

Long Range Transportation Plan

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

In cooperation with: Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, Liberty County, Long County, and the Cities of Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, Walthourville

Adopted on October 14, 2010





METROPOLITAN PLANNING ORGANIZATION

A RESOLUTION ADOPTING THE 2035 LONG RANGE TRANSPORTATION PLAN AS THE OFFICIAL LONG RANGE TRANSPORTATION PLAN FOR LIBERTY COUNTY

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Long Range Transportation Plan (LRTP) every 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 Long Range Transportation Plan, has developed a twenty-year integrated plan for federally-funded highway and transit projects for the Hinesville urbanized area; and

WHEREAS, the LRTP 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 LRTP 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

 $\it WHEREAS$, the locally developed and adopted process for public participation has been followed in the development of the 2035 LRTP.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached 2035 Long Range Transportation Plan for the period 2010 - 2035; and

BE IT FURTHER RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and authorizes the MPO Study Director (MPO Executive Director) to execute a joint certification to this effect with the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee at a meeting held on October 14, 2010

John D. Mc Inen 10-14-10

Chairman John D. McIver

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Introduction

The Hinesville Area Metropolitan Planning Organization (HAMPO) is the federally designated transportation planning agency for Liberty and Long County, Georgia. The HAMPO boundary, which includes all of Liberty and a portion of Long County, is shown below. While the MPO does not have jurisdiction over all of Long County, the study area covers all of Liberty and Long Counties. This ensures that issues, needs, or recommendations will be documented for the entirety of both counties. Figure 1 shows the area's location in coastal Georgia between Savannah and Brunswick.

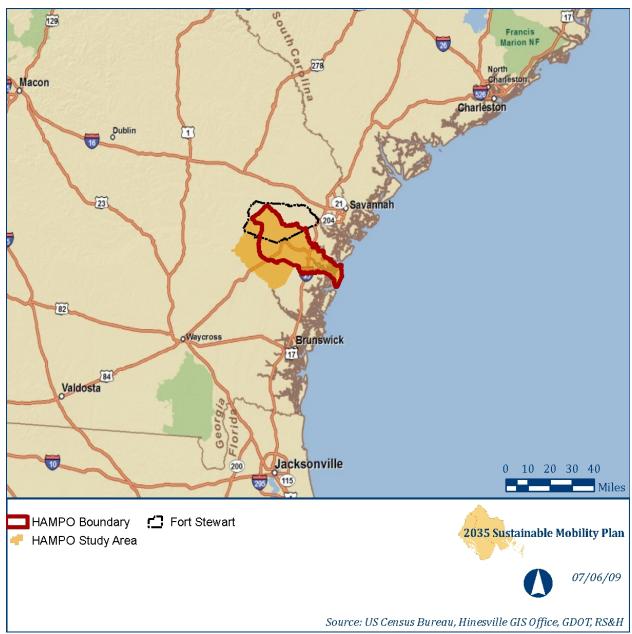


Figure 1 HAMPO Planning Area

The ultimate goal of this planning process is to create an effective public policy framework for mobility and development together with a set of priority transportation investments that will address the area's current and long-term needs and visions.

2035 Sustainable Mobility Plan Goals

The 2035 Sustainable Mobility Plan will meet the planning requirements specified in the latest federal transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In order for the MPO to continue to receive federal funding for its transportation planning efforts and projects, the MPO must develop and maintain a Long Range Transportation Plan (LRTP) that meets provisions presented by SAFETEA-LU. As such, this LRTP will support the following eight planning factors.

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation; and
- 8. Emphasize the preservation of the existing transportation system.

These factors, as well as vision statements, goals, and objectives from previous planning documents formed the foundation for the goals of this plan. During the August 2009 public comment period, members of the public and HAMPO committees discussed the plan goals. Stakeholders reached a consensus on the final list. The 2035 Sustainable Mobility Plan goals are:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation;
- 8. Emphasize the preservation of the existing transportation system; and
- 9. Improve public information about the transportation system and proposed or planned improvements to the system.

PLANNING PROCESS

The HAMPO 2035 Sustainable Mobility Plan builds upon the previous long range transportation plan (LRTP) and addresses the issues and opportunities the region faces. Several previous studies including local comprehensive plans, corridor and subarea transportation studies, bicycle and pedestrian plans, transit plans, and broader studies coordinated by the Coastal Regional Commission formed a basis for this LRTP. A detailed existing conditions analysis and inventory of the current transportation system was conducted in order to adequately identify the needs of the HAMPO region. To assess the transportation system in the future, potential future growth scenarios and alternative transportation networks were defined and assessed. The performance of individual projects was compared as a screening tool. Funding sources were reviewed and transportation revenues were projected from local, state, and federal sources. Then, fiscally constrained transportation networks were reviewed through a collaborative process and projects were assigned to an implementation schedule matching transportation investments to available funds within four future time periods. Throughout the project definition, screening, and prioritization process, the study team considered protection of environmental, historic, and cultural resources, impacts on environmental justice populations and the transportation disadvantaged, as well as consistency with local comprehensive plans and regional and state visions for growth.

The plan was developed through a joint collaboration with elected officials, community leaders, stakeholders, public agencies, and citizens. The public involvement process is documented in the Appendix.

Existing Conditions and Transportation Needs

An inventory of existing conditions was conducted to evaluate the current trends, performance and deficiencies of the region's transportation system. This analysis included an appraisal of socioeconomic data, the roadway network, bicycle and pedestrian facilities, transit service, railroads, trucking, port facilities, airports, and safety, as well as needs and strategies identified through other planning efforts.

Growth in the HAMPO study area is driven by proximity to the interstate, major ports, rail lines, and Fort Stewart, the largest military installation east of the Mississippi River. The transportation system has been the backbone of growth in the region and will continue to shape how area residents, employees, and visitors live and work. The transportation system in Liberty and Long Counties includes public roadways, sidewalks, on-demand public transportation for eligible passengers, rail, Midcoast Regional Airport, and multiuse trails. The system is centered on roadways, which are managed by cities, counties, or the Georgia Department of Transportation (GDOT). The transportation network is shown in the following figure. US 84 is a main east-west route and also the main interchange location at I-95. There are several operational and safety improvements planned for US 84 in the current TIP and LRTP. US 25/US 307/SR 57 is another main cross-county route in Long County. US 17 is a major north-south arterial and an alternative to I-95. SR 196 carries traffic roughly east-west and provides a connection to US 84 for Hinesville-bound traffic as an alternative to I-95 in the eastern part of Liberty County.

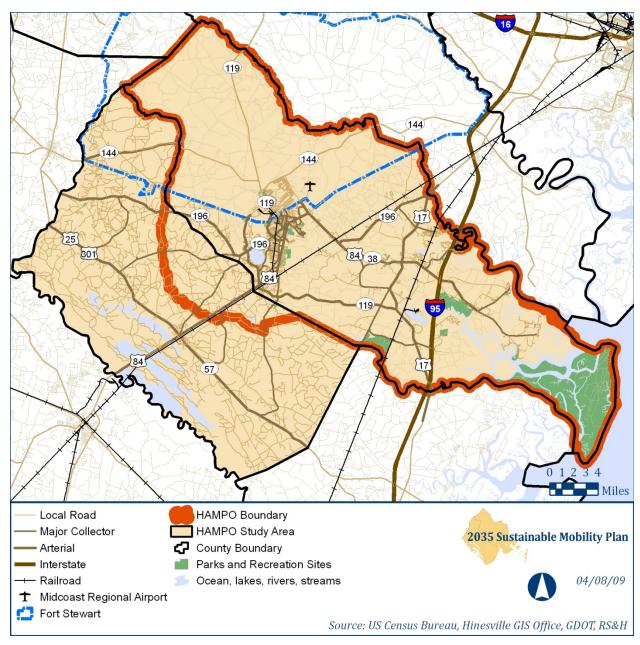


Figure 2 Transportation Network

Congestion and Delay

Traffic counts from 2006, 2007, and 2008 as well as congestion estimates from the regional travel demand model indicated a potential need for roadway improvements. The HAMPO travel demand model was expanded and updated for this plan. The model was used to first examine baseline conditions in year 2006. Figure 3 shows the base year level of service on the road network. Roadway congestion contributes to fuel-consumption, air pollution, and increased risk of crashes.

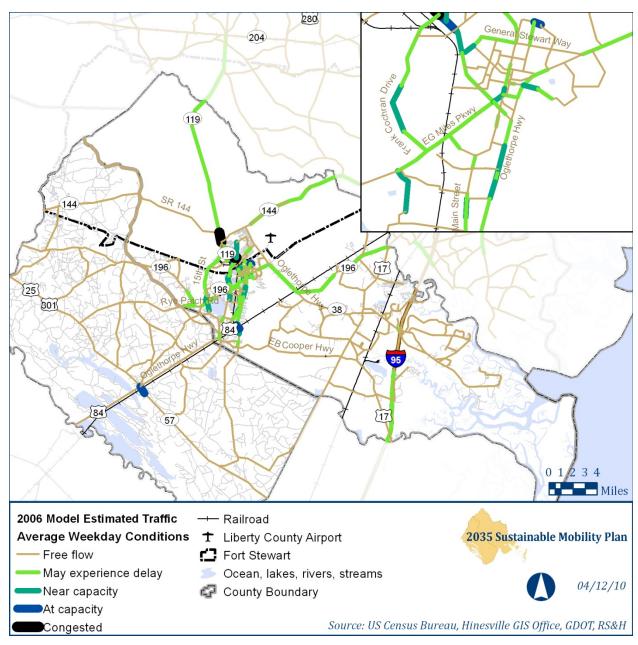


Figure 3 Base Year Roadway Level of Service

The study team also reviewed vehicle hours of delay estimates to identify road segments where congestion impacts high traffic volumes. Figure 4 shows the base year delay in the region. Oglethorpe Highway/US 84, Leroy Coffer Highway/SR 196, I-95 and SR 119 on Fort Stewart are roadways with high levels of vehicle delay. On these high volume roads, even small amounts of congestion may impact many travelers.

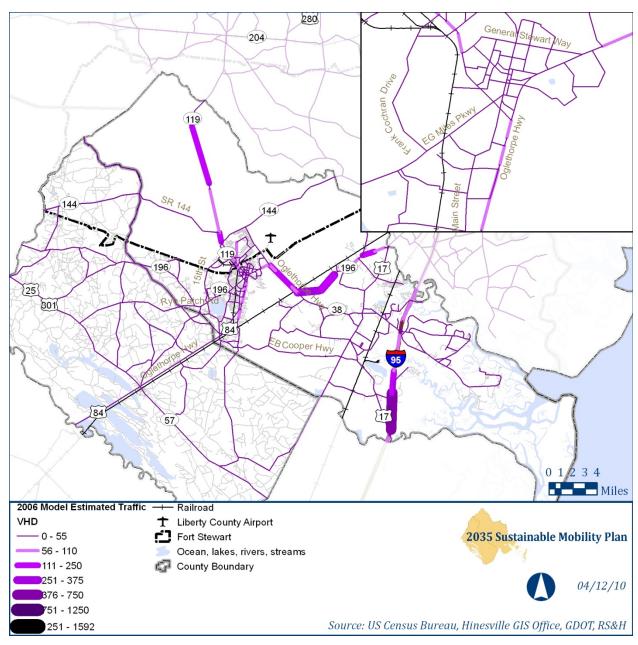


Figure 4 Base Year Vehicle Hours of Delay

Safety and Security

Because of its coastal location, hurricane evacuation is one concern in the HAMPO area. The Georgia Emergency Management Agency designates hurricane evacuation routes; evacuation route designation was one criterion used to prioritize projects. Access to critical infrastructure was also a prioritization criterion; this includes improved access to and from Fort Stewart. This plan was developed in coordination with Fort Stewart representatives and the Fort Stewart Growth Management Partnership. The planning process also includes local emergency management agencies including the Liberty-Hinesville Emergency Management Agency (LHEMA) and the Georgia Emergency Management Agency (GEMA), and the Georgia Office of Homeland Security. These agencies are responsible for emergency management, disaster preparedness, and homeland security in the HAMPO area.

Crash history on the road network was assessed in order to identify potential safety concerns. Georgia DOT's CARE crash database identified high crash locations in the HAMPO area based on reported crashes from 2006 to 2008 and estimated traffic volume. Figure 5 and Figure 6 below show non-intersection crashes relative to estimated road volume over the three years and a crash location severity index, respectively, both based on the GDOT database. The crash severity index is based on total crashes reported per million vehicle miles traveled on each analysis segment. This data is a good indication of crash history; however, due to inconsistencies in the database, the maps should be considered within the overall context of road network performance. As shown in the figures below, locations with relatively high crash rates in the area include:

- SR 196 west of Hinesville
- EG Miles Parkway/SR 196 in Hinesville
- Talmadge Road/SR 119 near US 84 (an area of relatively high truck traffic)
- Dunlevie Road in Allenhurst
- EB Cooper Highway/SR 119 between Walthourville and Riceboro
- Frank Cochran Drive near EG Miles Parkway
- General Screven Way near EG Miles Parkway
- Oglethorpe Highway/US 84 in Hinesville
- Old Sunbury Road in Flemington
- Leroy Coffer Highway/SR 196 (currently under construction to widen to four lanes)
- Coastal Highway/US 17 north of Midway
- Islands Highway east of I-95
- Coastal Highway/US 17 at I-95 south of Riceboro

The *Sustainable Mobility Plan* includes safety and enhancement projects to address many safety and security issues directly.

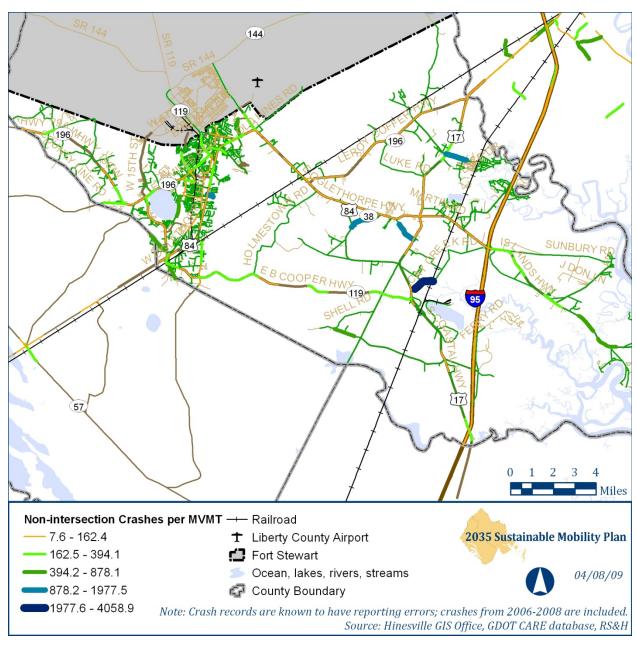


Figure 5 Non-intersection Crashes per Road Volume (100 Million Vehicle Miles Travelled)

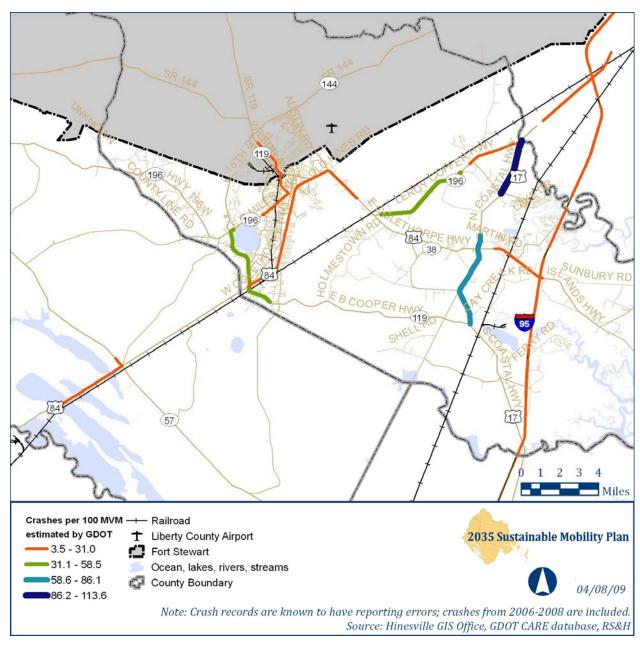


Figure 6 GDOT Severity Index for Crash Locations

Additionally, needs and strategies were identified from other recent studies in the HAMPO area. These include:

- Coastal Georgia Comprehensive Plan
- Liberty County Comprehensive Plan
- Long County Comprehensive Plan
- Gateway Sector Plan
- US 84 Corridor Study
- Liberty Transit Implementation Study
- Hinesville Downtown Circulation Study
- 2030 HAMPO LRTP

The existing conditions report in its entirety can be found in Appendix C.

Future Conditions and Transportation Needs

Conditions in the 2035 horizon year were projected using population projections from the Georgia Office of Planning and Budget. Employment in the region was assumed to increase proportionately with population. Significant effort to coordinate military employment and dependent population levels with Fort Stewart resulted in future year projections of military living on post with their families, single military troops living in barracks, military employees living off post, and civilian employees living off post. The future year population and employment figures are consistent with Fort Stewart Growth Management Partnership and Water Planning Council plans. While three future year scenarios were assessed to identify transportation needs under a range of development patterns, the final distribution of population and employment growth is based upon local comprehensive plans, local government feedback, and known development proposals in the region. Therefore, the socioeconomic projections assume low growth levels or no growth in areas designated for preservation or as environmentally sensitive lands. Figure 10 shows the sensitive lands in the region.

Committed Improvements

To begin to assess the future year, the study team first determined which road projects are far enough along in the planning process that the region is committed to completing them in the near term. Three improvements to the existing road network were identified as committed projects; these are the Leroy Coffer Highway/SR 196 widening from Coastal Highway/US 17 to Oglethorpe Highway/US 84 that is currently under construction, the Frank Cochran Drive widening from EG Miles Parkway to Hero Road on Fort Stewart, and the Airport Road/SR 119 widening from Oglethorpe Highway/US 84 to EG Miles Parkway/SR 196. Figure 7 shows the existing plus committed road network.

In addition to committed roadway improvements, the City of Hinesville, in cooperation with the City of Flemington and Fort Stewart, is starting a fixed route bus system in the near future. The system will operate Monday through Saturday beginning at 6 a.m. on weekdays and running until 6 p.m. Monday through Thursday and 10 p.m. Friday and Saturday nights. Liberty Transit is expected to begin operations in fall 2010. Major destinations include downtown Hinesville, shopping centers on Oglethorpe Highway and EG Miles Parkway, Liberty Regional Medical Center, YMCA, Armstrong Atlantic State University, Liberty County Health Department, area hotels, Wal-Mart, Winn Army Medical Center, the Post Exchange, and family housing areas on Fort Stewart.

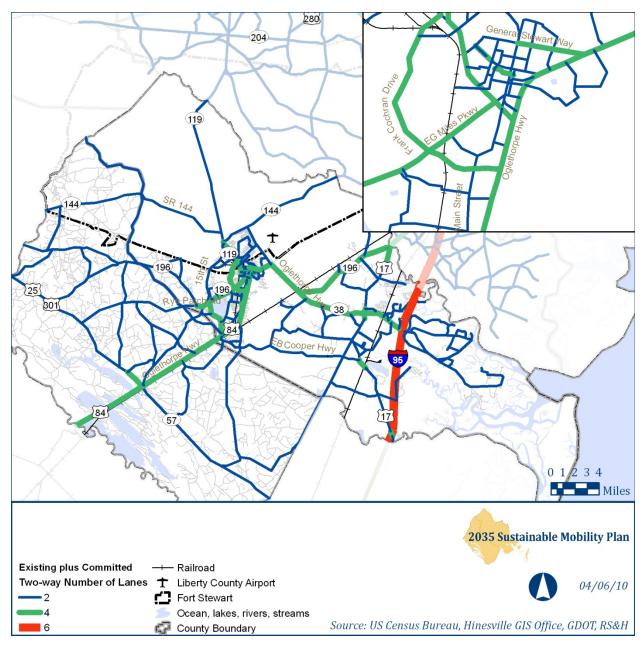


Figure 7 Future Existing plus Committed Road Network

Transportation System Performance

The HAMPO travel demand model is one analysis tool that projects the performance of the transportation network. The model uses future population and employment distribution to determine future traffic volumes and where network deficiencies might take place. In addition to assessing individual projects, the entire system in the HAMPO area is evaluated and the cumulative effects of alternative investments are considered. Examination of several possible networks allows stakeholders to address the plan goals and objectives system-wide. Figure 8 shows the future performance of the existing plus committed road network in 2035, assuming growth is consistent with local comprehensive plans. Areas that are expected to be congested include segments on Fort Stewart roadways, 15th Street from Fort Stewart to EG Miles Parkway, South Main Street near Frank

Cochran Drive, SR 196 entering Long County, Highway 57 in Ludowici, and Islands Highway near the I-95 interchange.

