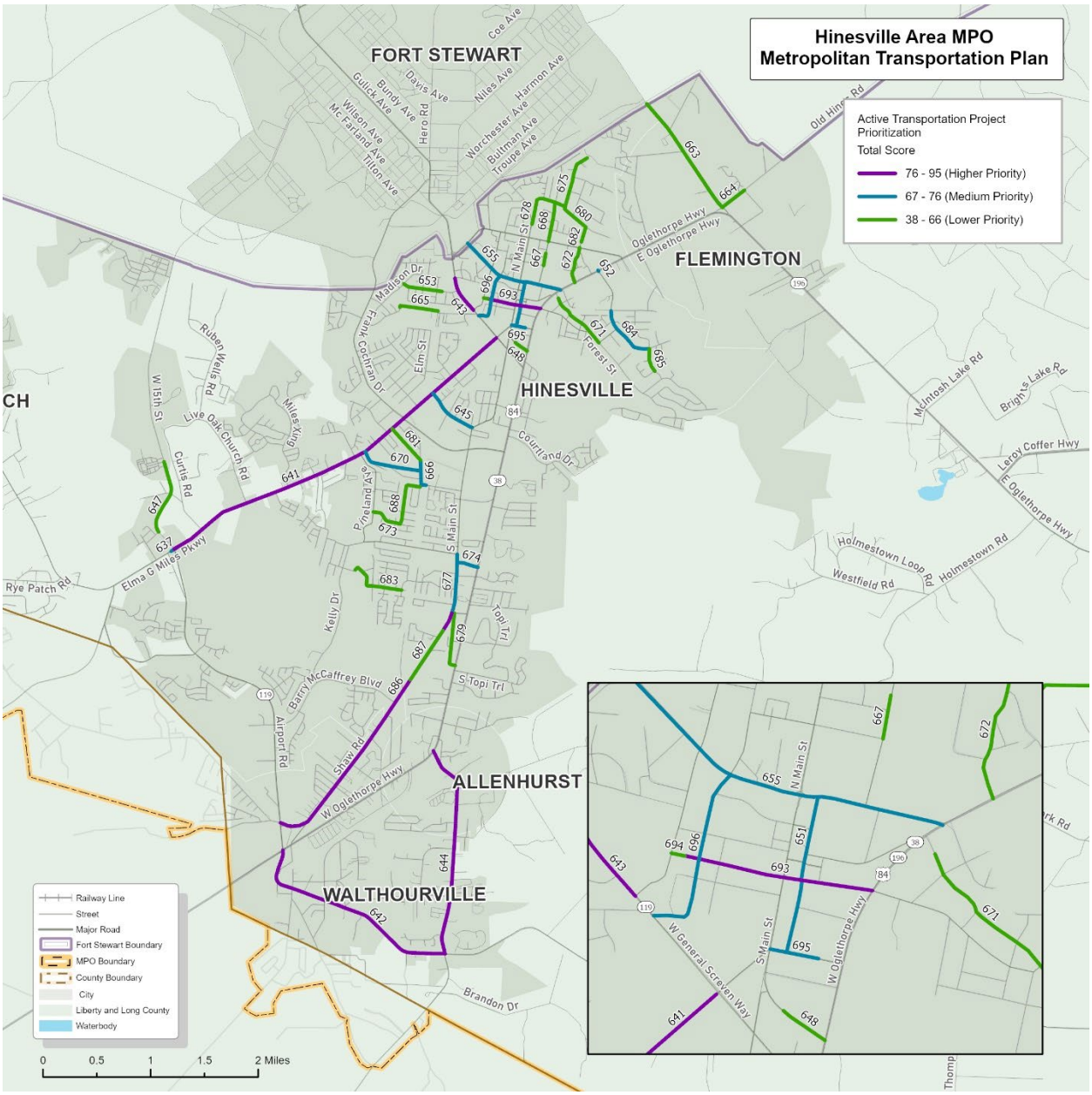


Table 15-7. Prioritized Active Transportation Project List

ID	Project Name	Total Score
641	EG Miles Pkwy Multi-Use Path	95
693	ML King Junior Dr Complete Street Improvements	81.5
642	Talmadge New Sidewalk	80
643	W General Screven Way Pedestrian and Bicycle Improvements	80

ID	Project Name	Total Score
686	Shaw Rd Upgrade	79
644	Dunlevie Rd New Sidewalk	77
637	EG Miles at 15th St FYA Singal Upgrades	76
645	Deal St New Sidewalk	76
670	Flemming Dr Sidewalk	76
655	Memorial Dr Bike Facility	75
652	US 84 at Sandy Run Crossing Improvements	73
696	Wellborn St Sidewalk	73
651	Commerce St Sidewalk	72.5
684	Sandy Run Dr Sidewalk	72.5
677	S Main St Sidewalk	72
666	Bacon Rd Sidewalk	69
669	Eunice Rd Sidewalk	69
674	Kacey Dr Sidewalk	69
695	E Hendry St Sidewalk	69
647	W 15th St New Sidewalk	66
671	Fraser/Forest St Sidewalk	66
681	McDowell Rd Sidewalk	63
667	Southern Bradwell St Sidewalk	62
687	Shaw Rd Sidewalk	62
653	Olive St Sidewalk	61
660	EB Cooper Hwy MUP	60
691	Butler Ave Sidewalk	60
672	Harrison Dr Sidewalk	59
663	Old Sunbury Rd MUP	58
648	Ryon Ave New Sidewalk	57
690	Martin Rd Sidewalk - Midway	54
694	ML King Junior Dr Connector	54
659	Barrington Ferry Rd MUP	53
668	Northern Bradwell St Sidewalk	53
673	Honey Ridge Ln Sidewalk	52
688	Varnedoe St Sidewalk	52
679	S Main St Ext Sidewalk	50
683	Paul Caswell Blvd Sidewalk	48
676	Lakeview Dr Sidewalk	46
665	Evergreen MUP	45
675	Kings Rd Sidewalk	45
685	Club Dr Sidewalk	44.5

ID	Project Name	Total Score
658	Sandy Run Rd MUP	44
678	N Main St Sidewalk	43
680	Martin Rd Sidewalk - Hinesville	43
682	Stacy Dr Sidewalk	43
689	Edgewater Dr Sidewalk	43
661	Lecount Connector	42
662	Riceboro Rail to Trail	42
664	Old Hines Rd MUP	42
656	Peacock Creek Trail	38
657	Cay Creek Extn	38
690	Martin Rd Sidewalk - Midway	54
694	ML King Junior Dr Connector	54
659	Barrington Ferry Rd MUP	53
668	Northern Bradwell St Sidewalk	53
673	Honey Ridge Ln Sidewalk	52

16. Cost Feasible Work Plan

16.1 Revenue Projection

This section provides an overview of funding availability based on state and federal revenue projections provided by GDOT through the planning horizon. Revenue projections also include funds from a Transportation Special Local Options Sales Tax (TSPLOST) that is expected to pass in late 2025. Revenue projections need to be developed to identify the funding limit that constrains the work plan to meet federal requirements.

The projected federal formula funding available between 2025 and 2050 is estimated at a total of $ $248,409,822, with $ $225,821,747 allocated for projects and $ $22,588,074 for maintenance. The projections account for a 3% annual growth rate through 2050. The TSPLOST is anticipated to contribute $94,934,257 to transportation projects through the year 2050. For programming purposes, it was assumed that $3,955,594.04 million per year would be received from 2026 to 2050. Funding estimates by year are shown in Table 16-1 below.