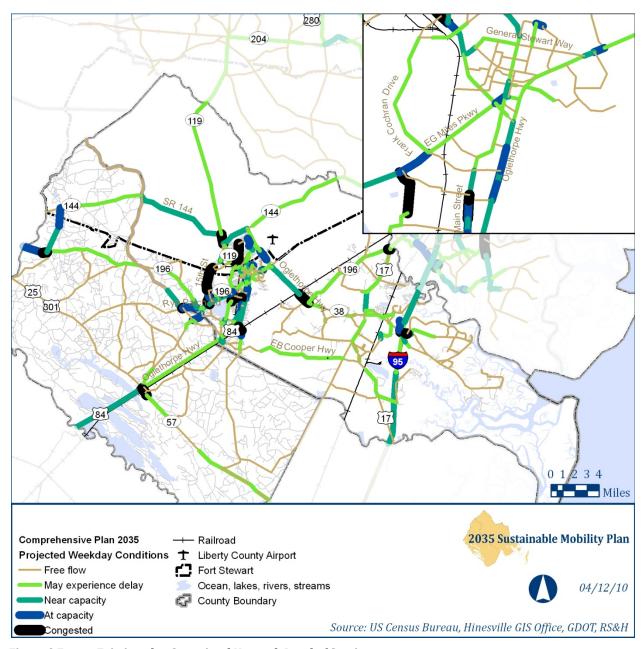


Figure 8 Future Existing plus Committed Network Level of Service

In addition to level of service, the travel demand model projected future year vehicle hours of delay in the region. Figure 9 shows that road segments with high traffic volumes impacted by high levels of delay include SR 119 and SR 144 entering Fort Stewart, 15th Street west of Fort Stewart, Oglethorpe Highway/US 84 in Hinesville and Flemington, and I-95 through the study area if no road improvements are made beyond the committed projects.

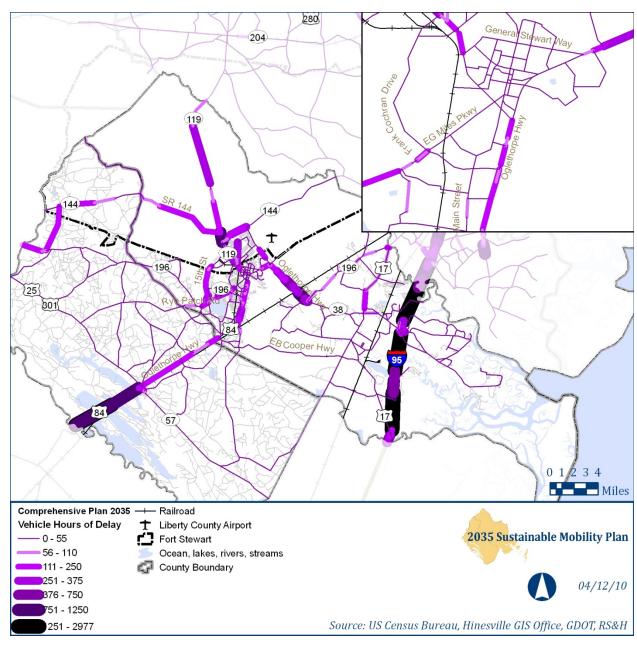


Figure 9 Future Vehicle Hours of Delay on the Existing plus Committed Network

Planning Considerations

In order to comply with SAFETEA-LU and Title VI of the Civil Rights Act of 1964, several considerations were taken into account as the *2035 Sustainable Mobility Plan* was developed. These are highlighted in the sections below.

Operating and Maintaining the System

The 2035 Sustainable Mobility Plan balances efforts to operate and maintain the existing transportation system with investment in new facilities. Strategies to improve the operation of the existing system considered in the plan are: safety and enhancement projects that increase the capacity of existing roads without widening, intersection improvements such as additional turn lanes or new traffic signals, inclusion of bicycle and pedestrian facilities along existing roads or as

separate facilities, and the provision of new public transportation service. Specific needs for operations improvements or maintenance were documented during the first public comment period in August 2009 and the needs assessment review of previous studies.

Development regulations that require local road network connectivity, parallel facilities to major roads, and that limit cul-de-sacs except where necessary due to environmental constraints, are also a strategy in place in the region to improve the efficiency of the transportation system.

The corridor classification exercise discussed in the Long Range Transportation Corridor Classification section (beginning on page 19) identified strategic corridors for targeted mobility management strategies such as parallel facilities, provision of dedicated turn lanes at intersections, limits on driveway and intersection spacing, and medians. Figure 11 shows the long range corridor classification, including Mobility Corridors. Focused planning efforts for small areas in Flemington and Walthourville/Allenhurst also developed strategies to maintain the performance of the current system without major capacity improvements. These strategies are included in the project list. Findings from the corridor classification exercise and the small are plans were included in the project prioritization process.

Furthermore, the plan documented private transportation investments, as well as local and military investments, that will be necessary as the area develops in order to maintain the performance of the transportation system. Throughout the planning process, transportation investments were examined as a system, rather than as isolated programs by funding source.

Wetlands and Environmentally Sensitive Areas

Both environmental and environmental justice concerns were addressed throughout the planning process. The identification of wetlands, environmentally sensitive areas, and environmental justice areas was especially crucial early in the planning process. The project ranking criteria scored projects based on potential impacts on natural, cultural, historic, and environmental resources. Detailed review of impacts and mitigation strategies will occur during the project development phase of all projects funded with MPO funds.

Wetlands and other environmentally sensitive areas can often create natural barriers to transportation network connectivity in the region. Due to its proximity to the coast, the HAMPO area enjoys a significant amount of coastal marshes and wetlands. Figure 10 shows these sensitive areas which were identified and mapped to ensure that impacts of transportation investments are minimized.

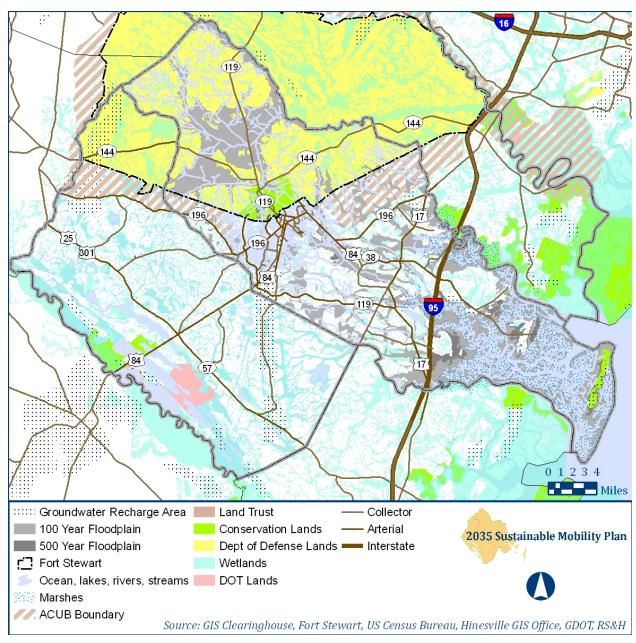


Figure 10 Sensitive Lands

In order to mitigate the environmental impacts of growth in the region, the HAMPO region uses a range of strategies. Liberty County has adopted the Georgia Environmental Protection Division's Coastal Stormwater Supplement to the Georgia Stormwater Management Manual. Implementing the recommendations of the supplement will mitigate transportation infrastructure impacts on stormwater runoff quantity and quality. The Liberty County and Cities joint Comprehensive Plan and local development regulations include strategies such as wetland and stream buffers to prevent development or infrastructure within these critical areas. The majority of land adjacent to Fort Stewart has been designated for low intensity or no future development.

The development of socioeconomic projections for the LRTP included an assessment of lands not suitable for future development. Environmentally sensitive areas designated for preservation are projected to remain in a natural state through the LRTP horizon year; transportation investments

included in this plan are therefore based on the assumption that sensitive lands will be preserved in Liberty and Long Counties.

Additional mitigation strategies include efforts to reduce vehicle miles traveled in the region; for example, continued and increased investment in alternative modes such as public transportation, pedestrian facilities, and bicycle facilities has the potential to reduce air pollution and the demand for additional pavement. Projects such as the US 84 access management improvements further manage the demand for wider or new roads in the region. Effectively managing travel demand is an important strategy to mitigate environmental impacts of the transportation system.

As projects move forward in the planning process, impacts on environmental resources will be assessed, particularly during the preliminary engineering phase.

Environmental Justice

The United States Environmental Protection Agency Office of Environmental Justice defines Environmental Justice as follows:

"Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work."

It is crucial that the principles of environmental justice are supported throughout the implementation of this Plan. Special effort was made to include target populations in the plan's public involvement activities. The transit component of the plan increases the mobility options of environmental justice populations. The planned urban transit system has stops near public and low income housing as well as several human services destinations, and the complementary route deviation service for paratransit eligible passengers is specifically available to target populations. The recommendations of the *2035 Sustainable Mobility Plan* are compliant with the following principles of Environmental Justice:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision- making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Long Range Transportation Corridor Classification

In an effort to understand the long range role of each major roadway in the HAMPO planning area, the study team asked for input regarding the kinds of travel that each roadway should serve in the year 2035. HAMPO committees, stakeholders and the public classified major roads in one of four categories:

- A. Roadways that will serve trips traveling through the region that are longer and both begin and end outside of Liberty and Long Counties.
- B. Roadways that will serve longer regional/local trips which may begin or end outside of the HAMPO area OR cover a large distance within the study area.

- C. Roadways that should balance mid-length through and local trips.
- D. Local roadways that should primarily provide access to adjacent property

Participants were asked several questions about the type of traffic each corridor should serve, such as where bicycles and pedestrians should be encouraged and where trucks should be accommodated. Based upon the mapping exercise and responses, staff classified major roads and then presented an initial version to the HAMPO committees. The map below shows input from the LRTP Stakeholder Advisory Committee and the HAMPO Technical and Policy Committees regarding the classification of each major roadway. I-95 is the only Category A roadway in the planning area, and is an important interregional and interstate connection. Category B corridors are those that are critical to traffic mobility in the region. These are appropriate for access management strategies to ensure the movement of traffic, which is a priority over access to adjacent land uses. This classification informed LRTP project selection in that improvements to Category B mobility corridors or provision of alternate routes to Category B mobility corridors were emphasized. Category C corridors collect traffic from local roadways and connect to the Category B mobility corridors in the region. These corridors balance traffic movement and access to land and should operate at slower speeds than Category B corridors. The remaining roadways are local roadways that primarily provide access to land with frequent driveways and on-street parking.

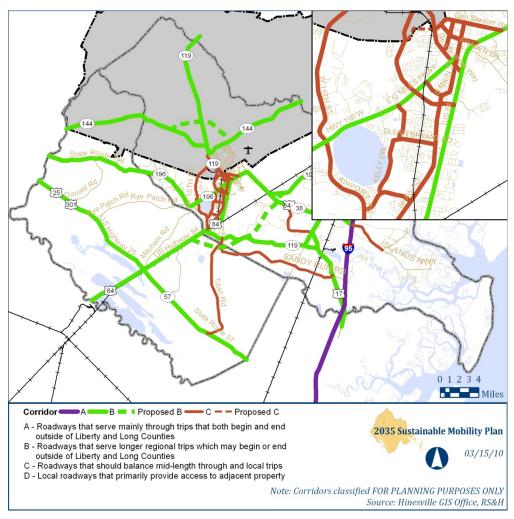


Figure 11 Transportation Corridor Classification

PROPOSED PROJECTS

Projects for the *2035 Sustainable Mobility Plan* were identified through a detailed needs assessment based on input from citizens and stakeholders and technical analysis, described above. This section presents a summary of recommendations. Roadway improvements were identified that encourage an efficient growth pattern consistent with local Comprehensive Plans, improve levels of service, reduce congestion, and provide for the safety of the traveling public. Figure 12 shows all identified roadway improvements, including those that do not yet have identified funding sources in the plan. The HAMPO project numbering scheme is as follows: numbers 101-199 are new construction projects, 201-299 are widening projects, 301-399 are safety/enhancement projects including access management improvements, 401-499 are bridge replacement projects, and 501-599 are paving projects.

Figure 13 shows the high priority transit service area in the region, including the proposed Liberty Transit startup service. The long range transit destinations include major employers such as Chemtall, Target Distribution Center, Tradeport West and the Midway Industrial Park, as well as downtown Midway, Walthourville, Allenhurst, and Savannah Technical College. Future

developments along 15^{th} Street approaching Fort Stewart are also included in the long range service area.

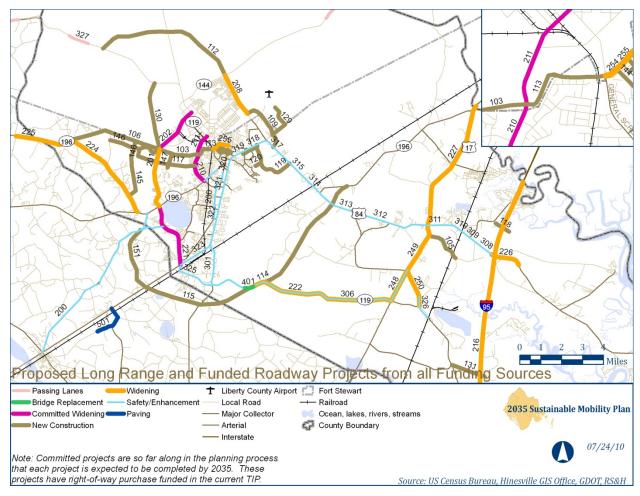


Figure 12 Future Transportation Projects on the Road Network

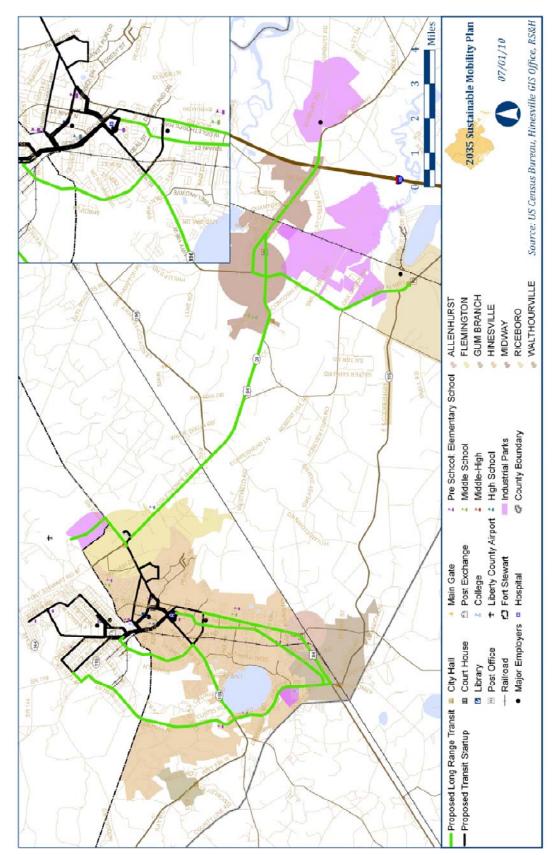


Figure 13 Long Range Transit Service Area

Cost Estimates

Projects programmed in the TIP have official cost estimates in year of expenditure dollars received from GDOT. The project team developed detailed cost estimates for each project beyond the TIP timeframe using GDOT's Cost Estimation System Tool (CES) and Right of Way and Utility Estimation Tool (RUCEST). These tools were used to develop planning-level cost estimates to ensure that the most accurate and current information could be used in spending prioritization and balancing. The tools use historical bid data that is updated each quarter. Cost estimates for the funded LRTP projects are included in the Proposed Roadway Project Tiers section.

New Construction Projects

Based on input from project stakeholders as well as evaluation of several alternative scenarios for the future transportation network, the following new construction projects are recommended to address deficiencies and enhance the existing transportation system. These projects improve connectivity in the region and reduce pressure on existing roadways that are nearing capacity. Some projects aid in redirecting non-local traffic around cities and activity centers to avoid congestion in these areas. The table below shows these recommended projects, with unfunded projects planned for the time period beyond 2035 shown at the bottom the table for information. Project information sheets can be found in Appendix A.

Table 1 Proposed New Construction Projects

HAMPO No.	GDOT PI	Project Name	From	То	Status
117		15th St/Frank Cochran Connector	Frank Cochran Dr	15th Street	Funded
105		Cay Creek Extension	Cay Creek Rd	US 17	Funded
113		Central Connector/ General Stewart extension	General Screven Way	Frank Cochran Dr	Funded
103		Central Connector/ General Stewart extension phase 2	Frank Cochran Dr	15th Street	Funded
109		Flemington Loop	US 84	Fort Stewart Rd 47	Funded
152		Gen Stewart Way Extension (East of Oglethorpe Hwy)	US 84	New development road	Funded
115	522570	Hinesville Bypass (Southwestern segment)	SR 119/Talmadge Rd	US 84	Funded
120		Sandy Run Drive extension	Sandy Run Drive	Peacock Creek Rd	Funded
129		WAAF Access Road ¹	Old Hines Rd/Flemington Loop	Midcoast Regional Airport	Funded
114	522570	Hinesville Bypass (Eastern segment)	SR 196/Leroy Coffer Hwy	SR 119/Talmadge Rd	Funded PE ²
106		Central Connector (W)	15th Street	Dairy Rd/Hodges Rd	Beyond 2035
151		Hinesville Bypass (western segment)	US 84	SR 196	Beyond 2035
118		Laurel View Connector	Isle of Wight	Laurelview Road	Beyond 2035

- 1. WAAF Access Road is a project that will be funded with FAA funds and is shown for information only.
- 2. The Hinesville Bypass has PE underway, including HAMPO projects 114 and 115. There is also an earmark for R/W but the total earmark is less than the R/W costs for this eastern segment.

Widening Projects

Similar to recommendations in the previous section, widening projects are recommended as a result of input from stakeholders and evaluation of several alternative scenarios. In order to provide network capacity, widening of the following facilities is recommended. Unfunded projects that may be implemented beyond 2035 are included at the bottom of the table for information. Project information sheets can be found in Appendix A.

Table 2 Proposed Widening Projects

HAMPO No.	GDOT PI	Project Name	From	То	Status
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	Funded
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	Funded
211	550600	Frank Cochran Dr	Fort Stewart boundary	Wilson Avenue	Funded
221	0004917	SR 119/Airport Rd	US 84	EG Miles Pkwy/SR 196	Funded
226		Islands Hwy	I-95 ramp	Tradeport Access Road	Funded PE,R/W
228		US 84 bridge at I-95	I-95 access ramp	I-95 access ramp	Funded
248		Barrington Ferry Rd	US 17	SR 119	Beyond 2035
254		General Stewart Way	Memorial Drive	General Screven Way	Beyond 2035
255		General Stewart Way	Main St	Memorial Drive	Beyond 2035
216	511145	I-95 (8 lanes)	McIntosh County line	South of Jericho River [Bryan County line]	Beyond 2035
216	511155	I-95 (8 lanes)	South of Jericho River [Bryan County line]	0.8 mi south of US 17 in Bryan County	Beyond 2035
222		SR 119/EB Cooper Hwy	Barrington Ferry Rd	Hinesville Bypass	Beyond 2035
224		SR 196 W	Rye Patch Rd/SR 196	Hodges Rd/Central Connector	Beyond 2035
225		SR 196 W	Hodges Rd/Central Connector	US 301	Beyond 2035
227		US 17	SR 196	US 84	Beyond 2035
249		US 17	US 84	Barrington Ferry Rd	Beyond 2035
250		US 17	Barrington Ferry Rd	SR 119/EB Cooper	Beyond 2035

Safety/Enhancement Projects

There were several safety/enhancement projects identified through previous HAMPO studies. Identification of new safety/enhancement projects took place through an evaluation of crash locations and crash severity indices based on GDOT's crash database and geographic information systems (GIS) analysis. The public and stakeholders also identified locations of perceived safety issues. Safety and enhancement projects maximize the efficiency of the transportation system by preserving the capacity of existing facilities through operational improvements, access management, or bicycle and pedestrian improvements. Many of the new construction and widening projects also address safety concerns. However, the safety/enhancement improvements often have short completion schedules at lower costs than widening or new construction projects. Unfunded projects that may be implemented beyond 2035 are shown at the bottom of the table for information purposes. Project information sheets, including a description of each project, can be found in Appendix A.

In addition to these specific projects, the HAMPO TIP contains safety program lump sum amounts for programs administered by the Georgia Department of Transportation (GDOT). Specific projects for implementation are identified by GDOT.