Table 16-1. 2026-2050 HAMPO Federal Funding Estimates

	Projects Estimate	Maintenance Estimate	Total FHWA Estimate
2026	$7,995,615	$799,770	$8,795,385
2027	$8,075,571	$807,768	$8,883,339
2028	$8,156,327	$815,846	$8,972,173
2029	$8,237,890	$824,004	$9,061,894
2030	$8,320,269	$832,244	$9,152,513
	$40,785,672	$4,079,633	$44,865,304
2031	$8,403,472	$840,567	$9,244,038
2032	$8,487,506	$848,972	$9,336,479
2033	$8,572,381	$857,462	$9,429,844
2034	$8,658,105	$866,037	$9,524,142
2035	$8,744,686	$874,697	$9,619,383
2036	$8,832,133	$883,444	$9,715,577
2037	$8,920,454	$892,278	$9,812,733
2038	$9,009,659	$901,201	$9,910,860
2039	$9,099,756	$910,213	$10,009,969
2040	$9,190,753	$919,315	$10,110,069

	Projects Estimate	Maintenance Estimate	Total FHWA Estimate
	$87,918,906	$8,794,188	$96,713,094
2041	$9,282,661	$928,509	$10,211,169
2042	$9,375,487	$937,794	$10,313,281
2043	$9,469,242	$947,172	$10,416,414
2044	$9,563,935	$956,643	$10,520,578
2045	$9,659,574	$966,210	$10,625,784
2046	$9,756,170	$975,872	$10,732,042
2047	$9,853,731	$985,631	$10,839,362
2048	$9,952,269	$995,487	$10,947,756
2049	$10,051,791	$1,005,442	$11,057,233
2050	$10,152,309	$1,015,496	$11,167,805
	$97,117,169	$9,714,254	$106,831,423
Total	$225,821,747	$22,588,074	$248,409,822

16.2 Year of Expenditure Cost Estimates

Costs associated with existing GDOT projects were carried forward from the previous work program. The MTP process derived planning-level cost estimates for new projects identified through the MTP needs assessment.

Based on overall construction costs, the following percentages were applied to derive planning-level cost estimates for other phases:

- Preliminary Engineering (PE) – 10% of construction costs
- Right-of-way acquisition (ROW) – 20% of construction costs
- Utility coordination (UTL) - 15% of construction costs

In addition, a 20% contingency was added to cost estimates for each phase of a project.

Project costs were based on 2025 dollars and escalated based on their programmed year of expenditure at 3% per year. The prioritized project list was used as a basis for programming projects into three bands, covering the following time frames:

- Band 1: 2026 – 2030
- Band 2: 2031 – 2040
- Band 3: 2041 – 2050

The project team then reviewed project details and programmed the year of expenditure for each project phase, such as PE, ROW, utilities, and construction to calculate year of expenditure costs.

16.3 Fiscally Constrained Project List

Using the project priorities, year of expenditure cost estimates, and forecasted revenues, the fiscally constrained project list was developed. Technical analysis, public and stakeholder input, and review and comment by HAMPO's TCC were all critical for developing the final constrained project list. The projects included on the constrained project list as shown in Table 16-2 on the following page reflect the transportation needs and priorities identified during the MTP update. Figures 16-1 through 16-3 follow the table and map the constrained projects by band.

Table 16-2. HAMPO 2050 Constrained Project List

GDOT PI# or MTP ID	Identified Projects			Band 1 (2025-2030)					Band 2 (2031 - 2040)					Band 3 (2041 - 2050)				
	Name	Extents		PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost
		From	To															
20353	EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY			$30,000.00			$1,250,000	$1,280,000										
17411	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP						$5,890,660	$5,890,660										
19675	SR 25 @ CR 166/BARRINGTON FERRY ROAD						$3,101,831	$3,101,831										
228	US 84 bridge at I-95 Widening	I-95 access	I-95 access	$6,449,027				$6,449,027		$9,728,643	$2,432,161		$12,160,803					
226	Sunbury Rd/Islands Hwy Widening	I-95 ramp	Tradeport Access Road	$1,130,735	$1,583,971			$2,714,707			$437,102	$8,960,592	$9,397,694					
114	Hinesville Bypass (eastern segment)	US 84	SR 119	$2,262,816				$2,262,816						$11,876,045				$11,876,045
601	Islands Highway Widening	Sunbury Rd		$2,048,719	$2,941,661			$4,990,380			$811,761	$16,235,219	$17,046,980					
413	Wallace Martin Realignment	US 84/SR 38	South of Tremain Dr.	$315,188	$452,563			$767,751			$128,008	$2,560,169	$2,688,178					
414	WAAF / Midcoast Regional Joint Municipal Airport Access Road	Old Hines Road	Airport South Access	$1,292,269	$1,810,253			$3,102,522			$512,034	$10,240,676	$10,752,710					
154b	Sandy Run/Patriots Trail Connector	Sandy Run Dr	Patriots Trail	$236,391	$331,144	$84,856	$1,697,112	$2,349,502										
120	Sandy Run Drive Extension	Sandy Run Dr	Peacock Creek Rd	$157,594	$220,763	$56,570	$1,131,408	$1,566,335										
248	Barrington Ferry Rd Widening	US 17	SR 119	$3,782,250	$5,430,759			$9,213,009			$1,536,101	$30,722,029	$32,258,131					
0010348	15th St from SR 196 to Gate 7 @ Fort Stewart Widening	EG Miles Pkwy	Fort Stewart boundary	$1,131,408				$1,131,408						$4,305,066	$7,798,294	$2,130,201	$42,604,027	$56,837,589
255	SR 38C/General Stewart Way Widening from Main St to Memorial Dr	Main St	Memorial Drive	$678,845				$678,845							$1,310,893	$327,723		$1,638,616
254	SR 38C/General Stewart Way Widening From Memorial Dr to General Screven Way	Memorial Drive	General Screven Way	$339,422				$339,422							$593,802	$155,966	$3,277,233	$4,027,001
224	SR 196 W (from Rye Patch Rd) Widening	Rye Patch Rd/SR 196	Hodges Rd/Central Conn	$2,262,816				$2,262,816										
323	SR 38 /US 84 Safety and Access Management from Topi Trl to Airport Rd	Topi Trail	Airport Road	$315,188	$441,525	$113,141	$2,262,816	$3,132,670										
408	US 84 Adaptive Signal Upgrades	Veterans Parkway	General Stewart Way	$94,556			$678,845	$773,401										
606	Veterans Pkwy Intersection Lane Improvements	Veterans Pkwy		$31,519			$226,282	$257,800										
627	EG Miles Pkwy Crossing Improvements	Pineland Ave	Veterans Pkwy	$13,711	$19,206	$14,765	$98,433	$146,114										

GDOT PI# or MTP ID	Identified Projects			Band 1 (2025-2030)					Band 2 (2031 - 2040)					Band 3 (2041 - 2050)				
	Name	Extents		PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost
		From	To															
365	SR 119/General Screven Access Improvements	US 84	Fort Stewart Gate 1	$787,969	$1,103,813			$1,891,782			$320,021	$6,400,423	$6,720,444					
314	SR 38 /US 84 Safety and Access Management from SR 196 to Bright Lakes Rd	SR 196	Brights Lake Rd	$47,278	$66,229	$16,971	$395,993	$526,471										
611	Deal St Roundabout Installation	Deal St		$551,578	$772,669	$593,989	$3,959,929	$5,878,165										
304	Hwy 57 Intersection Upgrade	US 84 @Hwy 57		$169,711				$169,711		$256,017	$72,415	$1,448,298	$1,776,730					
623	US 84 and Dunlevie Intersection Improvements											$128,008.45	$128,008					
603	Pineland Ave Traffic Signal Installation	Pineland Ave							$52,186.20			$356,605.73	$408,792					
605	EG Miles Pkwy Signal Timing Optimization	General Screven Way	15th St						$231,938.68				$231,939					
608	EG Miles Pkwy Roadway Lighting Improvements	Veterans Pkwy	15th St						$34,790.80		$12,800.85	$256,016.91	$303,609					
610	Sharon St R-CUT Installation	Sharon St							$86,977.01		$32,002.11	$640,042.27	$759,021					
614	EG Miles Median Spot Installation	General Screven Way	15th St						$86,977.01		$32,002.11	$640,042.27	$759,021					
410	E.G. Miles Adaptive Signal Upgrades	15th Street	SR 196/Veterans Pkwy						$104,372.41			$768,050.73	$872,423					
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	15th Street	Pineland Avenue						$104,372.41	$146,208.35	$38,402.54	$768,050.73	$1,057,034					
602	Miles Crossing Traffic Signal Installation	Miles Crossing							$52,186.20			$384,025.36	$436,212					
621	Airport Rd Operational Imrprovements	Hardman Rd	US 84									$128,008.45	$128,008					
604	Arlington Dr Traffic Signal Installation	Arlington Dr							$52,186.20			$384,025.36	$436,212					
607	Liberty Regional Medical Center Intersection Lane Improvements	Liberty Regional Medical Center							$60,883.90	$85,288.20	$22,401.48	$448,029.59	$616,603					
609	Live Oak Dr R-CUT Installation	Live Oak Dr							$86,977.01		$32,002.11	$640,042.27	$759,021					
613	Live Oak Church Rd High-T Intersection	Live Oak Church Rd							$178,303	$256,017	$68,926	$1,378,511	$1,881,756					
630	Hendry St Streetscape	W General Screven Way	S Main St						$17,206	$24,706	$19,954	$133,026	$194,892					
355	I-95 Intersection/road Improvements at Exit 67	I-95 Exit 67							$178,303	$256,017	$68,926	$1,378,511	$1,881,756					
325	SR 119/Talmadge Rd Safety Enhancements	US 84	US 84/Hinesville Bypass						$891,514	$1,280,085	$344,628	$6,892,555	$9,408,782					
616	W General Screven Way Operational Improvements	E Bultman Ave	Saunders Ave									$137,851	$137,851					
625	Leroy Coffer and US 84 Intersection Imrpovments											$137,851	$137,851					
322	SR 38 /US 84 Safety and Access	Flowers Drive	Topi Trail						$53,491	$76,805	$20,678	$413,553	$564,527					

GDOT PI# or MTP ID	Identified Projects			Band 1 (2025-2030)					Band 2 (2031 - 2040)					Band 3 (2041 - 2050)				
	Name	Extents		PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost
		From	To															
	Management from Flowers Dr to Topi Trl																	
301	Dunlevie Road Multimodal Safety Enhancements	US 84	SR 119						$356,606	$512,034	$137,851	$2,757,022	$3,763,513					
317	SR 38 /US 84 Safety and Access Management from Spires Dr to Old Hines Rd	Spires Drive	Old Hines Road						$53,491	$76,805	$20,678	$413,553	$564,527					
618	Eunice Road Operational Improvements	Brett Dr	S Main St									$137,851	$137,851					
636	Sandy Run at Tupelo Intersection Improvements								$3,031	$4,352	$3,515	$23,435	$34,333					
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach St	Charlie Butler	Peach Street						$53,491	$76,805	$20,678	$413,553	$564,527					
631	Memorial Dr Median Improvements	General Stewart Way	Rebecca St						$892	$1,280	$1,009	$6,893	$10,073					
612	Curtis St High-T Intersection	Curtis St							$192,013	$268,978	$72,415	$1,448,298	$1,981,704					
119	Flemington Connector / Peacock Creek Rd	Flemington Village Drive	US 84 / SR 38											$2,672,110	$3,651,884	$935,795	$18,715,905	$25,975,694
403	Ryon Avenue Realignment and Corridor Improvements	SR 38/US 84/Oglethorpe Hwy	S. Main St @ Hendry St.											$228,243	$335,916	$86,079	$1,721,571	$2,371,809
615	Sunbury Road Corridor Improvements	Tradeport East Blvd	Islands Hwy														$185,394	$185,394
326	Coastal Hwy/US 17 Enhancements	Railroad	Blackbeard Creek, includes SR 119 intersection											$456,485	$671,833	$172,157	$3,443,143	$4,743,618
250	Coastal Hwy/US 17 Widening from Barrington Ferry Rd to SR 119	Barrington Ferry Rd	SR 119/EB Cooper											$2,282,427	$3,359,164	$860,786	$17,215,714	$23,718,091
303	Elim Church Road Upgrade /Multimodal Improvements	SR 196	US 84 @ SR 301 in Ludowici											$1,141,214	$1,679,582	$430,393		$3,251,188
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	Bacontown Rd	SR 196											$456,485	$671,833	$172,157	$3,443,143	$4,743,618
622	US 25 and Rye Patch Intersection Improvements																$185,394	$185,394
629	Sandy Run Rd Safety Enhancements	Barrington Ferry Rd	SR 25											$132,728	$181,395	$139,447	$929,649	$1,383,219
315b	Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.	Brights Lake Road	John Martin											$147,475	$201,550	$55,618	$1,112,366	$1,517,010

GDOT PI# or MTP ID	Identified Projects			Band 1 (2025-2030)					Band 2 (2031 - 2040)					Band 3 (2041 - 2050)				
	Name	Extents		PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost	PE	ROW	UTL	CST	Total Est. Cost
		From	To				Total Cost	$50,604,656				Total Cost	$120,951,443				Total Cost	$142,505,248
				Total Projected Costs for Capacity Projects				$37,828,542	Total Projected Costs for Capacity Projects				$84,304,495	Total Projected Costs for Capacity Projects				$100,405,906
				Total Projected Costs for Operational Projects				$12,776,115	Total Projected Costs for Operational Projects				$36,646,948	Total Projected Costs for Operational Projects				$42,099,342
				Total Projected Revenue for Roadway Projects				$53,861,420	Total Projected Revenue for Roadway Projects				$122,842,724	Total Projected Revenue for Roadway Projects				$144,051,860
				Total Federal Revenue for Roadway Projects				$40,785,672	Total Federal Revenue for Roadway Projects				$87,918,906	Total Federal Revenue for Roadway Projects				$97,117,169
				Total Local Revenue for Roadway Projects				$13,075,748	Total Local Revenue for Roadway Projects				$34,923,818	Total Local Revenue for Roadway Projects				$46,934,691
							Balance	$3,256,763				Balance	$1,891,282				Balance	$1,546,612

Figure 16-1shows the fiscally constrained projects in Band 1.