Table 3 Proposed Safety/Enhancement Projects

HAMPO No.	GDOT PI	Project Name	From	То	Status
324		Barrington Ferry Rd	SR 119	US 17	Funded
302		E.G. Miles Parkway	Frank Cochran	Ashmore Road	Funded
306		SR 119/EB Cooper Hwy	Eastern Bypass	Barrington Ferry Rd	Funded
325		SR 119/Talmadge Road	US 84	Eastern Bypass	Funded
326		US 17/Coastal Hwy	Railroad	Creek, includes SR 119 intersection	Funded
308		US 84/Oglethorpe Hwy	I-95	Charlie Butler	Funded
309		US 84/Oglethorpe Hwy	Charlie Butler	Peach Street	Funded
310		US 84/Oglethorpe Hwy	Peach Street	Butler Avenue	Funded
311		US 84/Oglethorpe Hwy	Butler Avenue	US 17	Funded
312		US 84/Oglethorpe Hwy	US 17	Bill Carter Road	Funded
313		US 84/Oglethorpe Hwy	Bill Carter Road	SR 196	Funded
314		US 84/Oglethorpe Hwy	SR 196	Brights Lake Rd	Funded
315		US 84/Oglethorpe Hwy	Brights Lake Road	John Martin	Funded
316		US 84/Oglethorpe Hwy	John Martin	Spires Drive	Funded
317		US 84/Oglethorpe Hwy	Spires Drive	Old Hines Road	Funded
318		US 84/Oglethorpe Hwy	Old Hines Road	General Stewart Way	Funded
319		US 84/Oglethorpe Hwy	General Stewart Way	MLK Jr. Drive	Funded

HAMPO No.	GDOT PI	Project Name	From	То	Status
320		US 84/Oglethorpe Hwy	MLK Jr. Drive	General Screven Way	Funded
321		US 84/Oglethorpe Hwy	General Screven Way	Flowers Drive	Funded
301		Dunlevie Road	US 84	SR 119	Beyond 2035
307		South Main Street	Darsey Road	Deen Street	Beyond 2035
327	532600	SR 144 passing lanes	four locations	through Fort Stewart	Beyond 2035
322		US 84/Oglethorpe Hwy	Flowers Drive	Topi Trail	Beyond 2035
323		US 84/Oglethorpe Hwy	Topi Trail	Airport Road	Beyond 2035

Pedestrian and Bicycle Projects

Pedestrian and bicycle facilities play an important role as an alternative mode of transportation and are an integral part of a multimodal transportation system. Benefits to walking and bicycling include reductions in congestion and air pollution and contribution to a healthy and active lifestyle. Because GDOT seeks to include bicycle facilities in road construction projects, it is anticipated that the majority of new bicycle facilities will be incorporated into road widening and reconstruction projects to minimize the cost of implementation. HAMPO completed a bicycle and pedestrian plan in 2008 that recommended improvements in coordination with the planned fixed route transit system. The tables below show recommended improvements that will be included in LRTP projects and stand-alone bicycle and pedestrian projects. Potential funding sources for those projects not yet funded include the Safe Routes to School program and the Transportation Enhancement program administered by GDOT.

In addition to HAMPO projects, the Coastal Georgia Greenway, Inc. is a private group working to create a 450 mile regional greenway and multi-use trail system along Georgia's coast from Savannah to St. Marys. The proposed route goes through Midway and Riceboro.

Table 4 Proposed Bicycle and Pedestrian Projects

Projects Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
US 84 access management	X	Х
Airport Road widening	X	X
EG Miles Parkway safety/enhancement	X	X
Fort Stewart Bypass	X	
SR 119/Talmadge Rd safety/enhancement	X	X
15th Street widening	X	X

Identified Bicycle and Pedestrian Projects not Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
General Stewart Way widening		Х
Dunlevie Road safety/enhancement		Х
Main Street safety/enhancement		X
SR 144 passing lanes	X	

Individual Bicycle and Pedestrian Projects not Funded in LRTP	Bicycle Facilities	Pedestrian Facilities
Coastal Georgia Rails to Trails in Riceboro	X	Х
Bicycle lanes on Islands Highway from US 84 to end	X	
Bicycle lanes on Fort Morris Road to Sunbury Road	X	
Bicycle lanes on Bacon Road	X	

Transit Projects

The City of Hinesville, the City of Flemington and Fort Stewart are partners in the implementation of a fixed route transit service which will begin operation in fall 2010. Currently, there is no general public transit service operating on a regular schedule in the region. The fixed route provider, Liberty Transit, will also offer complementary route deviation service for paratransit eligible passengers. The area is also served by rural on-demand service operated by the Coastal Regional Commission (CRC). The CRC also offers a regional vanpool program for groups that wish to use a CRC vehicle for commute trips.

In the future, Liberty Transit will pursue a multimodal transit center served by the CRC rural transit, urban fixed routes, and Greyhound inter-city buses. The opportunity for park and ride locations in Liberty County is also being explored; these locations would also allow transfers between the rural and urban service. There is some local interest in working with Amtrak to include a stop in Walthourville in western Liberty County. The current Amtrak station in the area is in Jesup, Georgia.

The capital and operating projects shown in the section *Proposed Transit Projects by Tier* are funded through the Federal Transit Administration, GDOT, local sources, and system revenue. Additional funding categories that the region will pursue to provide additional service outside of the urbanized area include Section 5316 Job Access Reverse Commute and Section 5317 New Freedom. To be eligible for those funds, the region must complete a Coordinated Human Services Transportation Plan.

Improvements Outside of the HAMPO Boundary

The study area for this plan includes all of Liberty and Long Counties. Including all of Long County ensures that the plan is coordinated across the jurisdiction. However, MPO funds are only assigned to projects within the HAMPO boundary, which includes the proposed southwestern segment of the

Hinesville Bypass. Additional improvements recommended in Long County are shown in the table below.

HAMPO No.	Project Name
(for illustration purposes only – this number corresponds with the map below)	
303	Elim Church Road safety and enhancement project including sidewalks and a new traffic signal
304	Highway 57 at Oglethorpe Hwy/US 84 safety and enhancement improvements including turn lanes
501	Pave Mill Pond Rd/Walthourville Rd to Oglethorpe Hwy/US 84

Significant Privately Funded Transportation Improvements

Throughout the planning process, the study team made assumptions about the future of the region, including growth patterns and future developments. In order to assess the performance of the complete transportation system, assumptions were made about privately funded transportation improvements which are included in development proposals at various stages in the approval process. These projects are shown with conceptual alignment that may change, but the connectivity provided is essential to the safety and efficiency of the transportation network. The list below is intended to communicate to the planning commission, local jurisdictions, and the development community how important these improvements are. The following improvements were found to be essential to meet travel needs in the region as the area develops and were assumed to be privately funded. In addition to these major roads, a well-connected local road network and connections to adjacent property should be included in all future developments.

HAMPO No.	Project Name
(for illustration purposes only – this number corresponds with the map below)	
153	Developer Road/US 84 parallel route at Gen Stewart Way
131	Hampton Island Road/I-95 overpass
145	Independence Rd (N-S alignment)
146	Independence Spine Rd (E-W alignment)
147	Live Oak Church Rd extension
119	Peacock Creek Rd/Fraser Tract Main Street

Defense Funded Transportation Improvements

In addition to federal MPO funds, the Hinesville area is able to mitigate the traffic impacts of Fort Stewart through coordinated pursuit of Defense Access funds for transportation improvements. Fort Stewart representatives serve on the Citizens Advisory, Technical Coordinating, and Policy Committees. Through input from those representatives, consistent assumptions about future road improvements to be funded in the near term with defense funds as well as likely candidates for long range funding. While these projects are listed here for information only, it is important to note that

the long range projects will be necessary to preserve the operations of the local road network into the future.

HAMPO No.	Project Name
(for illustration purposes only – this number corresponds with the map below)	
202	15 th Street widening on post (Assumed to be committed in near term)
108	Military Road 47 widening (high priority for HAMPO)
112	Fort Stewart bypass
130	Fort Stewart Bypass (western segment)

Sustainable Mobility Plan

The map below shows the projects that are included in the funded tiers of the Sustainable Mobility Plan. These projects have phases that are planned to be completed between now and 2035. The map includes projects funded with MPO funds, private, funds, defense funds, and aviation funds. The projects not funded with HAMPO funds are included for because they are important additions to the transportation system.

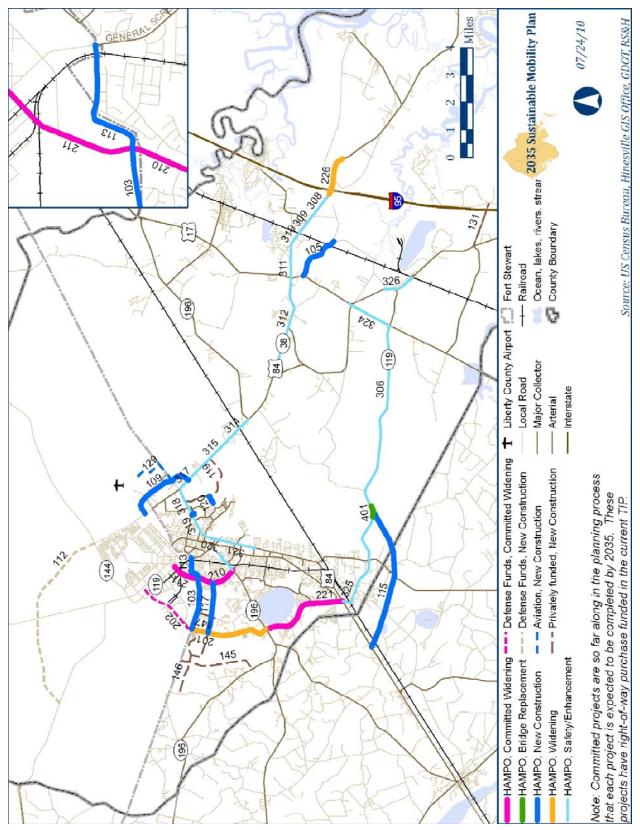


Figure 14 2035 Sustainable Mobility Plan Roadway Projects

Performance of the 2035 Sustainable Mobility Plan

The *Sustainable Mobility Plan* reduces road network congestion on major facilities throughout the region. The plan increases network connectivity overall, increasing the efficiency of the system by providing collector roads for shorter trips and by providing alternate routes if one road is impacted by an incident or regular delay such as a school zone. The access management and safety/enhancement projects in the plan reduce potential conflicts between vehicles and for pedestrians and bicyclists. The plan also coordinates anticipated investments from the private sector, the military, local jurisdictions, and the MPO-designated state and federal funding sources.

By comparing the performance of the *Sustainable Mobility Plan* network in 2035 with the performance of the existing plus committed network, the study team measured the effectiveness of the investments included in the plan. The plan results in 30% fewer congested lane-miles system-wide. Figure 15 shows the 2035 system-wide level of service with planned improvements, based on lane-miles in each category; two percent of the road network is congested or at capacity. Almost three-quarters of traffic on the road network will be free flow. With the plan, vehicle hours of delay are reduced by 20% and vehicle hours of travel are reduced by 7%. By reducing delay, the plan improves the quality of life for the region's residents. Vehicle miles of travel increase by 1% compared to the existing plus committed network.

Overall, the plan results in a higher proportion of traffic on local and collector roads, indicating that the system is more efficient. When local travel uses local or collector roads instead of arterials, the arterial capacity is available for longer trips or through traffic.

Figure 15 and Figure 16 show that there may be road segments at capacity or congested in 2035 even with the planned investments. However, the region will continue to pursue alternative funding sources for additional improvements. The safety and enhancement projects will improve the capacity of the road network by managing access to arterials and improve the pedestrian network.

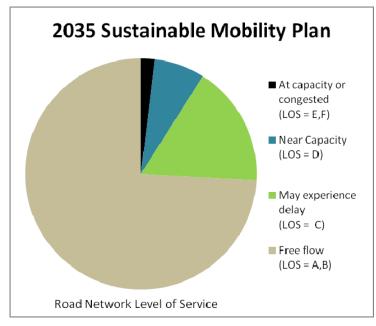


Figure 15 2035 System-wide Level of Service

 $^{^{\}rm 1}$ Travel demand model results for the 2035 horizon year show that the plan network results in 30% fewer congested lane-miles than the existing plus committed road network.

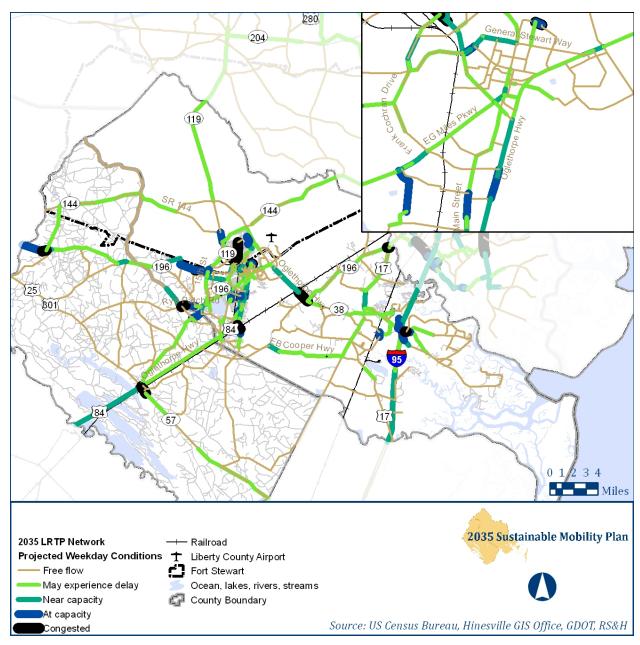


Figure 16 2035 LRTP Level of Service

Figure 17 shows that vehicle hours of delay are also reduced by the transportation investments in the plan. The highest levels of vehicle hors of delay are projected for Oglethorpe Highway/US 84 near Leroy Coffer Rd/SR 196. The SR 196 improvements currently under construction and the funded access management improvements on US 84 at this location should improve traffic flow.

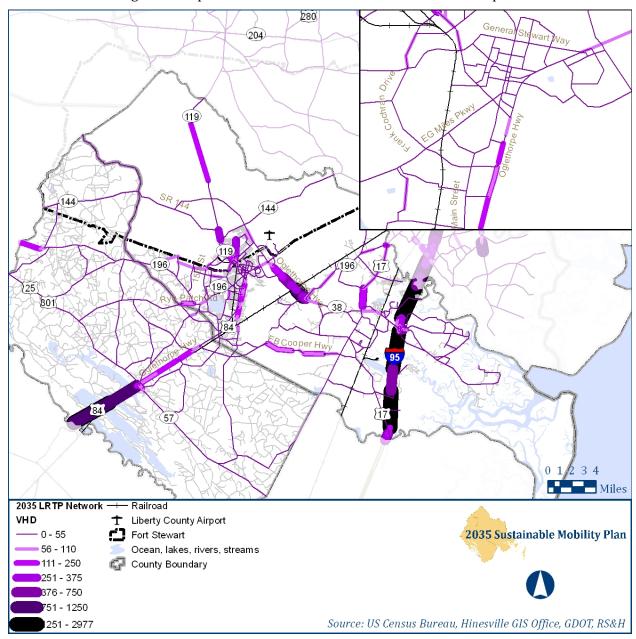


Figure 17 2035 LRTP Vehicle Hours of Delay

IMPLEMENTATION PLAN

One of the requirements of SAFETEA-LU is that the Long Range Transportation Plan must be financially balanced. That is, it must be constrained to reasonably expected funding sources for the life of the Plan. The total cost of projects in the Plan must not exceed funding that is expected to be available. Detailed cost estimates for identified projects were prepared using the GDOT cost

estimating tool, with the exception of TIP project costs which were provided by GDOT or the sponsoring jurisdiction. Cost estimates are based upon the best available information and will need to be updated in subsequent plan updates as project information is further refined.

Projects programmed for the first four years (FY 2011-2014) of the *2035 Sustainable Mobility Plan* represent the Transportation Improvement Program (TIP). The remaining LRTP projects are scheduled for implementation beyond the TIP in the near, mid, and long term. This section provides detailed phasing of the remaining projects. Table 16, at the end of the section, shows the total projected costs and available funding by tier.

The total project lists shown in Table 1, Table 2, and Table 3 (in base year dollars) for roadway improvements include \$ 712,202,300 of potential transportation investments. The funds allocated to specific roadway investments in the Plan total \$ 176,658,800 in base year dollars. Therefore, funded roadway projects represent about one-fourth of the identified potential investments in the plan. Appendix B includes cost estimates for both funded and unfunded project phases as well as revenue estimates for the TIP and long range time period to 2035.

Funding Sources

Federal transportation legislation requires Long Range Transportation Plans (LRTPs) to be fiscally constrained by future funding estimates. Anticipated revenues are projected based on historical revenues as well as planned funding from GDOT and local jurisdictions. These revenues will need to be updated as revenue sources are reauthorized or modified. For example, the regional TSPLOST program recently created in Georgia is not included in the funding estimates shown below due to the inherent uncertainty at this time including a pending referendum, future funding levels, and regionally-selected projects. However, exclusion of those funds is not an indication of a lack of interest in the program; HAMPO will continue to participate with its planning partners to pursue a regional TSPLOST in the coastal region.

Local governments currently fund transportation system improvements with Special Purpose Local Option Sales Tax (SPLOST) funds and general funds; the next Liberty County SPLOST will be SPLOST 6 and, if approved, revenue collection will begin in 2015. Jurisdictions in the HAMPO area could consider impact fees, tax increment financing (tax allocation districts or community improvement districts), special service districts, or user fees to supplement funding for transportation improvements. Fort Stewart can also continue to pursue funds for transportation improvements through the Defense Access Roads Program. Fort Stewart can pursue federal funding for transit fares for federal employees through the mass transportation incentive program. The transportation improvements funded from these programs can be outside of the boundaries of Fort Stewart.

The Hinesville Area MPO programs transportation funds from Federal and State sources for the planning region. The study team developed future funding projections with the assistance of GDOT based upon previous funding levels over the last ten years. The historic average annual funding amount was inflated to future year dollars for years 2015 through 2035. The annual inflation rate of 2.5%, as recommended by GDOT and FHWA, was assumed. Annual inflated funding amounts were summed by tier to obtain the near term, mid term, and long term totals shown below. Anticipated funding is shown in the tables below in year of expenditure (YOE) dollars.

	Time Frame									
Funding	Transportation Improvement Program	Near Term ²	Mid Term ²	Long Term ²						
Source	2011-2014 TIP	2015-2020	2021-2027	2028-2035						
Federal/State	\$ 24,228,045	\$ 60,005,879	\$ 82,222,199	\$ 113,129,386						
Local ¹	\$ 3,141,552	\$ 2,895,680	\$ 3,285,447	\$ 4,842,236						
Total	\$ 27,369,597	\$ 62,901,559	\$ 85,507,647	\$ 117,971,622						

^{1.} Local transportation funds are primarily raised by a SPLOST in Liberty County. The LRTP assumes that SPLOST 6 will be approved and begin in the spring of 2015 in Liberty County and that 3% of SPLOST revenues will be available for HAMPO transportation projects in addition to the SPLOST funds made available for local projects chosen at the discretion of the County Board of Commissioners. Some local funds in the TIP and Near Term are programmed to specific project phases identified as high priority projects for SPLOST 4 revenues.

Table 6 Roadway Maintenance Funds in Year of Expenditure Dollars

Funding Source	Transportation Improvement Program	Near Term	Mid Term	Long Term
	2011-2014 TIP	2015-2020	2021-2027	2028-2035
Federal/State	\$ 2,036,698	\$ 3,458,262	\$ 4,010,523	\$ 7,247,988

Note: GDOT provided projections of maintenance funds based on the MPO's share of state route mileage in the state and a three-year average of maintenance expenditures in the state.

In addition to state and federal funds for highway maintenance and operations, local governments use general funds to operate and maintain roads within each jurisdiction. In the future, local jurisdictions could also designate SPLOST revenues for transportation system operations and maintenance. The regional TSPLOST established by HB 277 in 2010, if approved by local referendum in 2012, may also provide local governments with additional funds for the transportation network. Coordinated efforts to maintain the current system occur at many levels between Fort Stewart, local jurisdictions, and GDOT. HAMPO will continue to be a forum to promote these coordinated efforts.

Project Prioritization Methodology

Sustainable Mobility Plan projects were prioritized into tiers using a three-step process that first ranked individual projects based on quantitative and qualitative criteria. Individual projects were ranked based on their ability to meet the stated LRTP goals through a scoring system shown in the table on the following page; the goals addressed by each criterion are marked with an 'X' in the table.

^{2.} Annual revenues were inflated for each year at 2.5% and summed by time period for YOE estimates beyond the TIP years. GDOT provided the ten-year average authorized funding amounts from federal and state sources based on previous allocations to the MPO area. The study team assumed that this average annual amount would be available in years beyond the TIP (2015-2035).

Alternative networks were then developed including multiple high-scoring projects and ranked according to system-wide performance. A constrained network for the 2035 horizon year was presented to the HAMPO committees and approved for preliminary ranking into constrained tiers based on available funding.

Finally, the projects were separated into four tiers by time period according to estimated funding within each time period. The criteria were applied to the transportation networks to ensure that the recommended plan addresses the range of goals defined at the beginning of the planning process.