Figure 16-1. Band 1 Projects

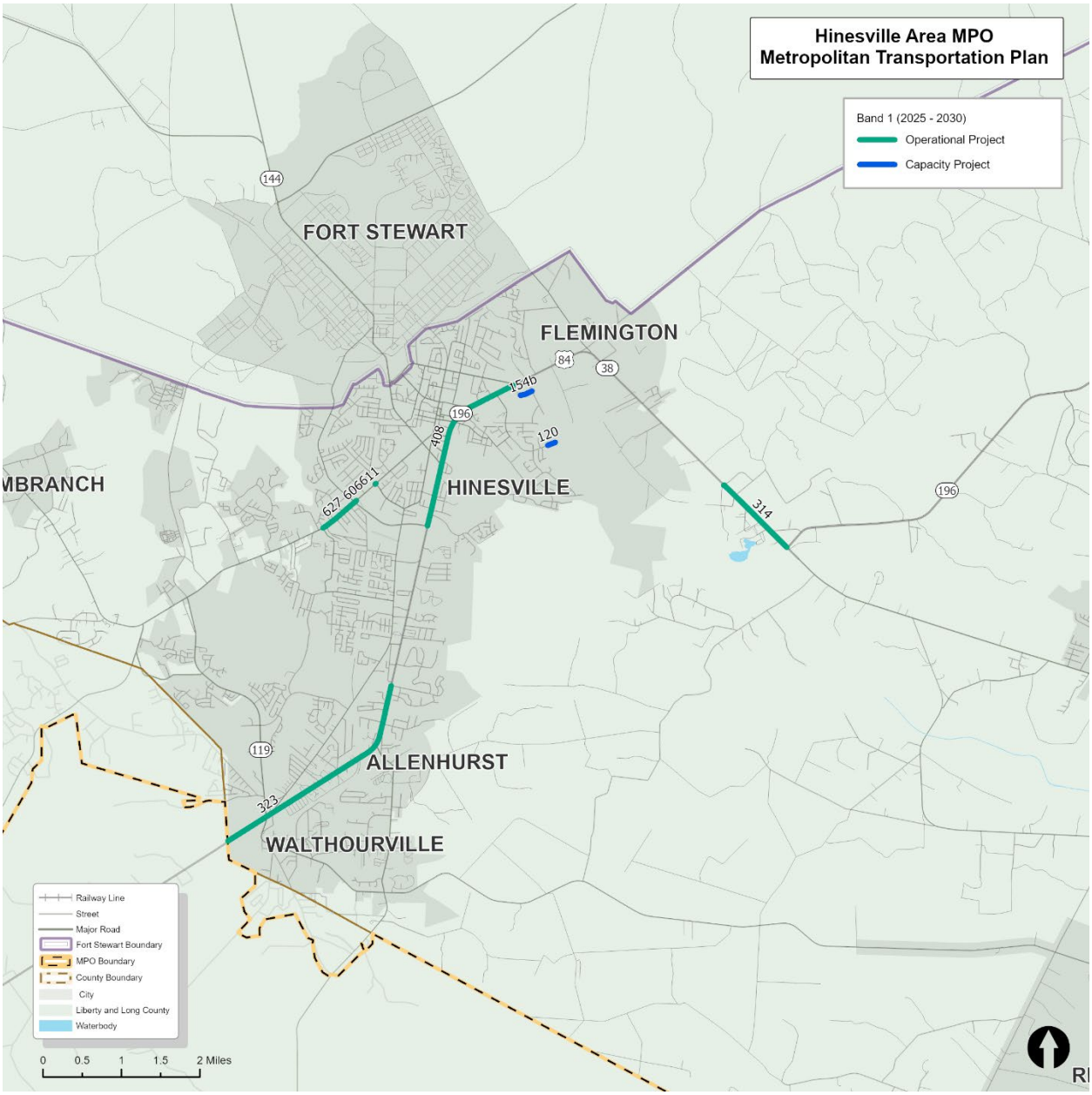


Figure 16-2 shows the fiscally constrained projects in Band 2.

Figure 16-2. Band 2 Projects

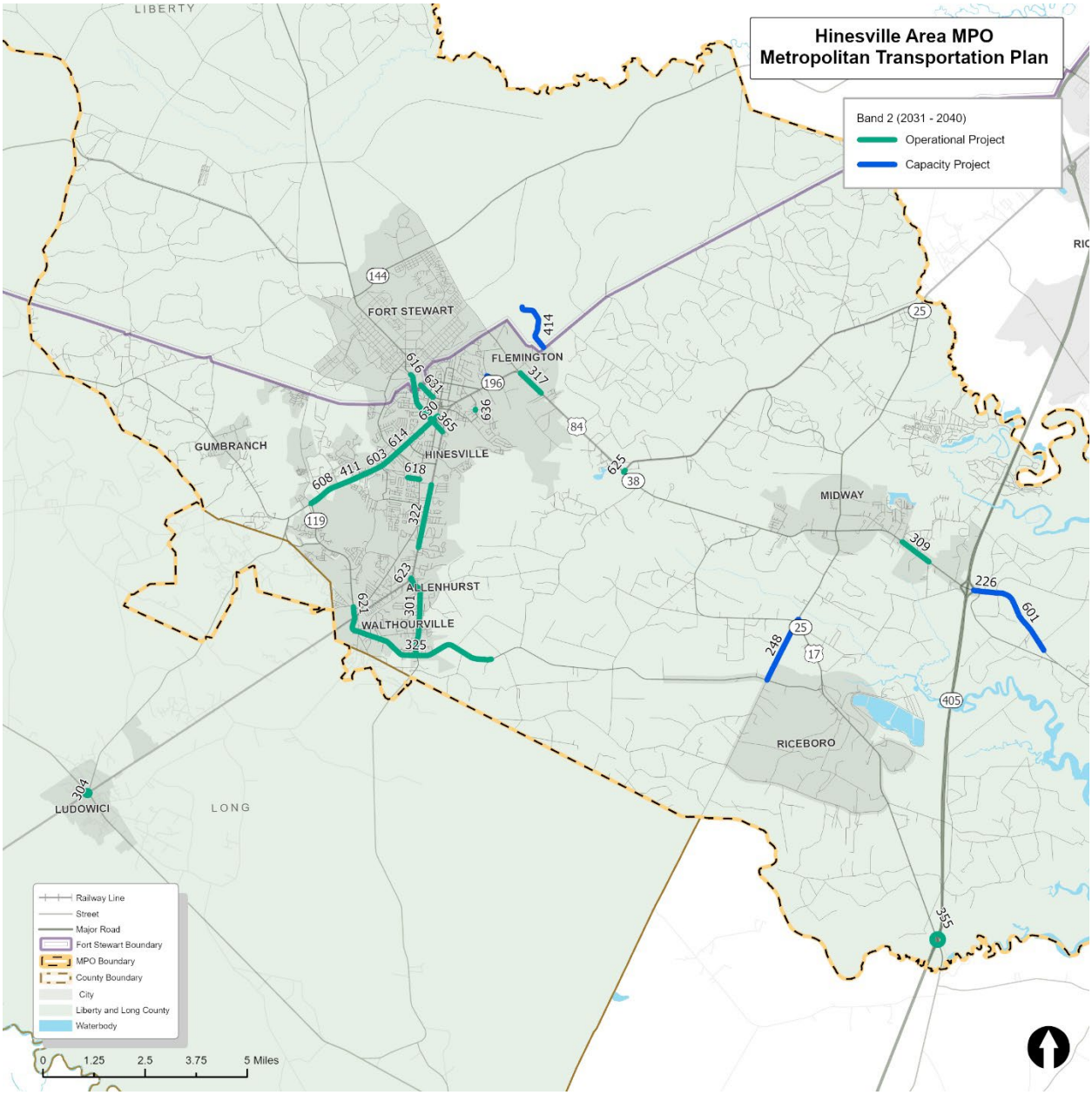
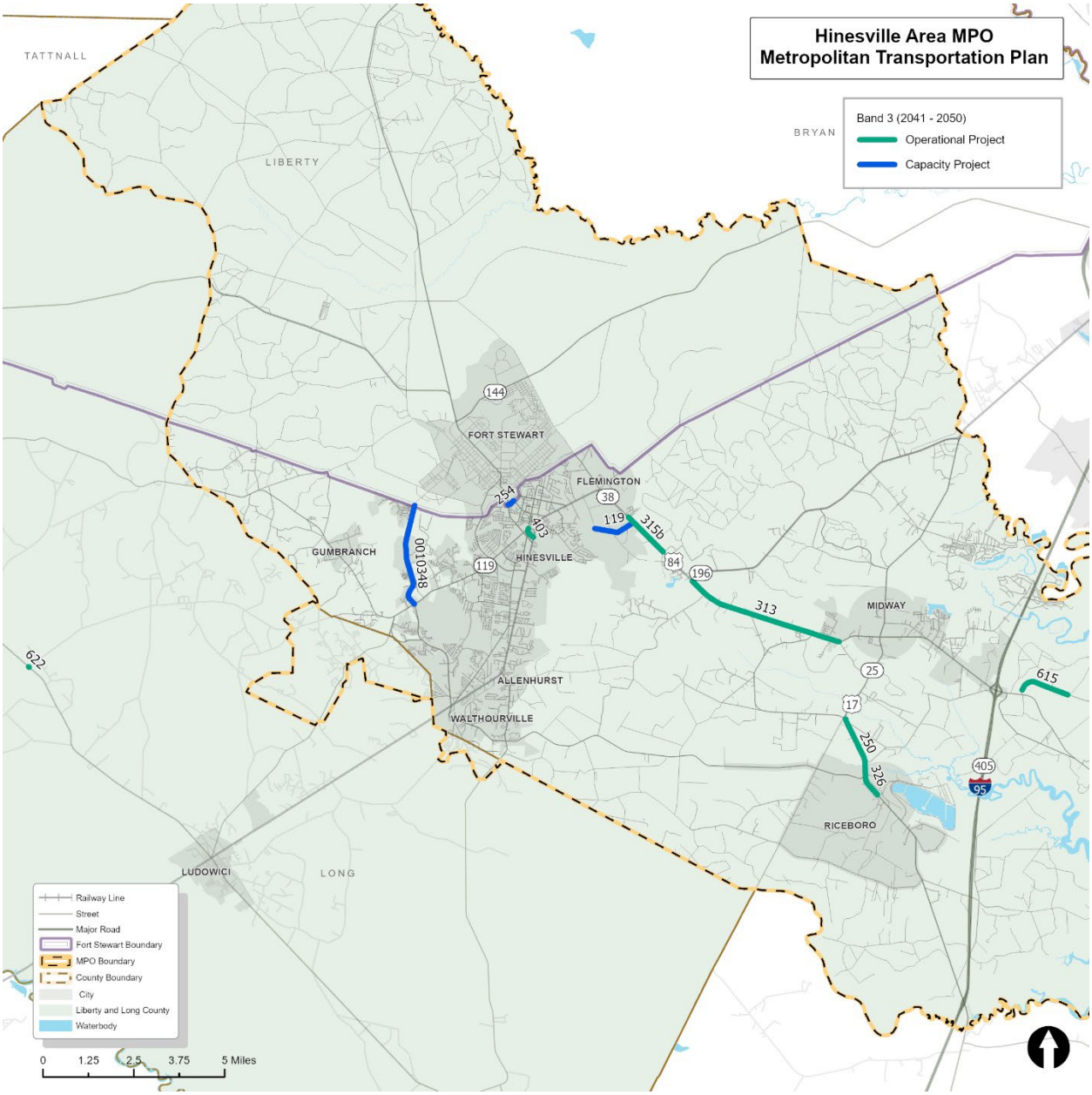