Table 7 LRTP Scoring Criteria for Individual Projects

		Relates to LRTP Goal (See numbered list below.) 1 2 3 4 5 6 7 8 9								Avail Point		
Criteria	1	2	3	4	5	6	6 7 8 9 S able		able S	Description of Scoring Method		
Trips using improved roadway				х						4	Projected traffic volumes from the travel demand model.	
Reduction in vehicle hours of delay (VHD)	х					х		х		4	VHD projected from the travel demand model.	
Reduction in VHD (% change)	х					х		х		4	VHD projected from the travel demand model.	
Reduction in VMT		х		х		х		х		4	Region-wide VMT projected with the travel demand model.	
Does the project improve a high-crash location per GDOT criteria?		х						x		4	GDOT CARE database of severe crash locations was used.	
Does the project reduce congestion?	x	х	х	×	х		х	х		4	Level of service (volume to capacity ratio) projected with the travel demand model.	
Is facility a mobility corridor?			x			х		х		1	See Corridor Classification Map; Mobility Corridors are Category A and B	
Does the project provide an alternative to a mobility corridor?			х			х		х		2	Using engineering judgment, rate project as an indirect alternative or a parallel route to a mobility corridor	
Does the project provide an alternative for auto trips to avoid a truck route?	x		х			х				2	Is the project an improvement to a facility parallel to US 84, Hwy 57, or I-95?	
Does the project improve a designated truck route?	x					х				1	Is the project on I-95, US 84 or Hwy 57?	
Does the project address a safety concern?		х						х		2	Public comments and CARE data reviewed to determine potential safety concerns.	
Does the project impact natural areas designated for preservation?					x					2	Based on GIS analysis and a buffer of 200 feet	



Cuitania								GO2	al)	Available Points		
Criteria	iteria 1 2 3 4 5 6 7 8 9 5 5 Descrip		Description of Scoring Method									
Does the project impact cultural or historic resources?					х					2	Based on GIS analysis and a buffer of ~200 feet	
Is the project consistent with adopted Comprehensive Plan(s)?	х		х		х	х			х	2	This includes small area plans like the Memorial Drive redevelopment study, Gateway Sector Plan, etc.	
Does the project improve access to a multimodal facility?	х		х	х		х				2	Multimodal facilities are rail intermodal sites, recreational trails, bike lanes, sidewalks, transit stops, etc.	
Does the project improve access between activity centers?	х			х	х	х				1	Activity centers are downtown areas, major employers, Fort Stewart, and designated growth areas.	
Does the project impact an environmental justice area?				x	х					2	Environmental justice areas are areas with a high proportion of low income or minority populations, or destinations for those populations.	
Does the project address an issue raised during public comment?									х	1	Compare project to mapped Issues and Opportunities	
Does the project provide an alternative to road widening or new roads?							х			1	Is the project a safety improvement, access management improvement, or enhancement project?	
Does the project improve access for the transportation disadvantaged?	x			х	х	х				2	Transportation disadvantaged populations are the elderly, youth, low income, disabled, or who do not own a vehicle.	
Does the project improve access to critical infrastructure or improve a designated evacuation route?			x							1	Critical infrastructure includes power sources, reservoirs, Fort Stewart, airports, etc.	
Does the project provide access management or traffic calming strategies?	x	х	х	х	х		х	х		1	Access management or traffic calming strategies improve the efficiency of the existing system, operations, and safety.	
Does the project provide an alternative to a congested facility?	x	х	x	x		х	х			2	Based on engineering judgment, does the project provide a new or improved alternative route to a congested facility?	

As described earlier in this document, the goals of the 2035 Sustainable Mobility Plan are:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation;
- 8. Emphasize the preservation of the existing transportation system; and
- 9. Improve public information about the transportation system and proposed or planned improvements to the system.

Prioritized Projects

Project Costs

The HAMPO 2035 Sustainable Mobility Plan has five distinct phases in which projects are programmed. In order to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and subsequent guidance from FHWA and FTA, project costs are inflated to the forecast year of expenditure (YOE). Projects are categorized into the following tiers:

Tier 1: Projects identified in FY 2011 to 2014 Transportation Improvement Program (TIP)

Tier 2: Projects identified in FY 2015 to 2020

Tier 3: Projects identified in FY 2021 to 2027

Tier 4: Projects identified in FY 2028 to 2035

Beyond 2035: Projects identified for implementation beyond 2035

In order to estimate year of expenditure project costs, a four percent (4%) annual inflation rate was assumed and costs in tiers beyond the TIP were inflated to the midpoint of the time period covered by the tier. For example, costs in Tier 3, 2021-2027, are inflated to year 2024 dollars. Costs for project phases that are in the TIP have been inflated to the programmed year and are based on more detailed information than project phases that are in later tiers.

Proposed Transit Projects by Tier

This section summarizes the future cost of rural and urban transit service in the planning area. Costs are inflated to year of expenditure based on an assumed inflation rate of 4%. Fare revenues were projected based on a conservative estimate of peer systems with similar service levels and activity centers such as military bases. Operating revenue has *not* been excluded from the costs below. Without additional revenue sources, the fixed route system will not be able to expand the service area significantly in the future.

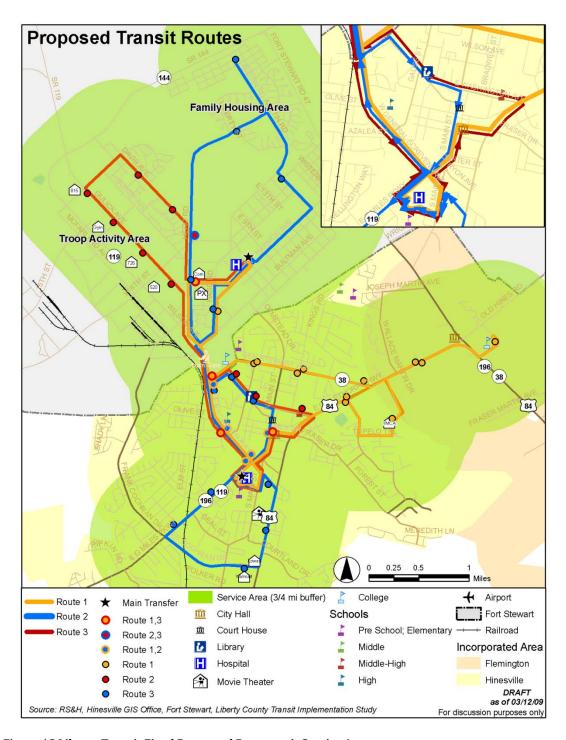


Figure 18 Liberty Transit Fixed Route and Paratransit Service Area

Table 8 2011 to 2014 TIP Transit Projects

FY 11-14 ARRA Capital Expenses	Transit	\$ 1,264,570							
FY 11-14 Section 5303 Discretionary Planning	Transit	\$ 100,000							
FY 11-14 Section 5311(f) Intercity Discretionary Planning and Capital	Transit	\$ 500,000							
FY 11-14 Section 5307 Urban Transit Capital Expenses	Transit	\$ 244,000							
FY 11-14 Section 5307 Urban Transit Operating Expenses	Transit	\$ 6,266,000							
FY 11-14 Section 5311 Rural Transit Expenses	Transit	\$ 309,000							
Table 9 2015 to 2020 Transit Project	SS .	ı							
FY 15-20 ARRA Capital Expenses	Transit	\$ 2,000							
FY 15-20 Section 5307 Urban Transit Capital Expenses	Transit	\$ 132,036							
FY 15-20 Section 5307 Urban Transit Operating Expenses	Transit	\$12,370,499							
FY 15-20 Section 5311 Rural Transit Expenses	Transit	\$ 622,000							
Table 10 2021 to 2027 Transit Projec	ts	I							
FY 21-27 Section 5307 Urban Transit Capital Expenses	Transit	\$ 1,886,722							
FY 21-27 Section 5307 Urban Transit Operating Expenses	Transit	\$ 18,638,553							
FY 21-27 Section 5311 Rural Transit Expenses	Transit	\$ 1,062,000							
Table 11 2028 to 2035 Transit Projects									
FY 28-35 Section 5307 Urban Transit Capital Expenses	Transit	\$ 437,334							
FY 28-35 Section 5307 Urban Transit Operating Expenses	Transit	\$14,635,060							
FY 28-35 Section 5311 Rural Transit Expenses	Transit	\$ 1,884,000							

Proposed Roadway Project Tiers

The following tables show projects that meet the long term transportation needs in the study area, divided into time periods when funding is available. Tier 1 is the Transportation Improvement Program (TIP). Tier 2 is from 2015 to 2020. Tier 3 is from 2021 to 2027, and Tier 4 is from 2028 to 2035.

Table 12 2011 to 2014 TIP Projects (Tier 1)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
401	0007038	SR 119 @ Russell Swamp Bridge Replacement	RW	\$ 68,428
221	0004917	SR 119/Airport Rd Widening	RW, CST	\$ 22,268,616
115	522570	Hinesville Bypass (Southwest	RW ¹	\$ 1,891,000

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
		segment)		
210	550600	Frank Cochran Drive Widening	RW	\$ 3,141,552
211	550600	Frank Cochran Drive Widening (on post)	RW	\$ 02
Total			·	\$ 27,369,597

^{1.} There are funds earmarked for Hinesville Bypass right-of-way purchase; the RW funds available for the bypass in the TIP are \$1,891,000.

Table 13 2015 to 2020 Projects (Tier 2)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
401	0007038	SR 119 @ Russell Swamp Bridge Replacement	CST	\$ 491,441
201		15th Street Widening	RW, CST	\$ 32,532,050
210	550600	Frank Cochran Drive Widening	CST	\$ 13,299,377
211	550600	Frank Cochran Drive Widening on post	CST	\$ 6,377,771
324		Barrington Ferry Rd safety/enhancement	PE,RW	\$ 178,674
302		EG Miles Parkway safety/enhancement	PE, RW, CST	\$ 453,614
308		US 84 access management	PE,RW,CST	\$ 1,685,676
309		US 84 access management	PE,RW,CST	\$ 550,686
310		US 84 access management	PE,RW,CST	\$ 845,989
311		US 84 access management	PE,RW,CST	\$ 756,121
317		US 84 access management	PE,RW,CST	\$ 1,143,015
318		US 84 access management	PE,RW,CST	\$ 1,132,187
319		US 84 access management	PE,RW,CST	\$ 1,075,736
109		Flemington Loop	PE,RW	\$ 1,638,671
325		SR 119/Talmadge Rd safety/enhancement	PE,RW	\$ 420,638
152		General Stewart Way extension (east of Oglethorpe Hey/US 84)	PE	\$ 85,157
			Total	\$ 62,666,805

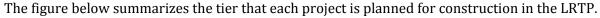
^{2.} Right-of-way (RW) for Frank Cochran Drive on post is assumed to be acquired through coordination with Fort Stewart concurrently with RW acquisition off post. Shown for information only.

Table 14 2021to 2027 Projects (Tier 3)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
		Barrington Ferry Road	CST	
324		safety/enhancement		\$ 1,773,517
109		Flemington Loop	CST	\$ 14,674,742
		SR 119/Talmadge Rd	CST	
325		safety/enhancement		\$ 4,175,248
		General Stewart Way extension (east of	RW,CST	
152		Oglethorpe Hwy/US 84)		\$ 5,834,130
		Central Connector/ General Stewart Way	PE,RW,CST	
113		extension		\$ 22,193,558
		Central Connector/ General Stewart Way	PE,RW,CST	
103		extension Phase 2		\$ 20,425,005
120		Sandy Run Drive extension	PE,RW,CST	\$ 3,572,062
306		SR 119 safety/enhancement	PE,RW,CST	\$ 6,445,957
326		US 17 safety/enhancement	PE,RW,CST	\$ 888,641
314		US 84 access management	PE,RW,CST	\$ 1,691,997
315		US 84 access management	PE,RW,CST	\$ 2,175,160
316		US 84 access management	PE,RW,CST	\$ 742,937
320		US 84 access management	PE,RW,CST	\$ 517,657
105		Cay Creek Extension	PE,RW	\$ 584,601
			Total	\$ 85,695,212

Table 15 2028 to 2035 Projects (Tier 4)

HAMPO No.	GDOT PI	Project Name	Phase	Cost Estimate
115	522570	Hinesville Bypass (Southwest segment)	CST	\$ 31,377,587
105		Cay Creek Extension	CST	\$ 9,806,630
117		15th St/Frank Cochran Connector	PE,RW,CST	\$ 8,577,820
312		US 84 access management	PE,RW,CST	\$ 6,158,912
228		US 84 bridge at I-95	PE,RW,CST	\$ 38,442,085
226		Sunbury Rd/Islands Hwy	PE,RW	\$ 20,939,135
321		US 84 access management	PE,RW,CST	\$ 2,063,911
			Total	\$ 117,366,080



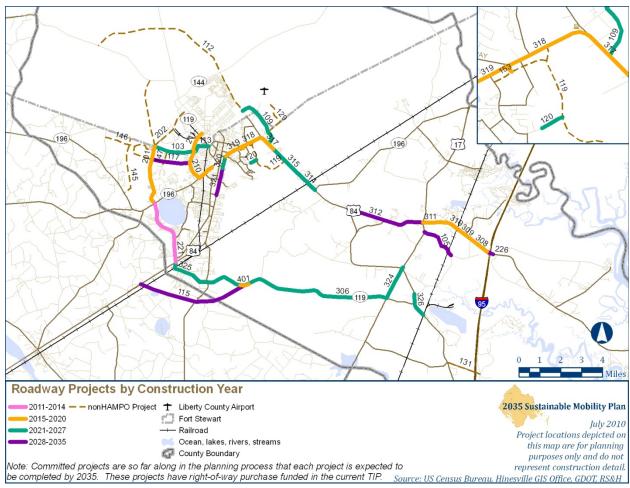


Figure 19 Roadway Projects by Construction Phase Tier

The project costs shown in the tables above were constrained to funding estimates shown in the Funding Sources section. Table 16 shows the estimated funding and costs for each time period in year of expenditure dollars. Funds available in the 2015-2020 time period that were not assigned to a project in Tier 2 were carried over to Tier 3. Similarly, any funds available in the 2021-2027 time period that were not assigned in Tier 3 carried over to Tier 4 (2028-2035). Therefore, the total estimated funds by tier shown below will not equal the projected revenue shown in Table 5 by tier. However, the planned investments are balanced against projected funds over the plan horizon.

Table 16 Funding and Cost Balancing by Tier in Year of Expenditure Dollars

Years	Estimated Roadway Funds ¹	Estimated Project Costs
2011-2014 TIP	\$ 27,369,5972	\$ 27,369,597
2015-2020	\$ 62,901,559	\$ 62,666,805
2021-2027	\$ 85,783,271	\$ 85,695,212
2028-2035	\$ 118,077,597	\$ 117,366,080

- 1. Includes unobligated revenues from previous periods for 2021-2035. The estimated funds do not include maintenance or transit funding, but do include local, state, and federal sources.
- 2. Amount includes \$1,891,000 for the Hinesville Bypass R/W phase for HAMPO project 115.

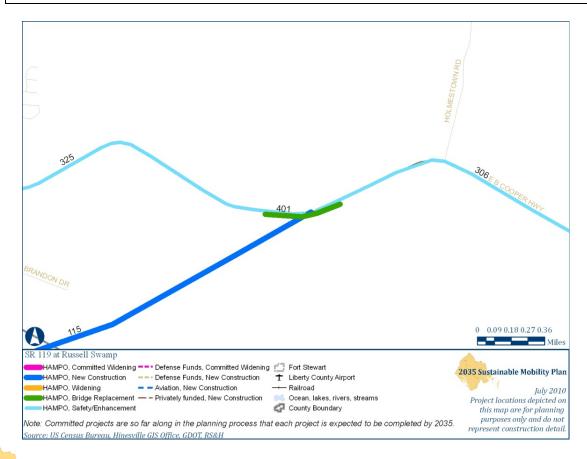
HAMPO 2035 Sustainable Mobility Pl	an
Long Range Transportation Plan	

APPENDIX A: PROJECT INFORMATION SHEETS

PROJECT NAME:	SR 119/Airpoi	PI #: 000491	7 Fund: L200				
PROJECT DESCRIP	PTION:	HAMPO #: 221					
Widening of Airpo	ort Road from	2 to 4 lane	S		GDOT Distric	c t: 5	
					Cong. Distric	t: 1	
Improvement Typ Widening	be: Committed	SR/US Ro	oad #: SR 119		County: Liber	rty	
From: US 84/Oglet	thorpe Hwy	To: E.G. M	Iiles Pkwy		RC: CRC		
Existing No. Lanes: 2	Planned No.	Lanes: 4	Length (miles): 3.23	2006 21,07	Volume: 0	2035 Volume: 14,670	
PROJECT PHASE	FY 2011 - 20	14 (TIP)	FY 2015 - 2020	FY 2	2021 - 2027	FY 2028 - 2035	,
Preliminary Engineering		\$	\$	\$			\$
Right-of-Way	\$1	0,192,358	\$	\$ \$			\$
Construction	\$1	2,076,259	\$		\$		\$
PROJECT COST	\$22	2,268,617	\$		\$		\$
Federal Cost	\$1	7,814,893		1		l	
State Cost	\$	4,453,723					
Local Cost		\$					
Comments/Rema	rks: PE authori	zed prior to	LRTP adoption; PE lo	ocally fu	ınded. High pri	ority project in Libe	rty

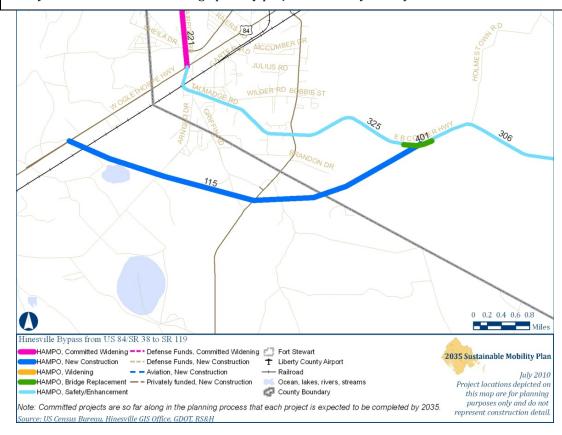
County SPLOST 4. Utility relocation locally funded. 321 WERS DR ELOACH DR KADID PLEREAUX TOPITRE LONEY DR IT JOHNS RD JULIUS RD WILDER RD 0 0.2 0.4 0.6 0.8 Airport Road from US 84 to E.G. Miles HAMPO, Committed Widening ==• Defense Funds, Committed Widening 🗂 Fort Stewart 2035 Sustainable Mobility Plan ■HAMPO, Bridge Replacement —— Defense Funds, New Construction † Liberty County Airport HAMPO, New Construction - - Aviation, New Construction Railroad July 2010 HAMPO, Widening - - Privately funded, New Construction Ocean, lakes, rivers, streams Project locations depicted on County Boundary HAMPO, Safety/Enhancement this map are for planning purposes only and do not Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035. represent construction detail. ource: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

PROJECT NAME: S	R 119 at Ru	PI #: 000703	38	Fund: L1C	0			
PROJECT DESCRIP	TION:	HAMPO #: 401						
Bridge replacemen	GDOT Distri	ct: 5						
	Cong. Distri	ct: 1						
Improvement Type Replacement	e: Bridge		County: Libe	erty				
From:		To:			RC: CRC			
Existing No. Lanes: 2	Planned N	o. Lanes: 2	Length (miles): 0.41	200 6 N/A	Volume:	2035 Volume: N/A		
PROJECT PHASE	FY 2011 -	2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035		
Preliminary Engineering		\$	\$	\$				\$
Right-of-Way		\$68,428	\$	\$				\$
Construction		\$	\$491,441	\$				\$
PROJECT COST		\$68,428	\$491,440		\$			\$
Federal Cost		\$54,743		1		<u> </u>		
State Cost		\$13,686						
Local Cost		\$						
Comments/Remar	ks : PE autho	orized prior to	LRTP adoption					



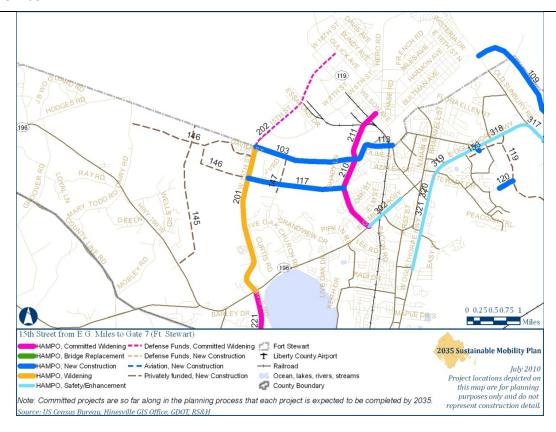
PROJECT NAME: Hines	PI #: 522570	Fund: LY10S			
PROJECT DESCRIPTION	:		HAMPO #: 115		
New 2 lane roadway				GDOT District:	5
				Cong. District:	1
Improvement Type: New Construction	N	SR/US Road #:	N/A	County: Liberty	
From: US 84		To: SR 119		RC: CRC	
Existing No. Lanes: 0	Planned	No. Lanes: 2	Length (miles): 5.32	2006 Volume: N/A	2035 Volume: 4,100
PROJECT PHASE	FY 2011	1 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035
Preliminary Engineering		\$	\$	\$	\$
Right-of-Way		\$1,891,000	\$	\$	\$
Construction		\$	\$	\$	\$ 31,377,587
PROJECT COST		\$1,891,000	\$	\$	\$ 31,377,587
Federal Cost		\$1,512,800			1
State Cost		\$378,200			
Local Cost		\$			

Comments/Remarks: Former bypass project split into two segments; HAMPO #115 is a priority due to safety concerns, truck traffic, and community goals for Talmadge Road/SR 119. R/W funded with earmark in TIP. PE locally funded and authorized. High priority project for Liberty County SPLOST 4.



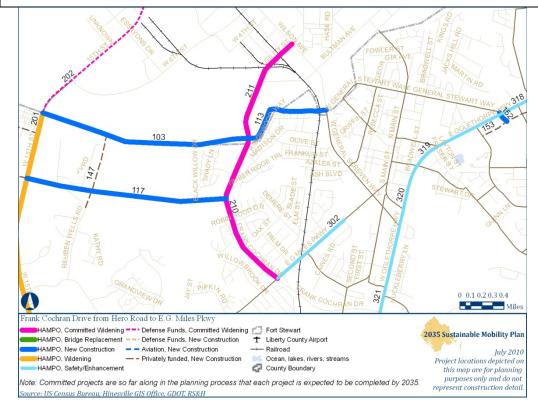
PROJECT NAME: 1	5th Street	PI #: N/A				
PROJECT DESCRIPT	ΓΙΟΝ:	HAMPO #: 201	HAMPO #: 201			
Widening of 15th S	treet from 2	GDOT District:	: 5			
Gate 7 on Ft. Stewa		Cong. District:	1			
Improvement Type	e: Widening	SR/US Roa	nd #: N/A		County: Liberty	y
From: E.G. Miles Pky	wy	To: Fort St	ewart Boundary		RC: CRC	
Existing No. Lanes: 2	Planned No	. Lanes: 4	Length (miles): 2.87	2006	Volume: 8,480	2035 Volume: 24,620
PROJECT PHASE	FY 2011 - 2	FY 2011 - 2014 (TIP) FY 2015 - 2020 FY 2021 -		2021 - 2027	FY 2028 - 2035	
Preliminary Engineering		\$	\$		\$	\$
Right-of-Way		\$	\$6,035,089	\$		\$
Construction		\$	\$26,496,961		\$	\$
PROJECT COST		\$	\$32,532,050		\$	\$
Federal Cost		\$		1		
State Cost		\$				
Local Cost		\$				

Comments/Remarks: Project phasing to be coordinated with widening on Fort Stewart (HAMPO # 202). HAMPO has requested a GDOT PI#. PE locally funded and authorized. High priority project for Liberty County SPLOST 4.



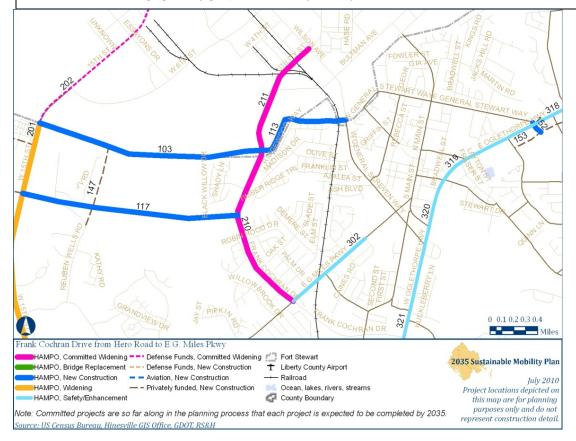
PROJECT NAME: Fran	PI #: 550600)				
PROJECT DESCRIPTION	HAMPO #: 210					
Widening of Frank Co		GDOT District: 5				
Stewart boundary		Cong. Distric	ct: 1			
Improvement Type: Committed Widening		SR/US Road #:	N/A		County: Libe	rty
From: Fort Stewart Bo	undary	To: E.G. Miles Pl	kwy		RC: CRC	
Existing No. Lanes: 2	Planne	ed No. Lanes: 4	Length (miles): 2.62	200 13,1	6 Volume: 20	2035 Volume: 16,380
PROJECT PHASE	FY 201	11 - 2014 (TIP)	TIP) FY 2015 - 2020 FY 2021 - 2027		2021 - 2027	FY 2028 - 2035
Preliminary Engineering		\$	\$		\$	\$
Right-of-Way		\$3,141,552	\$		\$	\$
Construction		\$	\$13,299,377	\$		\$
PROJECT COST		\$3,141,552	\$13,299,377		\$	\$
Federal Cost		\$		1		<u> </u>
State Cost		\$				
Local Cost		\$3,141,552				

Comments/Remarks: PE authorized and locally funded. Right-of-way will be locally funded in addition to the PE phase. High priority project for SPLOST 4 in Liberty County



PROJECT NAME:	PI #: N/A	A				
PROJECT DESCRI	HAMPO	HAMPO #: 211				
Widening of Fran	k Cochran Dri	ve from 2	to 4 lanes from Ft.		GDOT D	istrict: 5
Stewart boundary					Cong. Di	strict: 1
Improvement Typ	pe: Widening	SR/US R	oad #: N/A		County:	Liberty
From: Ft. Stewart	Boundary	To: Wilso	on Avenue		RC: CRC	
Existing No.	Planned No.	Lanes: 4	Length (miles):		olume:	2035 Volume:
Lanes: 2			1.05	10,630		21,090
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$	\$		\$
Right-of-Way		\$0	\$	\$		\$
Construction		\$	\$6,377,771	\$		\$
PROJECT COST		\$	\$6,377,771		\$	\$
Federal Cost		\$		•		
State Cost		\$				
Local Cost		\$0				

Comments/Remarks: PE locally funded and authorized. Right-of-way and phasing to be coordinated with Fort Stewart. High priority project for Liberty County SPLOST 4.



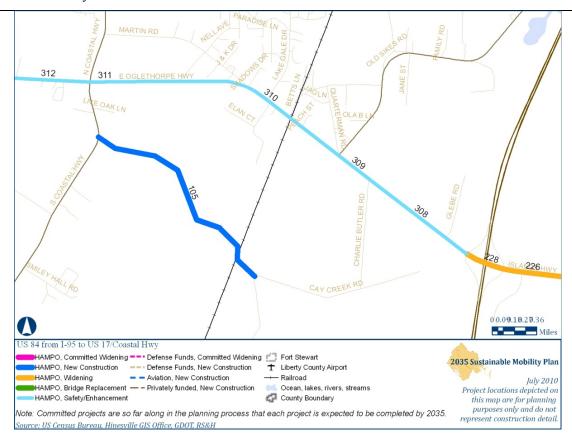
PROJECT NAME: Ogleth	orpe Hv	vy/US 84		PI #: N/A			
PROJECT DESCRIPTION:	HAMPO #: 308						
US 84 Access Manageme	nt Impr	ovements		GDOT District: 5			
ob of ficeess Famingeme	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Cong. District: 1			
Improvement Type: Safety/Enhancement				US 84 County: Liberty			
From: I-95		To: Charlie But	ler Road	RC: CRC			
Existing No. Lanes: 4	Planne	ed No. Lanes: 4	Length (miles): 1.09	2006 Volume: N/A	2035 Volume: N/A		
PROJECT PHASE	FY 201	1 - 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027	FY 2028 - 2035		
Preliminary Engineering		\$	\$85,507	\$	\$		
Right-of-Way		\$	\$53,442	\$	\$		
Construction		\$	\$1,068,839	\$	\$		
PROJECT COST		\$	\$1,207,778	\$	\$		
Federal Cost		\$					
State Cost		\$					
Local Cost		\$					

Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.



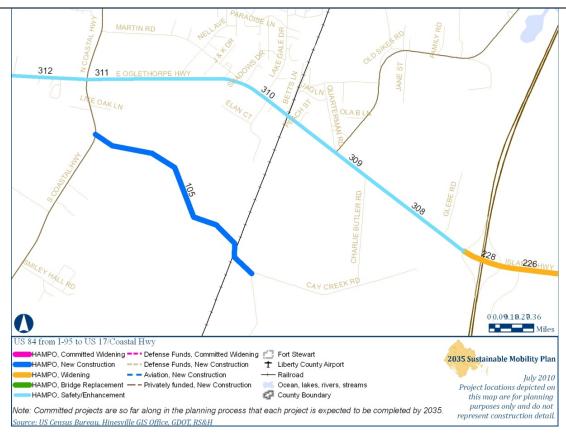
PROJECT NAME: Ogleth	PI #: N/A						
PROJECT DESCRIPTION	HAMPO #: 309						
IIS 84 Access Manageme	US 84 Access Management Improvements						
ob of ficeess Fluidgeme		· · · · · · · · · · · · · · · · · · ·			Cong. District	:1	
Improvement Type: Safety/Enhancement SR/US Road =			#: US 84 County: Liberty			ту	
From: Charlie Butler Roa	d	To: Peach Stre	eet		RC: CRC		
Existing No. Lanes: 4	Planned	No. Lanes: 4	Length (miles): 0.7	20 N/	06 Volume: A	2035 Volume: N/A	
PROJECT PHASE	FY 2011	- 2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035	
Preliminary Engineering		\$	\$38,987	\$		\$	
Right-of-Way		\$	\$24,367	\$		\$	
Construction		\$	\$487,333		\$	\$	
PROJECT COST		\$	\$550,687		\$	\$	
Federal Cost		\$					
State Cost		\$					
Local Cost		\$					

Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.



PROJECT NAME:	Oglethorpe Hv	PI #: N/A				
PROJECT DESCRIP	TION:	HAMPO #: 310				
US 84 Access Mana	agement Imnr	GDOT District: 5				
OS OT Meeess Man	ugement impi	Ovements			Cong. District: 1	
Improvement Type: Safety/Enhancement SR/US Ro			ad #: US 84		County: Liberty	
From: Peach Street	-	To: Butler	Avenue		RC: CRC	
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 1.1	2000	6 Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2	014 (TIP)	FY 2015 - 2020	F	Y 2021 - 2027	FY 2028 - 2035
Preliminary Engineering		\$	\$59,893	\$		\$
Right-of-Way		\$	\$37,433	\$		\$
Construction		\$	\$748,663		\$	\$
PROJECT COST		\$	\$845,989		\$	\$
Federal Cost		\$				1
State Cost		\$				
Local Cost		\$				
	1 1141400 11	000 011 :	1 . 1 . 1		T . 1 . (* 11 HCO4

Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study. Includes signalization at Butler Avenue.



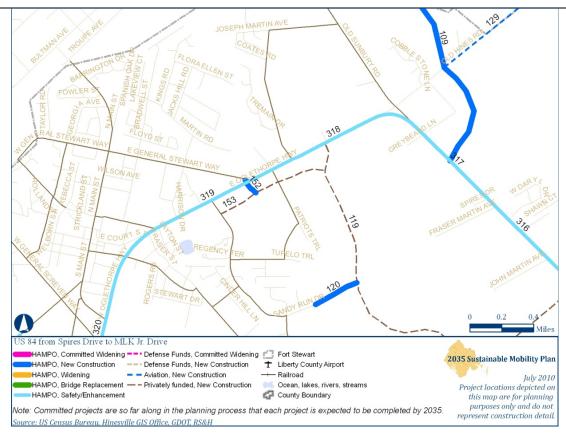
PROJECT NAME: Oglethorp	PI #: N/A					
PROJECT DESCRIPTION:	HAMPO #: 311					
US 84 Access Management I	GDOT District: 5					
	improvements			Cong. District: 1		
Improvement Type: Safety/Enhancement	SR/US Road #	t: US 84		County: Liberty		
From: Butler Avenue	To: US 17			RC: CRC		
Existing No. Lanes: Plant	ned No. Lanes: 4	Length (miles): 0.75	20	006 Volume: N/A	2035 Volume: N/A	
PROJECT PHASE FY 2	2011 - 2014 (TIP)	FY 2015 - 2020		FY 2021 - 2027	FY 2028 - 2035	
Preliminary Engineering	\$	\$53,531		\$	\$	
Right-of-Way	\$	\$33,457		\$	\$	
Construction	\$	\$669,134		\$	\$	
PROJECT COST	\$	\$756,122		\$	\$	
Federal Cost	\$				1	
State Cost	\$					
Local Cost	\$					

Comments/Remarks: HAMPO #s 308-311 to be implemented as a group. Improvements defined by US 84 Corridor Study.



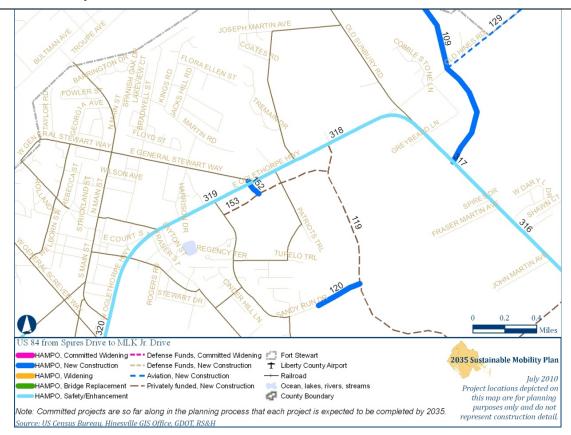
PROJECT NAME:	Oglethorpe Hv	PI #: N/A				
PROJECT DESCRIP	TION:	HAMPO #: 317				
US 84 Access Management Improvements					GDOT District:	5
05 01110005511411	ugement impi				Cong. District:	1
Improvement Type: Safety/Enhancement SR/US Ro			ad #: US 84	d #: US 84 County: Liberty		
From: Spires Drive	,	To: Old H	ines Road		RC: CRC	
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 0.9	2006 V	olume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 20	014 (TIP)	FY 2015 - 2020	FY :	2021 - 2027	FY 2028 - 2035
Preliminary Engineering		\$	\$80,921	\$		\$
Right-of-Way		\$	\$50,576	\$		\$
Construction		\$	\$1,011,518		\$	\$
PROJECT COST		\$	\$1,143,015		\$	\$
Federal Cost		\$		<u> </u>		
State Cost		\$				
Local Cost		\$				
C /D	-l - HAMDO #	217 210 1	 		T , 1	C: 11 HC 04

Comments/Remarks: HAMPO #s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.



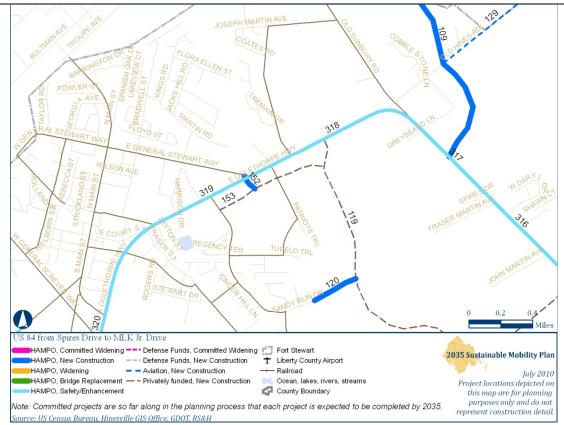
PROJECT NAME:	Oglethorpe Hv	PI #: N/A				
PROJECT DESCRIP	TION:	HAMPO #: 318				
US 84 Access Man	agement Impr	ovements			GDOT District	: 5
		1			Cong. District:	1
Improvement Type: Safety/Enhancement SR/		SR/US Ro	oad #: US 84		County: Libert	y
From: Old Hines Road To: Go		To: Gene	ral Stewart Way		RC: CRC	
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 1.35	2006	Volume: N/A	2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$80,155	\$		\$
Right-of-Way		\$	\$50,097	\$		\$
Construction		\$	\$1,001,936		\$	\$
PROJECT COST		\$	\$1,132,188		\$	\$
Federal Cost		\$		1		ı
State Cost		\$				
Local Cost		\$				

Comments/Remarks: HAMPO #s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.

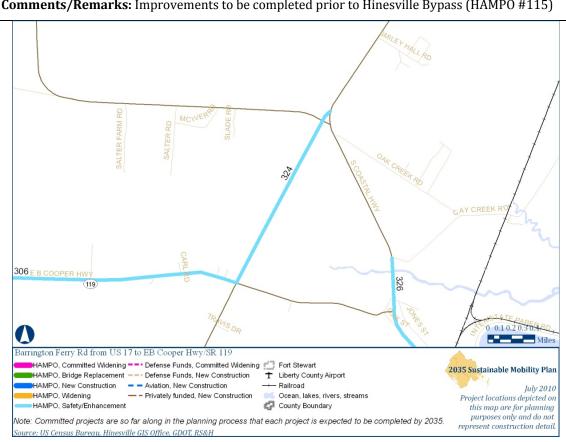


PROJECT NAME: (Oglethorpe H		PI #: N/A				
PROJECT DESCRIP	TION:				HAMPO #: 319		
US 84 Access Mana	agement Imp	GDOT District	t : 5				
				Cong. District	:1		
Improvement Typ Safety/Enhancemen		SR/US Road	1 #: US 84		County: Liberty		
From: General Stewart Way To: MLK Jr.		To: MLK Jr. 1	Drive		RC: CRC		
Existing No. Lanes: 4	Planned No	. Lanes: 4	Length (miles): 0.95	2006 Volume: N/A		2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035	
Preliminary Engineering		\$	\$76,158	\$		\$	
Right-of-Way		\$	\$47,599	\$		\$	
Construction		\$	\$951,979		\$	\$	
PROJECT COST		\$	\$1,075,736		\$	\$	
Federal Cost		\$		1			
State Cost		\$					
Local Cost		\$					

 $\label{lem:comments} \textbf{Comments/Remarks:} \ \text{HAMPO \#s 317-319 to be implemented as a group. Improvements defined by US 84 Corridor Study.}$

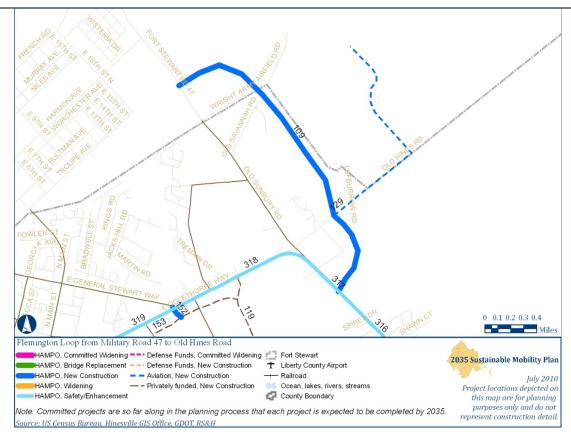


PROJECT NAME:	Barrington Fe	PI #: N/A					
PROJECT DESCRIP	TION:	HAMPO #: 324					
Safety Improveme	ents along Rar	GDOT District:	5				
Safety Improvements along Barrington Ferry Road: Repave and add shoulders from US 17 to SR 119/EB Cooper Hwy					Cong. District:	1	
Improvement Type: Safety/Enhancement SR/US R			oad #: N/A		County: Liberty		
From: US 17 To: 5			9		RC: CRC		
Existing No. Lanes: 2	Planned No.	Lanes: 2	Length (miles): 1.68	2006	Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035	
Preliminary Engineering		\$	\$109,953		\$	\$	
Right-of-Way		\$	\$68,721	\$		\$	
Construction		\$	\$	\$	1,773,517	\$	
PROJECT COST		\$	\$178,674	\$	1,773,517	\$	
Federal Cost		\$					
	i e		4				
State Cost		\$					

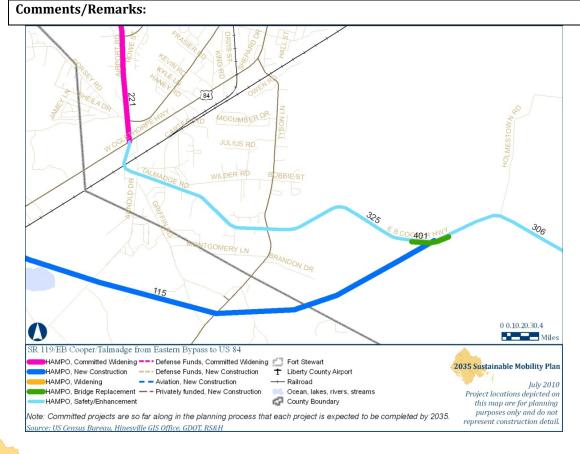


PROJECT NAME:	Flemington Lo		PI #: N/A			
PROJECT DESCRIP	TION:		HAMPO #: 109			
New 2 lane roadw	av		GDOT District	: 5		
					Cong. District:	: 1
mprovement Type: New Construction SR/US		SR/US Ro	SR/US Road #: N/A		County: Libert	у
From: Fort Stewart Rd 47 To: US 8		To: US 84			RC: CRC	
Existing No. Lanes: 0	Planned No.	Lanes: 2	Length (miles): 1.87	2006	Volume: N/A	2035 Volume: 4,490
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$909,795		\$	\$
Right-of-Way		\$	\$728,876	\$		\$
Construction		\$	\$	\$	14,674,742	\$
PROJECT COST		\$	\$ 1,638,671		\$ 14,674,742	\$
Federal Cost		\$		1		
State Cost		\$				
	1		i			

Comments/Remarks: Intended to relieve traffic from new IBCT on Fort Stewart. High priority local project from SPLOST 4 in Liberty County; PE locally funded.