Figure 16-3 shows the fiscally constrained projects in Band 3.

Figure 16-3. Band 3 Projects

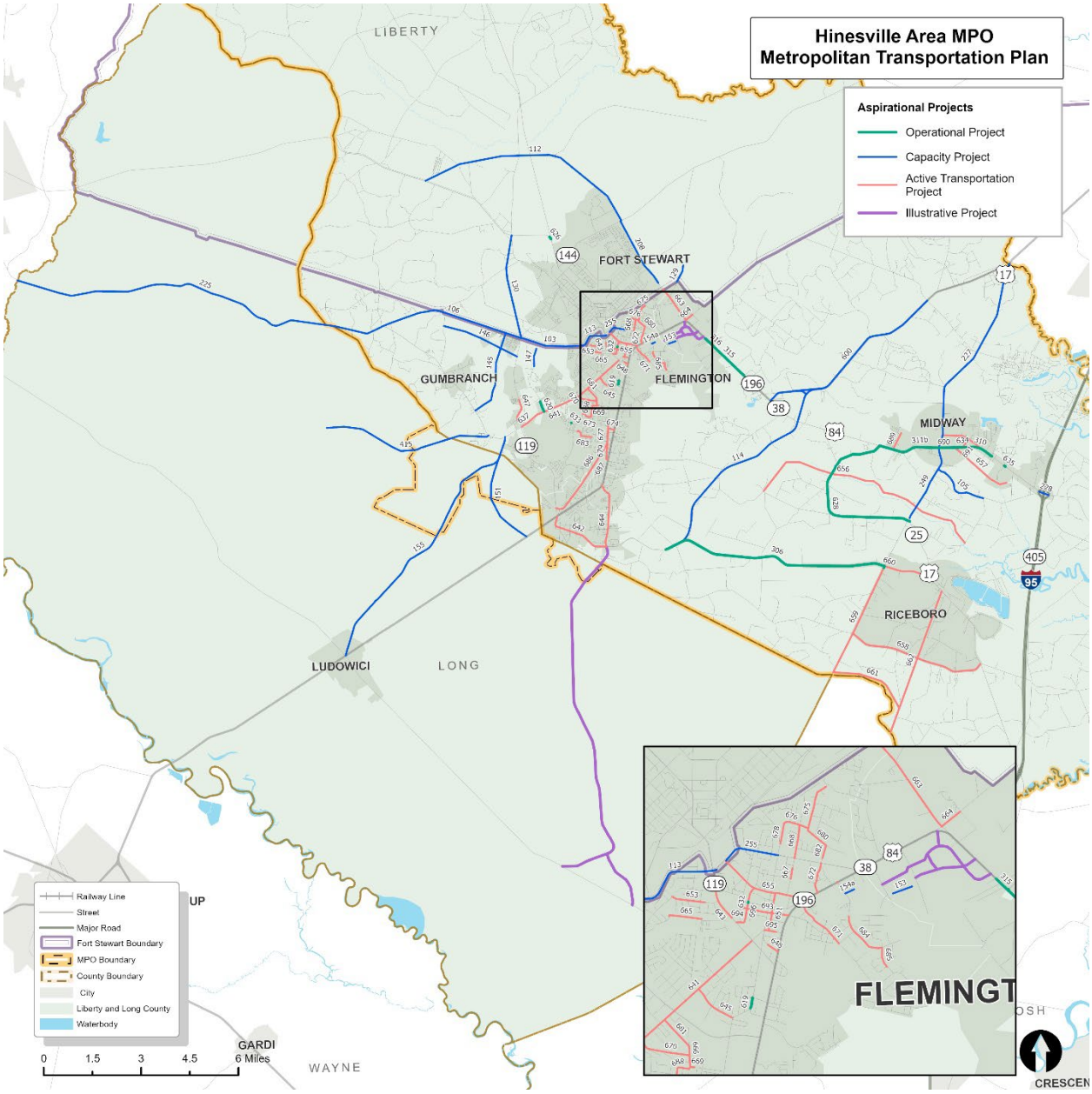


16.4 Unfunded Projects

The total cost of projects in the 2050 Unconstrained Projects List exceeds the revenues projected to be available. Therefore, lower priority projects that were not included in the fiscally constrained project list comprise the unfunded projects list. Maintaining an unfunded project list is important because funding sources and grant programs are dynamic over time and if funding becomes available, unfunded projects can be pulled forward into the constrained plan. The unfunded project

list also serves as a source of projects for future MTP updates. Figure 16-4 is a map showing the unfunded projects.

Figure 16-4. Aspirational Projects



16.5 Prioritized Bicycle and Pedestrian Improvements

While active transportation projects were not included in the cost feasible work program, the prioritization analysis in Section 15 can be used to determine a general priority order for implementation. See Figure 15-4 and Figure 15-5 for maps of prioritized active transportation

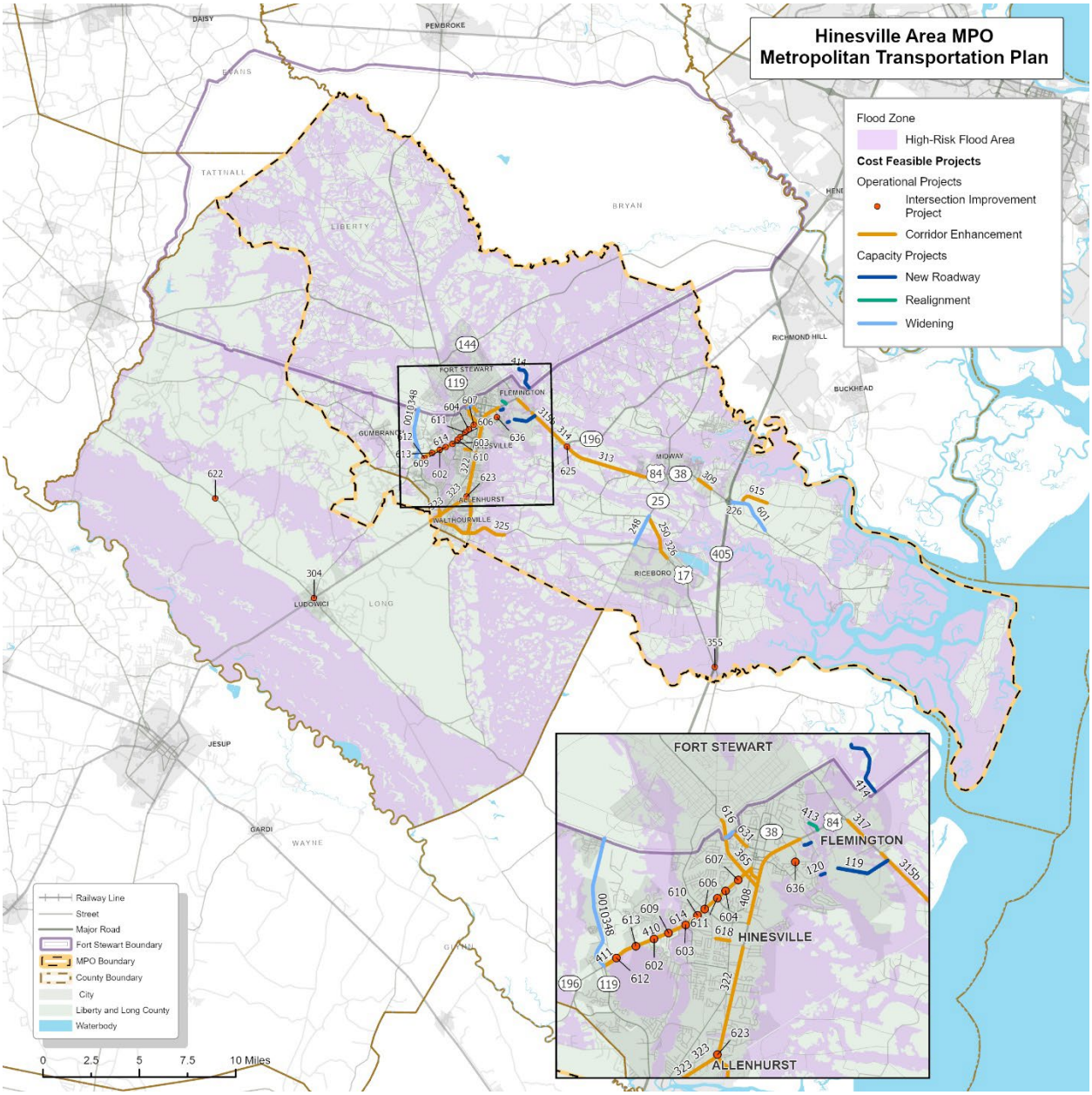
projects in the region and Hinesville, respectively. Table 15-7 shows active transportation projects that should be considered for implementation with local or state/federal discretionary funds.

17. Impact Assessment

The following section highlights the cost feasible projects in relation to relevant environmental and socio-economic characteristics in the area. Assessing the proximity to these sensitive resources provides an understanding of the potential impacts of the projects identified in the Work Program.