PROJECT NAME: S	R 119/Talma	PI #: N/A				
PROJECT DESCRIPT	ΓΙΟΝ:	HAMPO #: 325				
Safety Improvemen	nts along SR 1	GDOT District	: 5			
	Safety Improvements along SR 119/EB Cooper Hwy: Repave and add shoulders from proposed Hinesville Bypass to US 84					1
Improvement Type: Safety/Enhancement		SR/US Road #: SR 119			County: Liberty	y
From: Hinesville Bypass/Russell Swamp bridge		To: US 84			RC: CRC	
Existing No. Lanes: 2	Planned No. Lanes: 2		Length (miles): 4.8	2006 Volume: N/A		2035 Volume: N/A
PROJECT PHASE	FY 2011 - 2	2014 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$258,854		\$	\$
Right-of-Way		\$	\$161,784		\$	\$
Construction		\$	\$		\$4,175,248	\$
PROJECT COST		\$	\$420,638		\$4,175,248	\$
Federal Cost		\$				
State Cost		\$				
Local Cost		\$				
C . /D 1			ı			

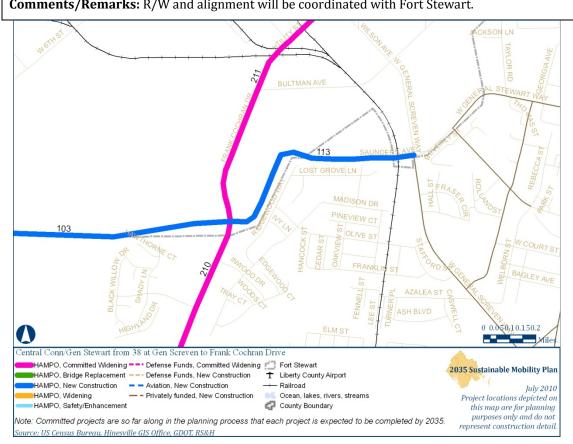


PROJECT NAME:	PROJECT NAME: General Stewart Extension East							
PROJECT DESCRIP	TION:				HAMPO #: 152			
New 2 lane roadw	av				GDOT District:	5		
new 2 minerodan					Cong. District: 1	[
Improvement Type: New Construction		SR/US Ro	SR/US Road #: N/A		County: Liberty			
From: US 84 To: Devel			oper Road		RC: CRC			
Existing No. Lanes: 0	Planned No. Lanes: 2		Length (miles): 0.11	2006 Volume: N/A		2035 Volume: 2,370		
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035		
Preliminary Engineering		\$	\$85,157		\$	\$		
Right-of-Way		\$	\$	\$4,460,577		\$		
Construction		\$	\$		\$1,373,553	\$		
PROJECT COST		\$	\$85,157		\$5,834,130	\$		
Federal Cost		\$		1		1		
State Cost		\$						
Local Cost		\$						

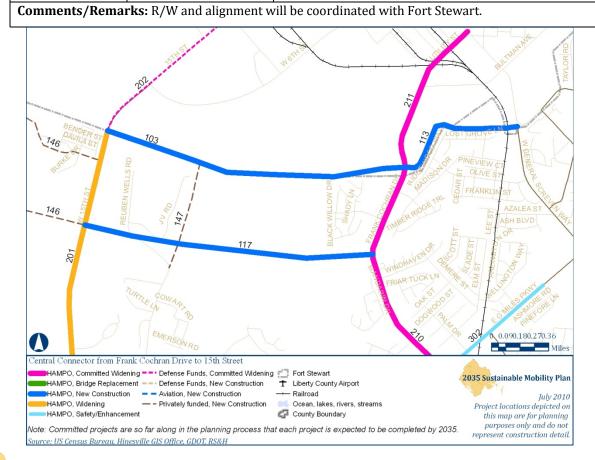
Comments/Remarks: Alignment and phasing to be coordinated with new privately-funded road (HAMPO #153) constructed as part of a proposed development



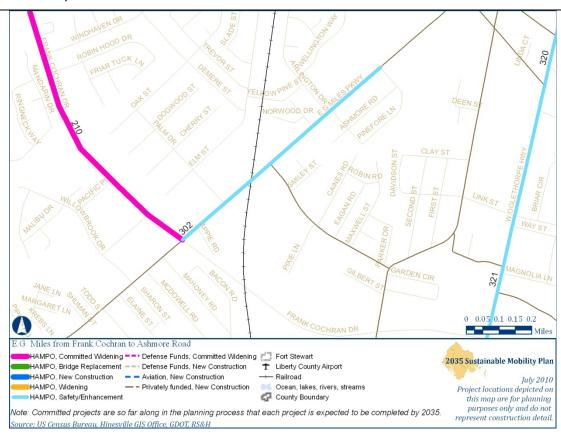
PROJECT NAME: (extension	Central Conne	PI #: N/A					
PROJECT DESCRIP	TION:					HAMPO #: 11	3
New 4 lane roadw	·0.17				Ī	GDOT Distric	t: 5
New 4 lane I bauw	ау				Ī	Cong. District	:: 1
Improvement Typ Construction	SR/U		SR/US Road #: N/A			County: Liberty	
From: General Scre	even Way	To: Fran	k Cochran Dr			RC: CRC	
Existing No. Lanes: 0	Planned No.	Planned No. Lanes: 4 Length (miles): 2006 Volume: N		Volume: N/A	2035 Volume: 12,460		
PROJECT PHASE	FY 2011 - 2014 (TIP)		FY 2015 - 2020		FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$			\$1,311,235	\$
Right-of-Way		\$	\$		\$4,491,886		\$
Construction		\$	\$			\$16,390,437	\$
PROJECT COST		\$	\$			\$22,193,558	\$
Federal Cost		\$		1			
State Cost		\$					
Local Cost		\$					
Comments/Remai	r ks: R/W and a	lignment v	will be coordinated wit	h Fo	ort S	tewart.	



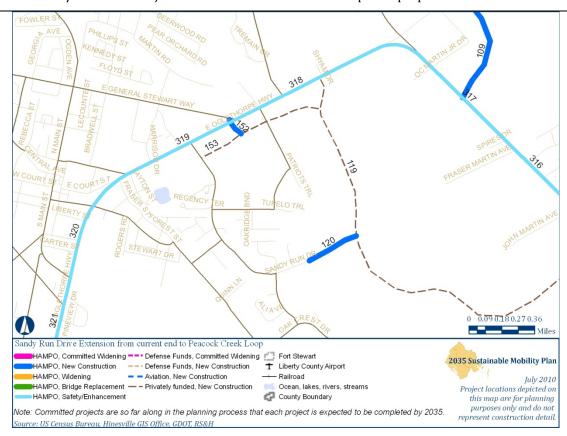
PROJECT NAME: extension	Central Conne	PI #: N/A				
PROJECT DESCRIP	TION:				HAMPO #: 103	
New 4 lane roadw	av.				GDOT District: 5	
New 4 lane roadw	ау				Cong. District: 1	
Improvement Typ Construction	nstruction SR/US R		/US Road #: N/A		County: Liberty	
From: Frank Cochran Drive To: 15th		To: 15th	Street		RC: CRC	
Existing No. Lanes: 0	Planned No.	Lanes: 4	Length (miles): 1.92	2006	Volume: N/A	2035 Volume: 6,830
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035
Preliminary Engineering		\$	\$		\$1,319,829	\$
Right-of-Way		\$	\$		\$2,607,316	\$
Construction		\$	\$		\$16,497,861	\$
PROJECT COST		\$	\$		\$20,425,006	\$
Federal Cost		\$		l		
State Cost		\$				
Local Cost		\$				



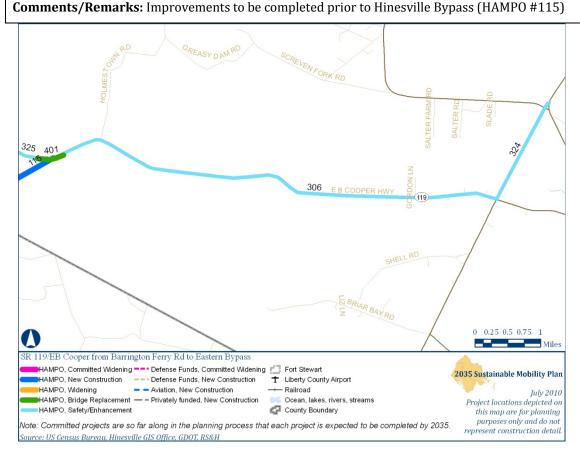
PROJECT NAME:	E.G. Miles Pkw	PI #: N/A					
PROJECT DESCRIP	PTION:				HAMPO #: 302		
Signal at Deal + Pı	ublic Works dı	GDOT Distric	t: 5				
					Cong. District	t: 1	
Improvement Type: Safety/Enhancement SR/US I		SR/US Roa	id #: SR 196		County: Liber	ty	
From: Frank Cochran Drive To		To: Ashmo	re Road		RC: CRC		
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 0.8	2006	Volume: N/A	2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 2	014 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035	
Preliminary Engineering		\$	\$33,601	\$		\$	
Right-of-Way		\$	\$	\$		\$	
Construction		\$	\$420,013	\$		\$	
PROJECT COST		\$	\$453,614		\$	\$	
Federal Cost		\$		1		1	
State Cost		\$					
Local Cost		\$					
Comments/Rema	rks:		<u> </u>				



PROJECT NAME: S	Sandy Run Dri	PI #: N/A	PI #: N/A					
PROJECT DESCRIP	TION:				HAMPO #: 12	0		
New 2 lane roadw	av				GDOT Distric			
					Cong. District	: 1		
Improvement Type: New Construction		SR/US R	oad #: N/A		County: Liber	ty		
From: Sandy Run Drive		To: prop	osed Peacock Creek R	oad	RC: CRC	RC: CRC		
Existing No. Lanes: 0	Planned No.	Lanes: 2	Length (miles): 0.3	2006	Volume: N/A	2035 Volume: 1,120		
PROJECT PHASE	FY 2011 - 2014 (TIP) FY 2015 - 2020 FY 2021 - 202		2021 - 2027	FY 2028 - 2035				
Preliminary Engineering		\$	\$	\$253,420		\$		
Right-of-Way		\$	\$		\$150,886	\$		
Construction		\$	\$		\$3,167,756	\$		
PROJECT COST		\$	\$		\$3,572,062	\$		
Federal Cost		\$		1				
State Cost		\$						
blate dost								



PROJECT NAME:	SR 119/EB Co		PI #: N/A				
PROJECT DESCRIP	PTION:			HAMPO #: 306			
SR 119 Safety Imp	rovements		GDOT District	t : 5			
on 11) builty imp					Cong. District	: 1	
Improvement Typ Safety/Enhanceme		SR/US Ro	IS Road #: SR 119		County: Liberty		
From: Hinesville Bypass To:		To: Barri	ngton Ferry Rd		RC: CRC		
Existing No. Lanes: 2	Planned No. Lanes: 2		Length (miles): 1	2006 Volume: N/A		2035 Volume: N/A	
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY 2021 - 2027		FY 2028 - 2035	
Preliminary Engineering		\$	\$	\$456,351			\$
Right-of-Way		\$	\$	\$285,219			\$
Construction		\$	\$		\$5,704,387		\$
PROJECT COST		\$	\$	\$6,445,957			\$
Federal Cost		\$		1		ı	
State Cost		\$					
Local Cost		\$					
Comments /Domes		1		.11	D (11414D0		



PROJECT NAME:	Oglethorpe H	wy/US 84			PI #: N/A						
PROJECT DESCRIP	PTION:				HAMPO #: 314						
US 84 Access Man	agement Imni	ovements			GDOT District:	5					
					Cong. District: 1						
Improvement Typ Safety/Enhanceme		SR/US Ro	ad #: US 84		County: Liberty						
From: Brights Lake	e Rd	To: SR 19	6		RC: CRC						
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 0.85	2006	Volume: N/A	2035 Volume: N/A					
PROJECT PHASE	FY 2011 - 2	014 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035					
Preliminary Engineering		\$	\$		\$119,787	\$					
Right-of-Way		\$	\$		\$74,867	\$					
Construction		\$	\$		\$1,497,343	\$					
PROJECT COST		\$	\$		\$1,691,997	\$					
Federal Cost		\$		I.							
State Cost		\$									
Local Cost		\$									
Comments/Rema	r ks: HAMPO #s	s 314, 315, a	ı ınd 316 will be impler	nented	as a group. Impro	ovements defined by					

0 0.10.20.30.4 Miles US 84 from Leroy Coffer Hwy to Spires Drive HAMPO, Committed Widening === Defense Funds, Committed Widening 🟥 Fort Stewart 2035 Sustainable Mobility Plan HAMPO, New Construction —— Defense Funds, New Construction † Liberty County Airport HAMPO, Widening - - Aviation, New Construction - Railroad July 2010 ■HAMPO, Bridge Replacement — - Privately funded, New Construction Ocean, lakes, rivers, streams Project locations depicted on County Boundary HAMPO, Safety/Enhancement this map are for planning

Note: Committed projects are so far along in the planning process that each project is expected to be completed by 2035.

Source: US Census Bureau, Hinesville GIS Office, GDOT, RS&H

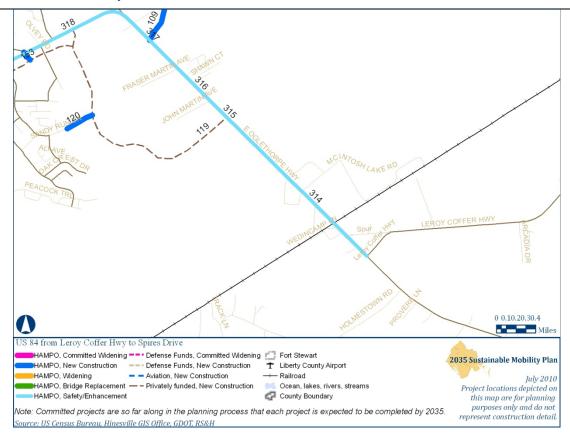
US 84 Corridor Study.

purposes only and do not

represent construction detail.

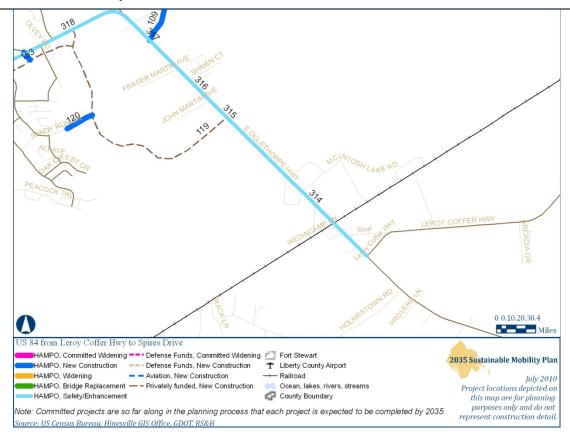
PROJECT NAME:	Oglethorpe Hv	wy/US 84							
PROJECT DESCRIP	TION:				HAMPO #: 31	5			
US 84 Access Man	agement Imnr	ovements			GDOT District: 5				
					Cong. District	:1			
Improvement Type: Safety/Enhancement SR/U			R/US Road #: US 84			ty			
From: John Martin		To: Bright	ts Lake Road		RC: CRC				
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 1.12	2006	Volume: N/A	2035 Volume : N/A			
PROJECT PHASE	FY 2011 - 20	014 (TIP)	FY 2015 - 2020	FY 2	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$		\$153,994	\$			
Right-of-Way		\$	\$	\$96,246		\$			
Construction		\$	\$		\$1,924,920	\$			
PROJECT COST		\$	\$		\$2,175,160	\$			
Federal Cost		\$		1		ı			
State Cost		\$							
Local Cost		\$							

Comments/Remarks: HAMPO #s 314, 315, and 316 will be implemented as a group. Improvements defined by US 84 Corridor Study.

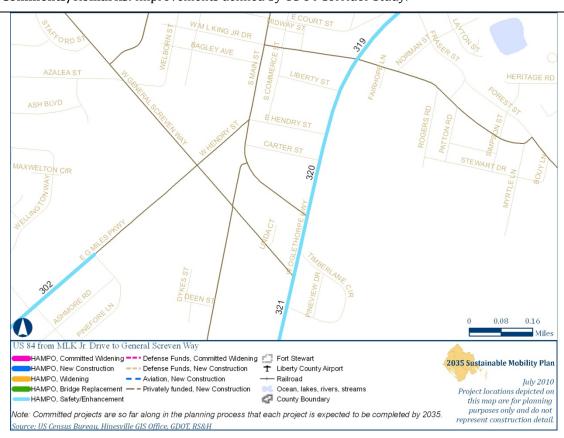


PROJECT NAME:	Oglethorpe Hv	wy/US 84							
PROJECT DESCRIP	TION:				HAMPO #: 31	16			
US 84 Access Man	agement Impr	ovements			GDOT District: 5				
					Cong. Distric	t : 1			
Improvement Type: Safety/Enhancement SR/US			oad #: US 84		County: Liber	rty			
From: Spires Drive		To: John	Martin						
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 0.53	2006	Volume: N/A	2035 Volume: N/A			
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY 2	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$		\$52,597	\$			
Right-of-Way		\$	\$	\$32,873		\$			
Construction		\$	\$		\$657,466	\$			
PROJECT COST		\$	\$		\$742,936	\$			
Federal Cost		\$		1		ı			
State Cost		\$							
Local Cost		\$							

Comments/Remarks: HAMPO #s 314, 315, and 316 will be implemented as a group. Improvements defined by US 84 Corridor Study.



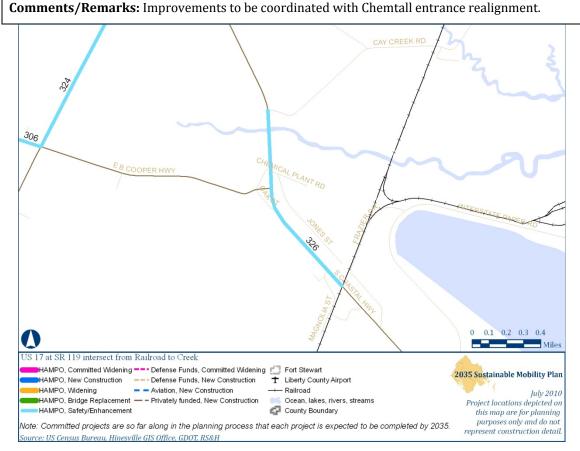
PROJECT NAME:	Oglethorpe Hy	wy/US 84			PI #: N/A				
PROJECT DESCRIP	TION:				HAMPO #: 320)			
US 84 Access Man	agement Impr	ovements			GDOT District: 5				
					Cong. District:	1			
Improvement Typ Safety/Enhanceme		SR/US Ro	oad #: US 84		County: Libert	y			
From: General Scre	even Way	To: MLK J	r. Drive		RC: CRC				
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 0.6	2006	Volume: N/A	2035 Volume: N/A			
PROJECT PHASE	FY 2011 - 2	014 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$	\$36,648		\$			
Right-of-Way		\$	\$		\$22,905	\$			
Construction		\$	\$		\$458,103	\$			
PROJECT COST		\$	\$		\$517,656	\$			
Federal Cost		\$				1			
State Cost		\$							
Local Cost		\$							
Comments/Remai	rks: Improvem	ents define	d by US 84 Corridor S	tudy.					



PROJECT NAME:	Cay Creek Exte	ension			PI #: N/A			
PROJECT DESCRIP	TION:				HAMPO #: 1	.05		
New 2 lane roadw	av				GDOT Distr	i ct: 5		
					Cong. Distri	ct : 1		
Improvement Typ Construction	e: New	SR/US Road #: N/A			County: Libe	erty		
From: Cay Creek R	d	To: US 17	7		RC: CRC			
Existing No. Lanes: 0	Planned No.	Lanes: 2	Length (miles): 1.85	2006 V	/olume: N/A	2035 Volume: 2100		
PROJECT PHASE	FY 2011 - 20	14 (TIP)	FY 2015 - 2020	FY 20	021 - 2027	FY 2028 - 2035		
Preliminary Engineering		\$	\$		\$584,601	\$		
Right-of-Way		\$	\$		\$	\$		
Construction		\$	\$		\$	\$9,806,630		
PROJECT COST		\$	\$		\$584,601	\$9,806,630		
Federal Cost		\$		1		1		
State Cost		\$						
Local Cost		\$						
C /D	1 2 2	1 1:	1		7.13	- ·		



PROJECT NAME:	Coastal Hwy/l	US 17			PI #: N/A				
PROJECT DESCRIP	TION:				HAMPO #: 326	ì			
Intersection Impr	ovements incl	luding tur	n lanes		GDOT District: 5				
			Cong. District: 1						
Improvement Typ Safety/Enhanceme		SR/US R	oad #: US 17		County: Libert	y			
From: Railroad		To: Creek, includes SR 119 intersection			RC: CRC				
Existing No. Lanes: 2	Planned No.	Lanes: 2	Length (miles): 1	2006	Volume: N/A	2035 Volume: N/A			
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$	\$92,799		\$			
Right-of-Way		\$	\$		\$22,512	\$			
Construction		\$	\$ \$		\$773,331	\$			
PROJECT COST		\$	\$		\$888,642	\$			
Federal Cost		\$		I					
State Cost		\$							
Local Cost		\$							
Carrana and a /Danie	<u> </u> T		oordinated with Chan	, 11	1.				