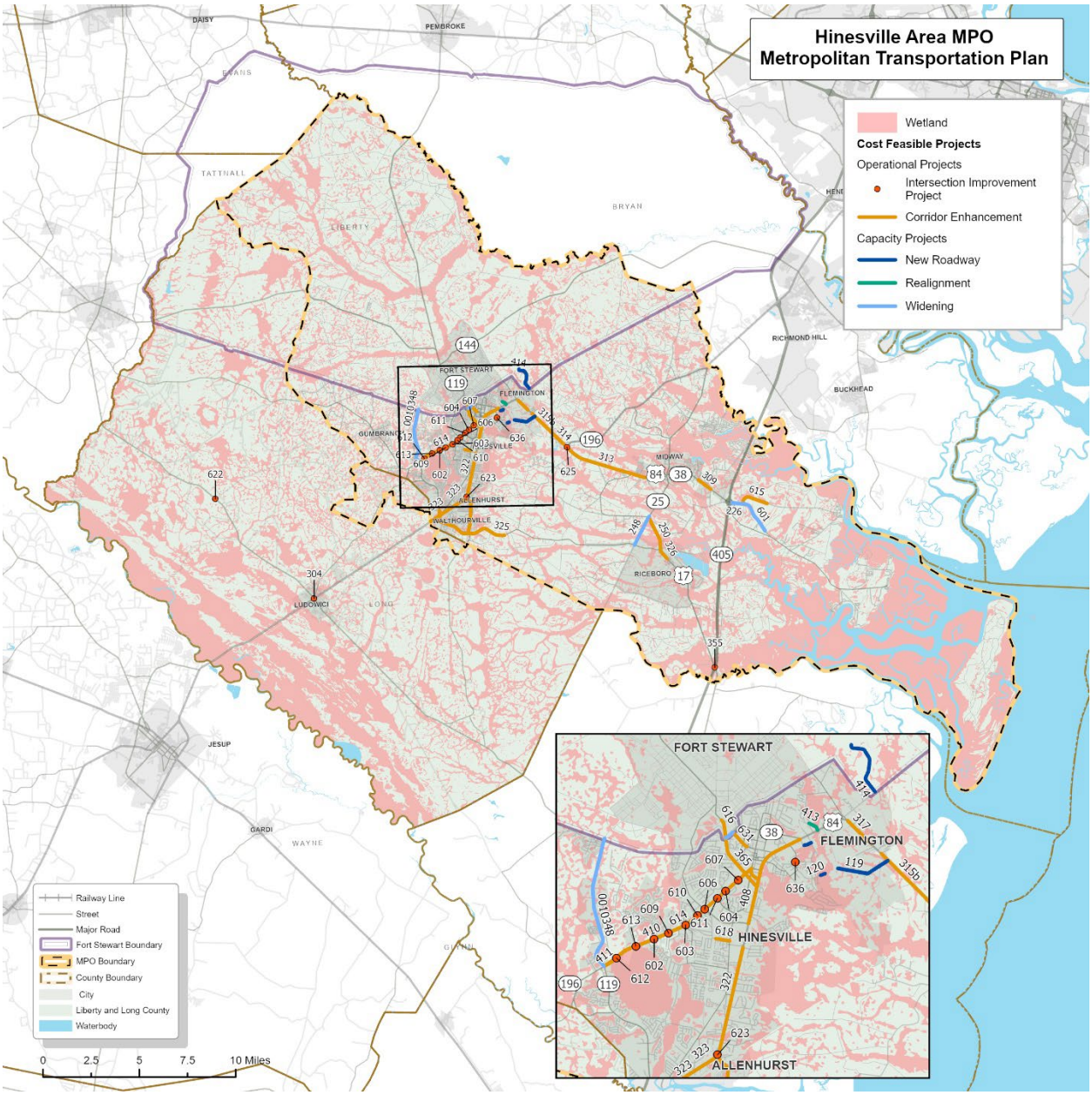
17.1 Natural Resources

Figure 17-1. Flood Zones



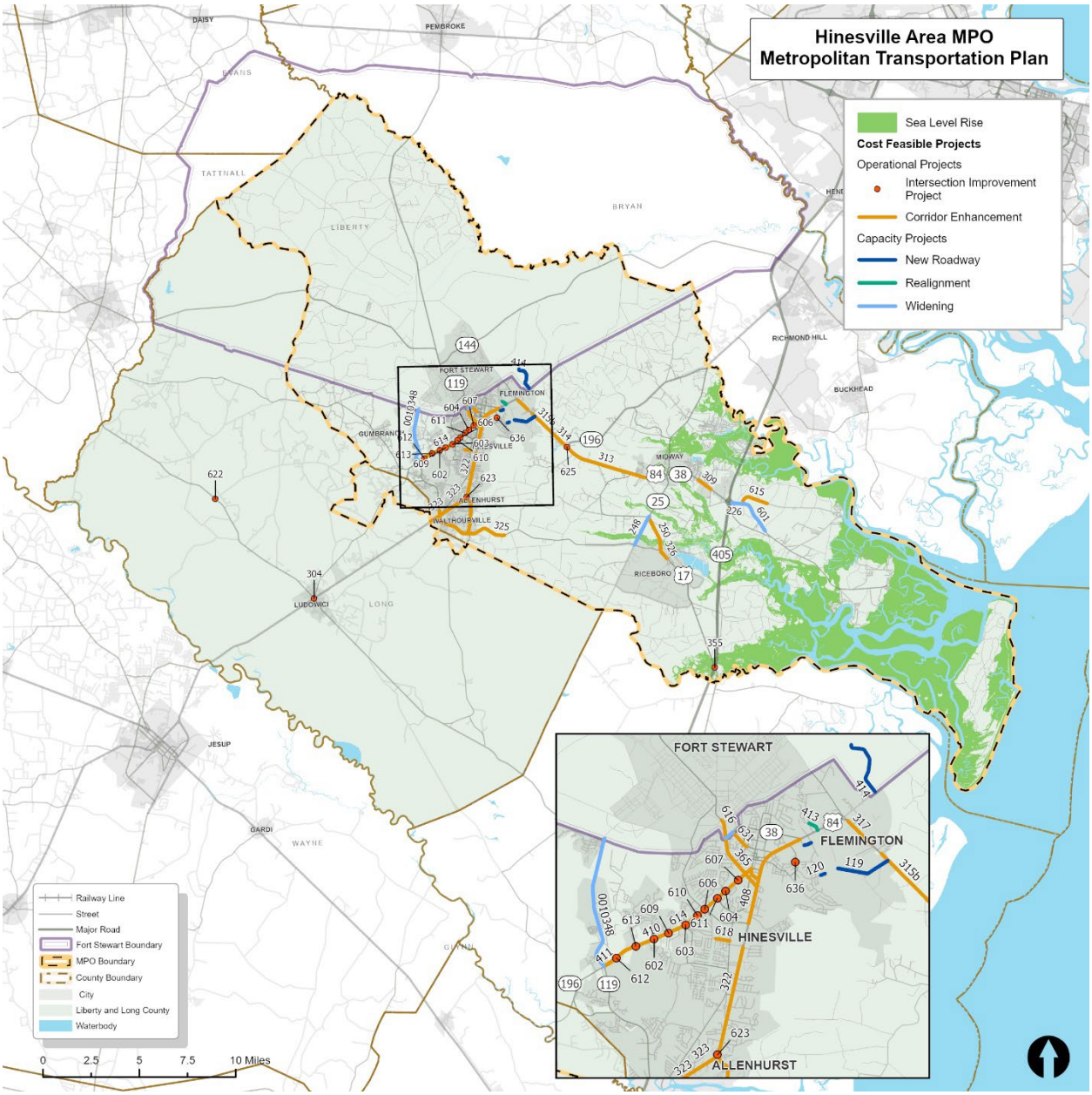
Flood zones shown in the map above show infrastructure located in areas that are particularly prone to impacts during flood events. Projects along these roadways can help improve functioning and efficiency in these areas.

Figure 17-2. Wetlands



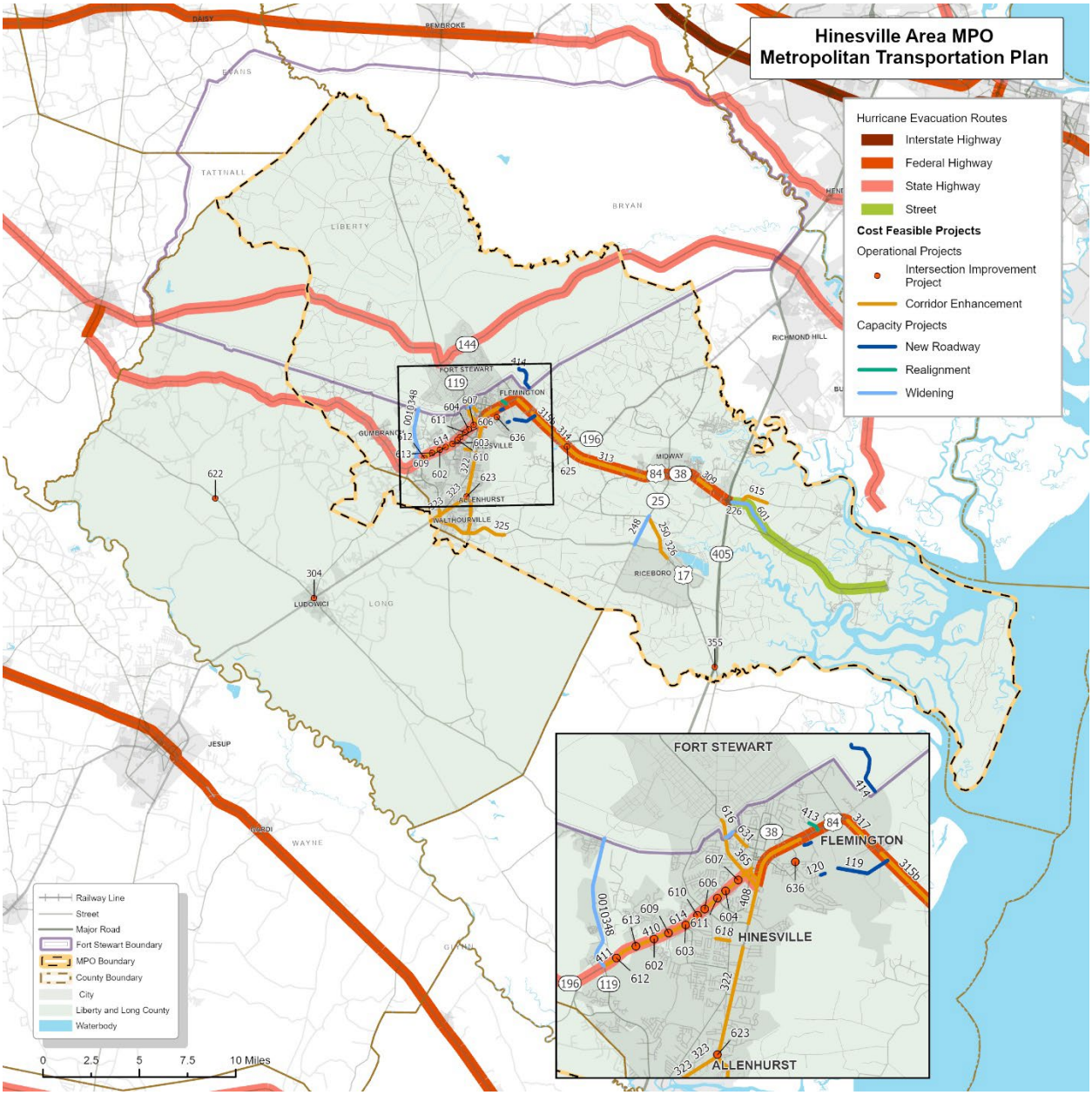
Similarly, wetlands are particularly sensitive to flooding and should be protected to preserve the natural beauty and environmental benefits that these features provide. While there are wetlands throughout the region, the greatest areas are found in the eastern portion and near Midway and Riceboro.

Figure 17-3. Sea Level Rise



Based on projected sea level rise from the National Oceanic and Atmospheric Administration, projected areas of sea level rise can be seen in the eastern portion of the region. Certain projects located near I-95 can be seen near areas of projected sea level rise, although the majority of projects are not in these areas.