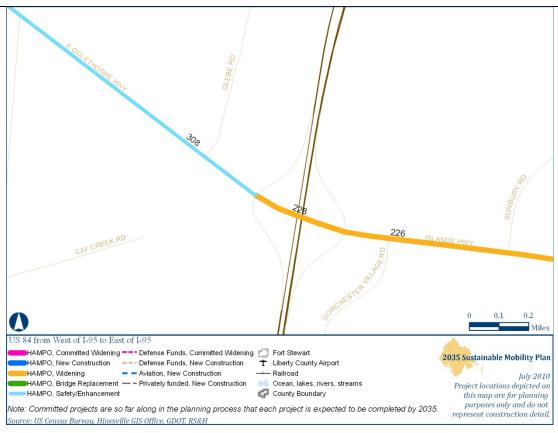
	T			HAMPO #: 1 GDOT Distri						
	т			CDOT Dictri						
				Cong. Distric						
		nprovement Type: New CP /UC Pood # N /A								
	SR/US Ro	oad #: N/A		County: Libe	rty					
	To: 15th	Street		RC: CRC						
l No.	Lanes: 2	Length (miles): 0.73	20	O6 Volume: N/A	2035 Volume: 7550					
L - 20	014 (TIP)	FY 2015 - 2020		Y 2021 – 2027	FY 2028 - 2035					
	\$	\$		\$	\$418,907					
	\$	\$		\$	\$2,922,581					
	\$	\$	\$		\$5,236,333					
	\$	\$		\$	\$8,577,821					
	\$		II.							
	\$	1								
	\$	-								
	1 - 2	\$ \$ \$ \$ \$ \$	Length (miles): 0.73	Length (miles): 0.73 200 200	Length (miles): 2006 Volume: N/A					



PROJECT NAME:	Oglethorpe Hy	wy/US 84			PI #: N/A				
PROJECT DESCRIP	PTION:				HAMPO #: 31	2			
US 84 Access Man	agement Impr	ovements			GDOT District	t : 5			
		1			Cong. District	:1			
Improvement Typ Safety/Enhanceme		SR/US Road #: US 84			County: Liberty				
From: US 17		To: Bill Ca	arter Road		RC: CRC				
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 3.7	2006	Volume: N/A	2035 Volume: N/A			
PROJECT PHASE	FY 2011 - 20	014 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$		\$	\$436,029			
Right-of-Way		\$	\$		\$	\$272,518			
Construction		\$	\$		\$	\$5,450,365			
PROJECT COST		\$	\$		\$	\$6,158,912			
Federal Cost		\$		<u> </u>		<u> </u>			
State Cost		\$	•						
Local Cost		\$	•						
 Comments/Rema	 rks: Improvem	ents defined	l d by US 84 Corridor S	tudv					



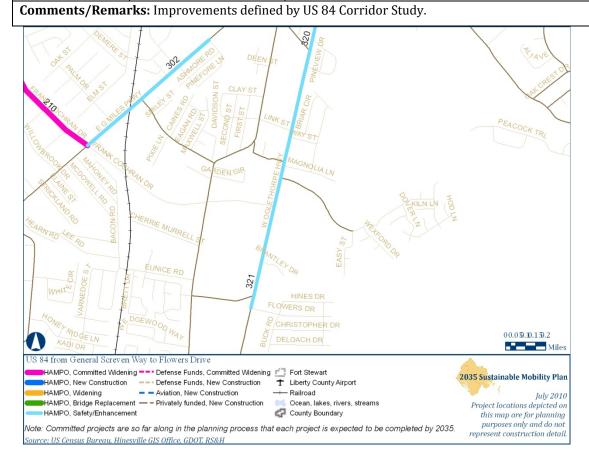
PROJECT NAME: US	84 bridge a	at I-95			PI #: N/A					
PROJECT DESCRIPT	ION:				HAMPO #: 22	28				
Widening of US 84 b	ridge over l	I- 9 5			GDOT District: 5					
				Cong. District:						
Improvement Type:	Widening	SR/US Roa	d #: US 84		County: Liber	rty				
From: I-95 access		To: I-95 ac	cess		RC: CRC					
Existing No. Lanes: 2	Planned N	o. Lanes: 4	Length (miles): 0.33	200 6,96	6 Volume: 0	2035 Volume: 21,470				
PROJECT PHASE	FY 2011 -	2014 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035				
Preliminary Engineering		\$	\$		\$	\$2,847,562				
Right-of-Way		\$	\$	\$		\$				
Construction		\$	\$		\$	\$35,594,523				
PROJECT COST		\$	\$		\$	\$38,442,085				
Federal Cost		\$		I						
State Cost	\$									
Local Cost \$										
Comments/Remark	S:		<u> </u>							

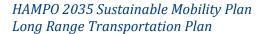


PROJECT NAME:	Islands Hwy				PI #: N/A					
PROJECT DESCRIP	PTION:				HAMPO #: 22	26				
Widening of Island	ds Highway fr	om 2 to 4 l	anes from Tradepo	ort	GDOT Distri	ct: 5				
Access Road to I-9	•		unes ir om Truuepo	,,,,	Cong. Distric	ct: 1				
Improvement Typ	e: Widening	SR/US Ro	oad #: N/A		County: Libe	rty				
From: Tradeport A	ccess Road	To: I-95 r	amp		RC: CRC					
Existing No. Lanes: 2	Planned No.	Lanes: 4	Length (miles): 1.14	2006 V	olume: 4,000	2035 Volume: 17,800				
PROJECT PHASE	FY 2011 - 20)14 (TIP)	FY 2015 - 2020	FY 20	21 - 2027	FY 2028 - 2035				
Preliminary Engineering		\$	\$		\$	\$3,575,325				
Right-of-Way		\$	\$		\$	\$17,363,810				
Construction		\$	\$		\$	\$				
PROJECT COST		\$	\$		\$	\$20,939,135				
Federal Cost		\$				l				
State Cost		\$								
Local Cost		\$								



PROJECT NAME:	Oglethorpe Hy	wy/US 84		PI #: N/A					
PROJECT DESCRIP	TION:				HAMPO #: 321	1			
US 84 Access Mana	agement Impr	ovements			GDOT District: 5				
					Cong. District:	1			
Improvement Typ Safety/Enhanceme		SR/US Roa	d #: US 84		County: Libert	y			
From: General Scre	even Way	To: Flower	s Drive		RC: CRC				
Existing No. Lanes: 4	Planned No.	Lanes: 4	Length (miles): 1.33	2006	Volume: N/A	2035 Volume: N/A			
PROJECT PHASE	FY 2011 - 2	014 (TIP)	FY 2015 - 2020	FY	2021 - 2027	FY 2028 - 2035			
Preliminary Engineering		\$	\$		\$	\$146,118			
Right-of-Way		\$	\$		\$	\$91,323			
Construction		\$	\$		\$	\$1,826,470			
PROJECT COST		\$	\$		\$	\$2,063,911			
Federal Cost		\$		1		1			
State Cost		\$							
Local Cost		\$							





APPENDIX B: PROJECT COST AND REVENUE ESTIMATES

Note: Cost estimates for projects not funded in the LRTP are in 2009 dollars. Phases in the TIP and 2015-2035 plan are in year of expenditure (YOE) dollars. Revenues shown are a sum of funding estimates in year of funding dollars.

HAMPO 2035 Sustainable Mobility Plan Long Range Transportation Plan

Project Phases Funded in the 2011-2014 TIP (YOE\$)

Project	GDOT				Proposed							
Index	PI	Project Name	From	То	Lanes	Note	PE	RW	C	Construction	Tota	l Cost Funded
221	0004917	SR 119/Airport Rd	US 84	EG Miles Pkwy/SR 196	4	PE authorized; RW CST in TIP.	\$ -	\$ 10,192,358	\$	12,076,259	\$	22,268,616
401	0007038	SR 119 @ Russell Swamp			2	Bridge	\$ -	\$ 68,428	\$	-	\$	68,428
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	4	PE authorized	\$ -	\$ -	\$	-	\$	-
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	4	Committed project. PE authorized	\$ -	\$ 3,141,552	\$	-	\$	3,141,552
211	550600	Frank Cochran Dr (on post)	Fort Stewart boundary	Wilson Avenue	4	Committed project. PE authorized	\$ -	\$ -	\$	-	\$	-
115	522570	Hinesville Bypass (sw segment)	SR 119	US 84	2	PE authorized	\$ -	\$ 1,891,000	\$	-	\$	1,891,000
Total P	hases Fu	unded 2011-2014 (TIP phases)									\$	27,369,597
Total R	evenue	Estimates 2011-2014									\$	27,369,597
Remair	ning Rev	renue									\$	-

HAMPO 2035 Sustainable Mobility Plan Long Range Transportation Plan

Project Phases Funded 2015-2035 (YOE\$)

		ases Funded 2015-203	5 (1053)										
Project Index		Project Name	From	То	Proposed Lanes	Note		PE		RW	Construction	Tota	I Cost Funded
401		SR 119 @ Russell Swamp			2	Bridge	\$	-	\$	-	\$ 491,441	\$	491,441
201		15th Street	EG Miles Pkwy	Fort Stewart boundary	4	PE authorized	\$	-	\$	6,035,089	\$ 26,496,961	\$	32,532,050
210	550600	Frank Cochran Dr	EG Miles Pkwy	Fort Stewart boundary	4	Committed project. PE authorized	\$	-	\$	-	\$ 13,299,377	\$	13,299,377
						R/W costs excluded on installation.							
211		Frank Cochran Dr (on post)	Fort Stewart boundary		4	Committed project. PE authorized	\$	-	\$	-	\$ 6,377,771	\$	6,377,771
115	522570	Hinesville Bypass (sw segment)	SR 119	US 84	2	PE authorized	\$	-	\$	-	\$ 31,377,587	\$	31,377,587
302		E.G. Miles Pkwy	Frank Cochran	Ashmore Road	4	Safety/enhancement	\$	33,601	\$	-	\$ 420,013	\$	453,614
308		Oglethorpe Hwy/US 84 Access Mgt	1-95	Charlie Butler	4	Safety/enhancement	\$	119,340	\$	74,587	\$ 1,491,748	\$	1,685,676
309		Oglethorpe Hwy/US 84 Access Mgt	Charlie Butler	Peach Street	4	Safety/enhancement	\$	38,987	\$	24,367	\$ 487,333	\$	550,686
310		Oglethorpe Hwy/US 84 Access Mgt	Peach Street	Butler Avenue	4	Safety/enhancement	\$	59,893	\$	37,433	\$ 748,663	\$	845,989
311		Oglethorpe Hwy/US 84 Access Mgt	Butler Avenue	US 17	4	Safety/enhancement	\$	53,531	\$	33,457	\$ 669,134	\$	756,121
317		Oglethorpe Hwy/US 84 Access Mgt	Spires Drive	Old Hines Road	4	Safety/enhancement	\$	80,921	\$	50,576	\$ 1,011,518	\$	1,143,015
318		Oglethorpe Hwy/US 84 Access Mgt	Old Hines Road	General Stewart Way	4	Safety/enhancement	\$	80,155	\$	50,097	\$ 1,001,936	\$	1,132,187
319		Oglethorpe Hwy/US 84 Access Mgt	General Stewart Way	MLK Jr. Drive	4	Safety/enhancement	\$	76,158	\$	47,599	\$ 951,979	\$	1,075,736
324		Barrington Ferry Rd	SR 119	US 17	2	Safety/enhancement	\$	109,953	\$	68,721	\$ 1,773,517	\$	1,952,192
109		Flemington Loop	US 84	Fort Stewart Rd 47	2	Extents revised since 2030 LRTP	\$	909,795	\$	728,876	\$ 14,674,742	\$	16,313,414
325		SR 119/Talmadge Rd	US 84	Eastern Bypass	2	Safety/enhancement	\$	258,854	\$	161,784	\$ 4,175,248	\$	4,595,886
		General Stewart Way Extension (east		Proposed Privately									
152		from current terminus at US 84)	US 84	Funded Road	2		\$	85,157	\$	4,460,577	\$ 1,373,553	\$	5,919,286
112		Central Connector/ General Stewart	C	San all Cook as a Da		assume B/M through agreement		1 211 225	,	4 404 006	6 16 200 427	,	22 402 550
113		Way extension Central Connector/ General Stewart	General Screven Way	Frank Cochran Dr	4	assume R/W through agreement assumed R/W through agreement on	\$	1,311,235)	4,491,886	\$ 16,390,437	>	22,193,558
103		Way extension Phase 2	Frank Cochran Dr	15th Street	4	installation	\$	1,319,829	\$	2,607,316	\$ 16,497,861	\$	20,425,005
				Creek, includes SR 119					m				······································
326		Coastal Hwy/US 17	Railroad	intersection	2	Safety/enhancement	\$	92,799	\$	22,512	\$ 773,331	\$	888,641
314		Oglethorpe Hwy/US 84 Access Mgt	SR 196	Brights Lake Rd	4	Safety/enhancement	\$	119,787	\$	74,867	\$ 1,497,343	\$	1,691,997
315		Oglethorpe Hwy/US 84 Access Mgt	Brights Lake Road	John Martin	4	Safety/enhancement	\$	153,994	\$	96,246	\$ 1,924,920	\$	2,175,160
316		Oglethorpe Hwy/US 84 Access Mgt	John Martin	Spires Drive	4	Safety/enhancement	\$	52,597	\$	32,873	\$ 657,466	\$	742,937
320		Oglethorpe Hwy/US 84 Access Mgt	MLK Jr. Drive	General Screven Way	4	Safety/enhancement	\$	36,648	\$	22,905	\$ 458,103	\$	517,657
120		Sandy Run Drive extension	Sandy Run Dr	Peacock Creek Rd	2		\$	253,420	\$	150,886	\$ 3,167,756	\$	3,572,062
306		SR 119/EB Cooper Hwy	Eastern Bypass	Barrington Ferry Rd	2	Safety/enhancement	\$	456,351	\$	285,219	\$ 5,704,387	\$	6,445,957
105		Cay Creek Extension	Cay Creek Rd	US 17	2		\$	584,601	\$	-	\$ 9,806,630	\$	10,391,231
117		15th St/Frank Cochran Connector	Frank Cochran Dr	15th Street	2		\$	418,907	\$	2,922,581	\$ 5,236,333	\$	8,577,820
312		Oglethorpe Hwy/US 84 Access Mgt	US 17	Bill Carter Road	4	Safety/enhancement	\$	436,029	\$	272,518	\$ 5,450,365	\$	6,158,912
321		Oglethorpe Hwy/US 84 Access Mgt	General Screven Way	Flowers Drive	4	Safety/enhancement	\$	146,118	\$	91,323	\$ 1,826,470	\$	2,063,911
228		US 84 bridge at I-95	I-95 access	I-95 access	4	overpass widening	\$	2,847,562	\$	-	\$ 35,594,523	\$	38,442,085
226		Sunbury Rd/Islands Hwy	I-95 ramp	Tradeport Access Road	4		\$	3,575,325	\$	17,363,810	\$ -	\$	20,939,135
Total P	hases Fu	unded 2015-2035 (YOE)					\$	13,711,547	\$	40,208,106	\$ 211,808,444	\$	265,728,097
Total R	evenue	Estimates 2015-2035 (YOE)			<u> </u>							\$	266,380,827
Remaii	ning Rev	renue (YOE)										\$	652,730
						<u> </u>							

HAMPO 2035 Sustainable Mobility Plan Long Range Transportation Plan

Illustrative Project Phases not Funded in LRTP (2009\$)

Project	GDOT				Proposed							Tot	tal Cost Not
Index	PI	Project Name	From	То	Lanes	Note		PE		RW	Construction		Funded
114		Hinesville Bypass (eastern segment)	US 84	SR 119	4	PE authorized; RW, CST beyond 2035	\$	-	\$	6,844,975	\$ 44,584,741	\$	52,300,216
226		Sunbury Rd/Islands Hwy	I-95 ramp	Tradeport Access Road	4		\$	-	\$	-	\$ 18,491,637	\$	18,491,637
313		Oglethorpe Hwy/US 84 Access Mgt	Bill Carter Road	SR 196	4	Safety/enhancement	\$	107,148	\$	66,967	\$ 1,339,348	\$	1,513,463
254		General Stewart Way	Memorial Drive	General Screven Way	4		\$	101,521	\$	457,495	\$ 1,269,009	\$	1,828,024
255		General Stewart Way	Main St	Memorial Drive	4		\$	234,637	\$	112,200	\$ 2,932,963	\$	3,279,800
248		Barrington Ferry Rd	US 17	SR 119	4		\$	628,243	\$	2,591,607	\$ 7,853,035	\$	11,072,885
106		Central Connector (W)	15th Street	Dairy Rd/Hodges Rd	2	assumed R/W through agreement on installation	\$	1,360,503	\$	2,088,960	\$ 17,006,290	\$	20,455,753
151		Hinesville Bypass III		SR 196	2		\$	667,607	\$	882,502	\$ 8,345,090	\$	9,895,199
216	511155, 511145	I-95 (8 lanes)		South of Jericho River [Bryan County line] then to 0.8 mi south of US 17 in Bryan County	8	Two GDOT projects	Ś	16,360,500	Ś	3,072,000	\$ 204,506,253	Ś	223,938,753
118		Laurel View Connector	Isle of Wight	Laurelview Road	2		Ś	343,704	Ś	636,742	\$ 4,296,299	\$	5,276,745
222		SR 119/EB Cooper Hwy	Barrington Ferry Rd	Hinesville Bypass	4	Extents revised since 2030 LRTP	\$	1,913,534	\$	4,889,273	\$ 23,919,174	\$	30,721,981
224		SR 196 W (from Rye Patch Rd)	Rye Patch Rd/SR 196	Hodges Rd/Central Connector	4		\$	1,514,078	\$	7,725,418	\$ 18,925,974	\$	28,165,470
225		SR 196 W (to US 301)	Hodges Rd/Central Con	US 301	4		\$	826,037	\$	3,730,040	\$ 10,325,462	\$	14,881,539
227		Coastal Hwy/US 17	SR 196	US 84	4		\$	3,290,113	\$	9,781,556	\$ 41,126,414	\$	54,198,083
249		Coastal Hwy/US 17	US 84	Barrington Ferry Rd	4		\$	1,627,229	\$	5,204,564	\$ 20,340,359	\$	27,172,152
250		Coastal Hwy/US 17	Barrington Ferry Rd	SR 119/EB Cooper	4		\$	780,173	\$	725,553	\$ 9,752,162	\$	11,257,888
301		Dunlevie Road	US 84	SR 119	2	Safety/enhancement	\$	59,672	\$	599,982	\$ 745,896	\$	1,405,550
307		South Main Street	Darsey Road	Deen Street	2	Safety/enhancement	\$	308,197	\$	1,782,291	\$ 3,852,469	\$	5,942,957
322		Oglethorpe Hwy/US 84 Access Mgt	Flowers Drive	Topi Trail	4	Safety/enhancement	\$	78,241	\$	48,901	\$ 978,018	\$	1,105,160
323		Oglethorpe Hwy/US 84 Access Mgt	Topi Trail	Airport Road	4	Safety/enhancement	\$	143,686	\$	89,804	\$ 1,796,070	\$	2,029,559
327	532600	SR 144	four locations	through Fort Stewart	4	Passing Lanes	\$	110,000	\$	1,412,153	\$ 3,105,208	\$	4,627,361
Total F	Phases	Not Funded (Illustrative Phases	s (2009 \$))				\$3	0,454,823	\$5	2,742,981	\$ 445,491,868	\$52	29,560,172



APPENDIX C: HAMPO 2035 SUSTAINABLE MOBILITY PLAN EXISTING CONDITIONS REPORT



Existing Conditions Report and Needs Assessment

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

Submitted February 2010





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INTRODUCTION

The Hinesville Area Metropolitan Planning Organization (HAMPO) is the federally designated transportation planning agency for the Hinesville Urbanized Area. The HAMPO boundary, which includes all of Liberty and a portion of Long County, is shown below. While the MPO does not have jurisdiction over all of Long County, the study area covers all of Liberty and Long County. This ensures that issues, needs, or recommendations will be documented for the entirety of both counties. Figure 1 shows the area's location in coastal Georgia between Savannah and Brunswick.

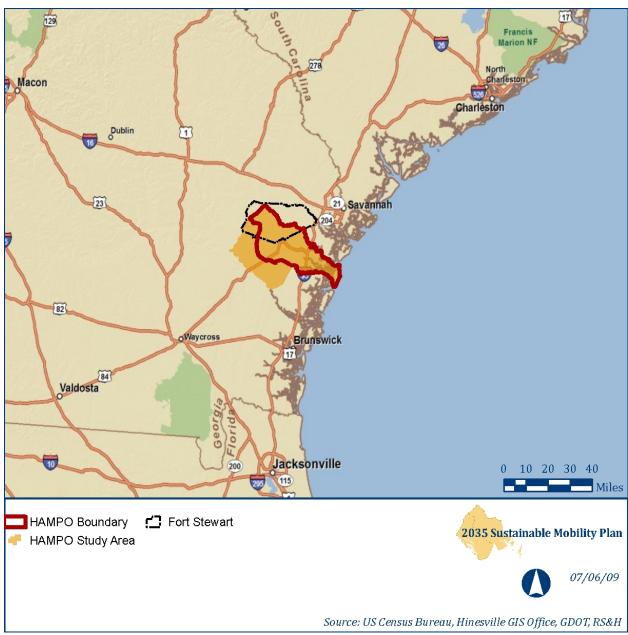


Figure 1 HAMPO Planning Area

2035 Sustainable Mobility Plan Goals

The 2035 Sustainable Mobility Plan will meet the planning requirements specified in the latest federal transportation legislation, SAFETEA-LU. As such, it will support the following federal eight planning factors.