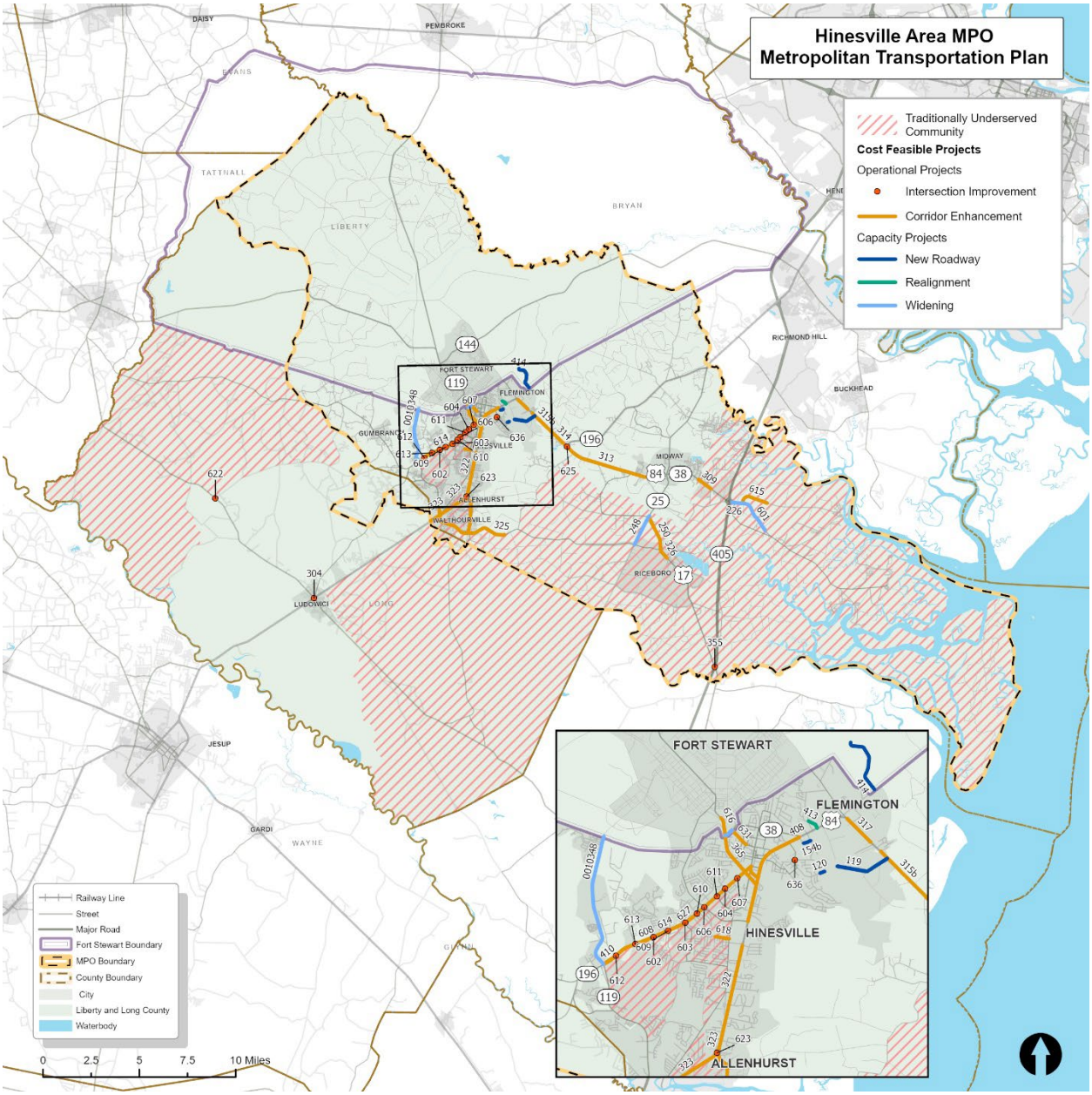
Figure 17-4. Hurricane Evacuation Routes



The HAMPO region has designated evacuation routes to ensure safety in the event of a hurricane in the area. Projects planned to create improvements on these routes were prioritized to some extent to promote improvements along these important roadways, including US 84, GA 144, and GA 196.

17.2 Traditionally Underserved

Figure 17-5. Traditionally Underserved Communities



In order to understand how cost feasible projects will impact communities in the area, information on traditionally underserved communities from USDOT was mapped in relation to projects. Traditionally underserved areas can be seen largely in rural portions on the MPO, particularly in the southern and eastern areas, as well as near Hinesville and Allenhurst. Projects in these areas improve the transportation system that is used by traditionally disadvantaged communities.

18. Implementation and Monitoring

Federal legislation requires transportation agencies to set local goals and objectives that support the national federal-aid highway and public transportation program goals. Both the Federal Highway Administrations (FHWA) and the Federal Transit Administration (FTA) have established performance measures (PM) for the federal-aid highway and public transportation programs to track progress towards meeting the goals.

Because funding for transportation projects is constrained, each project included in the MTP must effectively contribute to meeting the performance targets. Table 18-1 as follows summarizes how each of the projects was assessed and indicates which performance targets it will contribute to meeting.

Table 18-1. Project Assessment by Performance Targets

GDOT PI # or 2050 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
20353	EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY			☒
17411	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	☒		☒
19675	SR 25 @ CR 166/BARRINGTON FERRY ROAD	☒		☒
228	US 84 bridge at I-95 Widening	☒	☒	☒
226	Sunbury Rd/Islands Hwy Widening	☒	☒	☒
114	Hinesville Bypass (eastern segment)		☒	☒
601	Islands Highway Widening	☒	☒	☒
413	Wallace Martin Realignment	☒		☒
414	WAAF / Midcoast Regional Joint Municipal Airport Access Road		☒	☒
154b	Sandy Run/Patriots Trail Connector	☒		☒
120	Sandy Run Drive Extension		☒	☒
248	Barrington Ferry Rd Widening		☒	☒
0010348	15th St from SR 196 to Gate 7 @ Fort Stewart Widening	☒	☒	☒
255	SR 38C/General Stewart Way Widening from Main St to Memorial Dr		☒	☒
254	SR 38C/General Stewart Way Widening From Memorial Dr to General Screven Way		☒	☒
224	SR 196 W (from Rye Patch Rd) Widening		☒	☒
323	SR 38 /US 84 Safety and Access Management from Topi Trl to Airport Rd	☒		☒
408	US 84 Adaptive Signal Upgrades	☒		☒

GDOT PI # or 2050 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
606	Veterans Pkwy Intersection Lane Improvements		☒	☒
627	EG Miles Pkwy Crossing Improvements	☒		
365	SR 119/General Screven Access Improvements	☒		☒
314	SR 38 /US 84 Safety and Access Management from SR 196 to Bright Lakes Rd	☒		☒
611	Deal St Roundabout Installation	☒		☒
304	Hwy 57 Intersection Upgrade	☒	☒	☒
623	US 84 and Dunlevie Intersection Improvements	☒		☒
603	Pineland Ave Traffic Signal Installation	☒		☒
605	EG Miles Pkwy Signal Timing Optimization			☒
608	EG Miles Pkwy Roadway Lighting Improvements	☒		
610	Sharon St R-CUT Installation	☒		☒
614	EG Miles Median Spot Installation	☒		
410	E.G. Miles Adaptive Signal Upgrades	☒		☒
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	☒		☒
602	Miles Crossing Traffic Signal Installation	☒		☒
621	Airport Rd Operational Improvements			☒
604	Arlington Dr Traffic Signal Installation	☒		☒
607	Liberty Regional Medical Center Intersection Lane Improvements		☒	☒
609	Live Oak Dr R-CUT Installation	☒		☒
613	Live Oak Church Rd High-T Intersection	☒		☒
630	Hendry St Streetscape	☒		
355	I-95 Intersection/road Improvements at Exit 67	☒		☒
325	SR 119/Talmadge Rd Safety Enhancements	☒		☒
616	W General Screven Way Operational Improvements			☒
625	Leroy Coffer and US 84 Intersection Improvements	☒		☒
322	SR 38 /US 84 Safety and Access Management from Flowers Dr to Topi Trl	☒		☒
301	Dunlevie Road Multimodal Safety Enhancements	☒		

GDOT PI # or 2050 ID	Project Name	PM1: Safety	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, and Delay
317	SR 38 /US 84 Safety and Access Management from Spires Dr to Old Hines Rd	☒		☒
618	Eunice Road Operational Improvements			☒
636	Sandy Run at Tupelo Intersection Improvements	☒		☒
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach St	☒		☒
631	Memorial Dr Median Improvements	☒		
612	Curtis St High-T Intersection	☒		☒
119	Flemington Connector / Peacock Creek Rd		☒	☒
403	Ryon Avenue Realignment and Corridor Improvements	☒	☒	☒
615	Sunbury Road Corridor Improvements	☒	☒	☒
326	Coastal Hwy/US 17 Enhancements	☒	☒	☒
250	Coastal Hwy/US 17 Widening from Barrington Ferry Rd to SR 119	☒	☒	☒
303	Elim Church Road Upgrade /Multimodal Improvements	☒	☒	
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	☒		☒
622	US 25 and Rye Patch Intersection Improvements	☒		☒
629	Sandy Run Rd Safety Enhancements	☒		
315b	Phase II SR 38 /US 84 Safety and Access Management: Mutimodal enhancements completed in Phase I.	☒		☒