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation; and
- 8. Emphasize the preservation of the existing transportation system.

These factors, as well as vision statements, goals, and objectives from previous planning documents formed the foundation for the goals of this plan. During the August 2009 public comment period, members of the public and HAMPO committees discussed the plan goals. With statements suggested and accepted by stakeholders, the 2035 Sustainable Mobility Plan goals are:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight, including the elderly, disabled, and other transportation-disadvantaged users;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation;
- 8. Emphasize the preservation of the existing transportation system; and
- 9. Improve public information about the transportation system and proposed or planned improvements to the system.

EXISTING CONDITIONS

Socioeconomic Trends

The transportation system exists to meet the needs of the traveling public. In the study area, this includes residents, visitors, and employees that work in the area. The US Army is one of the largest employers and therefore influences the need for transportation infrastructure.

Growth Patterns

The HAMPO study area has a history dating to colonial times. For example, Sunbury Road, one of the longest vehicular thoroughfares of post-Revolutionary Georgia, begins on the Midway River in

Liberty County. The road connects Greensboro via today's Sparta and Swainsboro to the town of Sunbury, a historic port. Today, growth in the HAMPO area is driven by proximity to the interstate, major ports, and rail lines. The study area is also home to Fort Stewart, the largest military installation east of the Mississippi River. The transportation system has been the backbone of growth in the region and will continue to shape how area residents, employees, and visitors live and work.

Population and Households

The estimated 2008 population of Liberty and Long Counties is 58,491 and 11,452, respectively, according to the US Census Bureau. The Census Bureau data indicate that over the last several years, population has declined in Liberty County and has grown slowly in Long County.

Table 1 Population in the Study Area

	1990	2000	2008
Liberty County	52,745	61,610	58,491
Long County	6,202	10,304	11,452
Total	58,947	71,914	69,943

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000, 1990 Census

Table 2 Household Characteristics in the Study Area

	1990 Households	2000 Households	2000 Average Household Size
Liberty County	15,136	19,383	2.93
Long County	2,196	3,574	2.88

Source: U.S. Census Bureau, Census 2000, 1990 Census

Seventy-percent of the population in Liberty and Long counties lived in the Hinesville urbanized area¹ in 2000. According to the 2000 Census, the Hinesville urbanized area had a population of 50,360 in 15,286 households with an average household size of 3.00. Also according to the 2000 Census, 4,464 people were living in military quarters at that time. The presence of Fort Stewart and the fluctuations in the military population, their dependents, civilian employees, and military contractors are important planning factors for the Hinesville area.

There are several sources for population projections for the HAMPO area. The Georgia Department of Community Affairs projects population based on historic annualized growth observed during the decennial Census.

¹ The US Census Bureau definition of an urbanized area is an area consisting of a central place(s) and adjacent territory with a general population density of at least 1,000 people per square mile of land area that together have a minimum residential population of at least 50,000 people.

Table 3 DCA Population Projections in the Study Area

	2010	2015	2020	2025	2030
Liberty County	73,624	79,630	85,637	91,644	97,651
Long County	13,194	14,639	16,084	17,529	18,974
Total	86,818	94,269	101,721	109,172	116,625

Source: Georgia Department of Community Affairs

In addition to DCA, the Office of Planning and Budget (OPB) has projected population growth for both counties as part of the Coastal Water Planning Region efforts. Table 4 shows the OPB projections, which will be used as control totals for transportation planning purposes.

Table 4 OPB Population Projections in the Study Area

2035 Population Projections	
Liberty County	100,008
Long County	19,696
Total	119,704

The figure below shows the various population growth projections available from public sources, and the OPB projections, which are labeled as Liberty County Target and Long County Target.

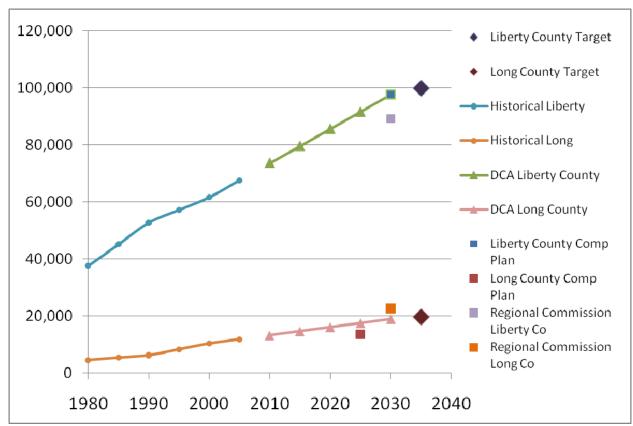


Figure 2 Population Growth Trends and Projections

Employment

Recent Georgia Department of Labor employment data² for the HAMPO area indicate that the top ten major employers are as follows:

- Chemtall Inc
- Department of Defense
- Eagle Group International Inc
- Fort Stewart US Army
- Liberty County
- Liberty County School System
- Liberty Regional Medical Center
- Long County School System
- Target
- Wal-Mart

Public sector employment dominates the labor market in the area. The major employers are identified in Figure 3. Public sector employment dominates the labor market in the area.

² Georgia Department of Labor 2008 first and second quarter data for the Hinesville Fort Stewart Metropolitan Statistical Area accessed at http://explorer.dol.state.ga.us/mis/top.htm on July 7, 2009.

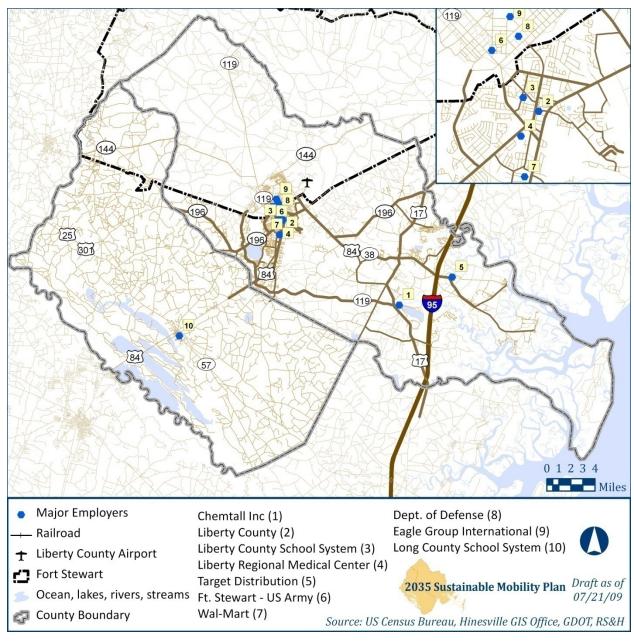


Figure 3 Major Employers

Transportation System

The transportation system in Liberty and Long Counties includes public roadways, sidewalks, ondemand public transportation for eligible passengers, rail, Liberty County Airport, and trails. The system is centered on roadways, which are managed by cities, counties, or the Georgia Department of Transportation (GDOT). Table 5 shows that the majority of roadways are managed by county governments. The major arterials are state routes. These roads connect activity centers and carry large volumes of traffic at moderate speeds. US 84 is a main east-west route and also the main interchange location at I-95. There are several operational and safety improvements planned for US 84 in the current TIP and LRTP. US 25/US 307/SR 57 is another main cross-county route in Long County. US 17 is a major north-south arterial. SR 196 carries traffic roughly east-west and provides an alternative to I-95 in the eastern part of Liberty County.

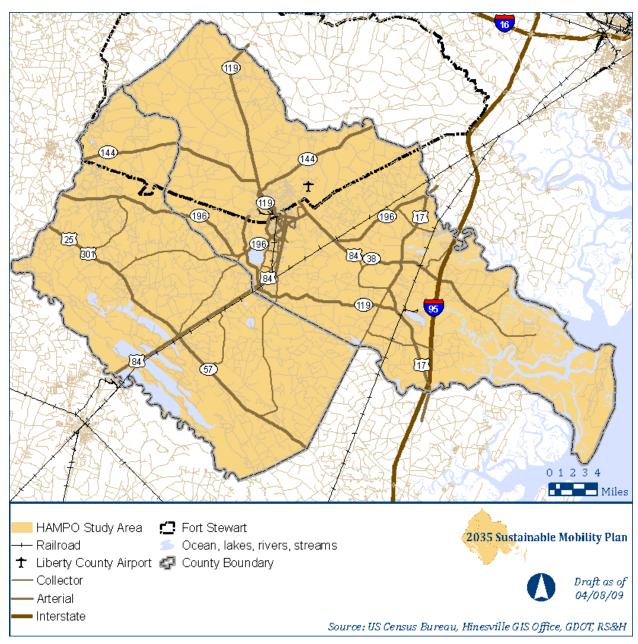


Figure 4 Transportation Network

The road network is grouped by functional class according to the character of travel each road is intended to serve. The Federal Highway Administration (FHWA) defines the hierarchy of the highway functional classification system. Functional classification determines eligibility for certain funding categories for road improvements. GDOT has designated the following routes as arterials (urban or rural depending on where they are located): SR 119, SR 144, SR 196, SR 23, SR 38, SR 57, US 25, US 84, US 301, and US 17/SR25.

In Georgia, the functional classes for urban areas are interstate arterials, principal arterials, minor arterials, collector streets, and local streets. Arterials play a significant role in the road system, carrying a majority of through traffic and major movements within the area between and within

activity centers. According to FHWA, for principal arterials, traffic mobility should be a higher priority than access to adjacent land. Minor arterials provide more land access than principal arterials. Collectors balances land access with traffic circulation. Collectors *collect* traffic from local streets and channel it to the arterial system. Local streets primarily provide access to adjacent land. Service to through traffic is generally discouraged on local streets.

Georgia's rural road system is classified into interstate principal arterials, principal arterials, minor arterials, major and minor collectors, and local roads. Rural arterials connect to urban areas and serve the vast majority of through traffic. Rural collectors primarily serve intracounty travel of shorter trips than those served by arterials. Rural local roads provide access to land and serve relatively short trips. The HAMPO study area contains the Hinesville Urbanized Area and adjacent rural areas. The functional class of roads in the area is shown below.

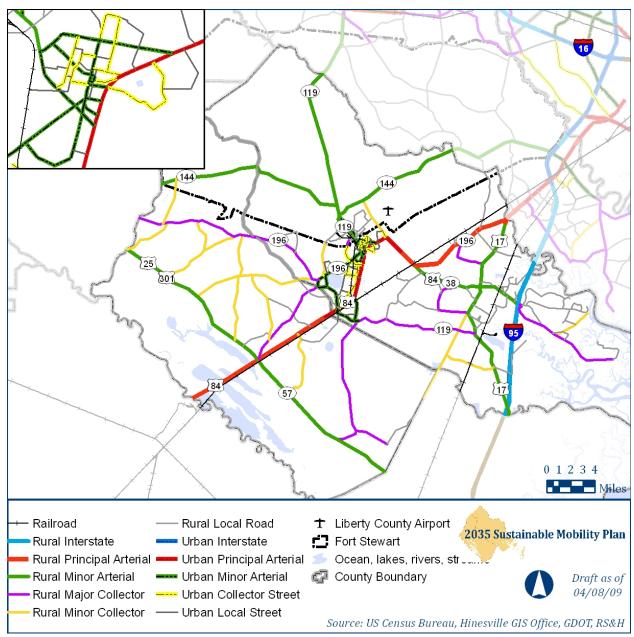


Figure 5 Functional Class

Table 5 Highway Mileage by Owner

County	Highway Mileage, State	Highway Mileage, Interstates	Highway Mileage, County	Highway Mileage, City	Total
Liberty	130.6	13.1	223.7	143.1	510.5
Long	60.9	0	257.7	12.3	330.9
Total	191.5	13.1	481.4	155.4	841.4

Source: GDOT 400 Series Reports

The Georgia Department of Transportation maintains traffic count stations in Liberty and Long Counties. Traffic counts for the previous three years are shown below. Major roads carrying large traffic volumes include US 84, SR 196, Main Street, Frank Cochran Drive, and Interstate 95.

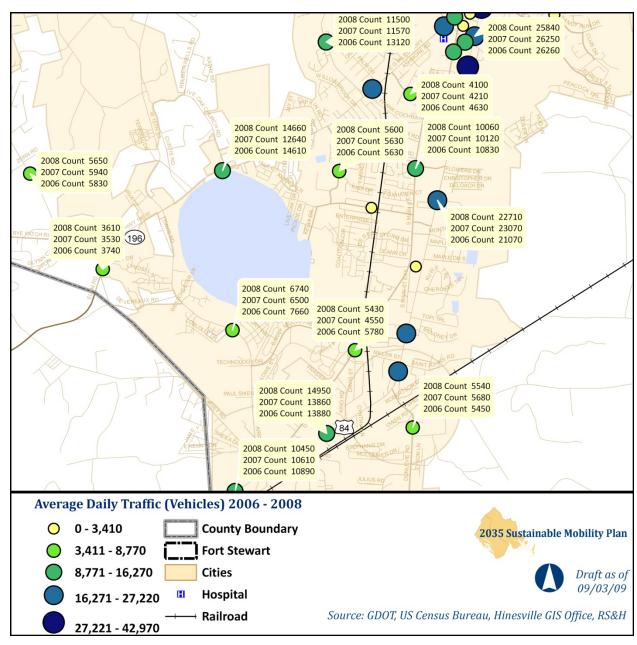


Figure 6 Traffic County in the Walthourville-Allenhurst-Gum Branch area

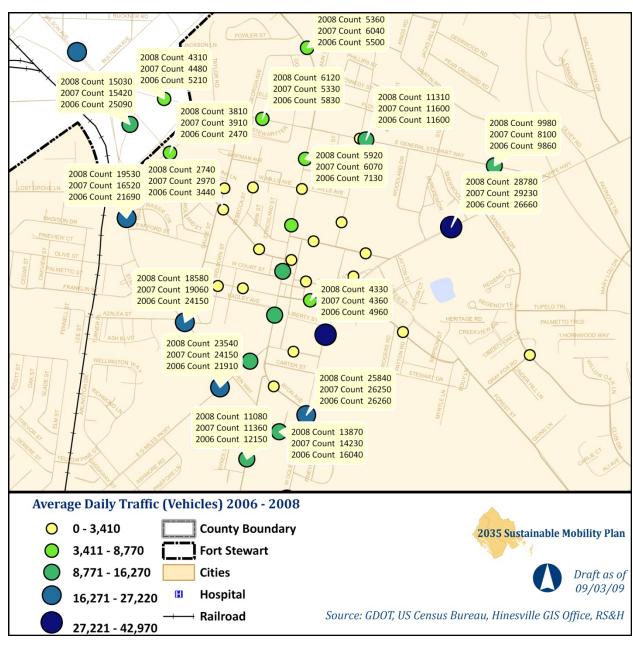


Figure 7 Traffic Counts in the Hinesville Area

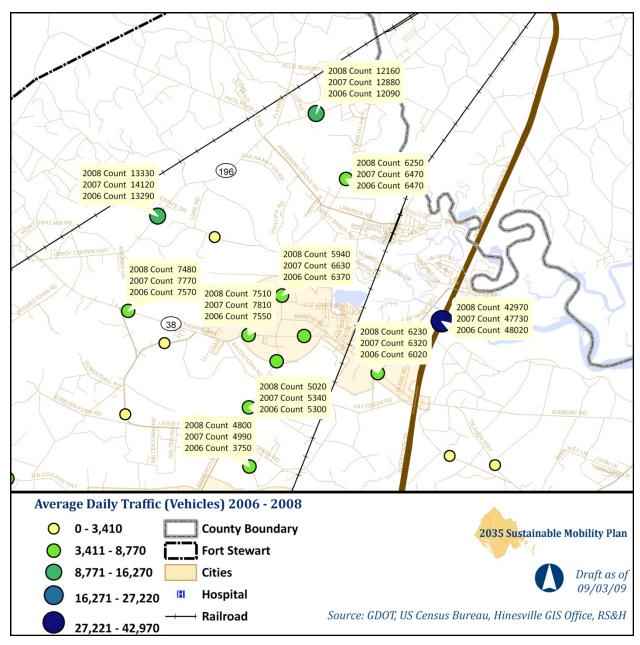


Figure 8 Traffic Counts in the Midway Area

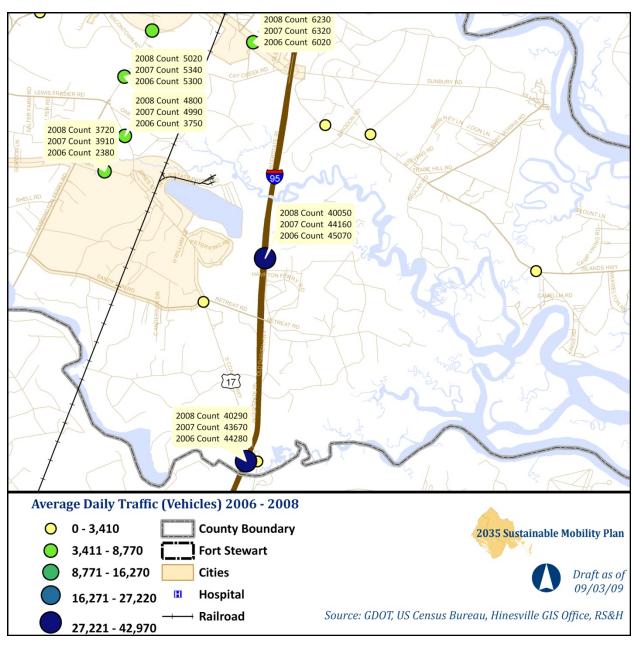


Figure 9 Traffic Counts in the Riceboro Area

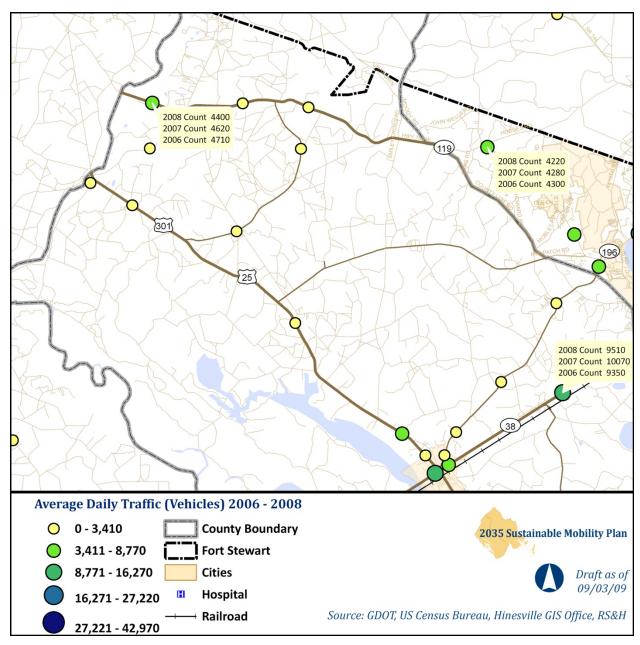


Figure 10 Traffic Counts in Western Long County

It is not surprising that US 84 carries that largest amount of daily traffic in the area near Ludowici as it serves both through traffic and trips to the employers located in the city.

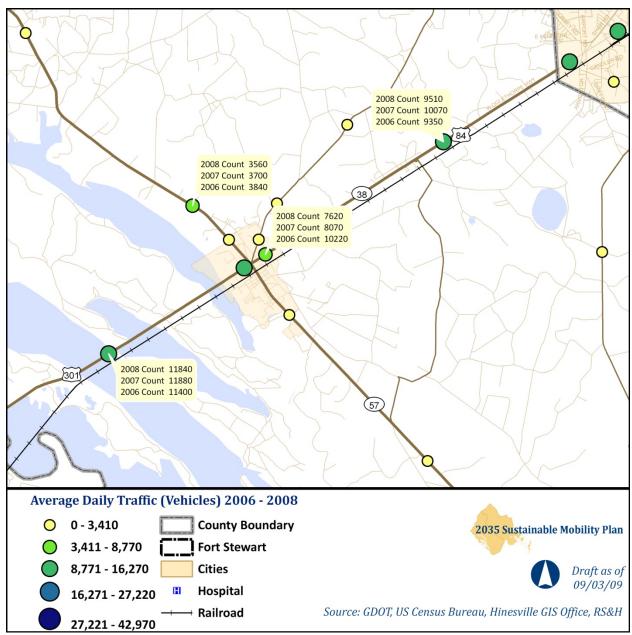


Figure 11 Traffic Counts in the Ludowici Area

Traffic counts from 2006, 2007, and 2008 as well as congestion estimates from the regional travel demand model indicated a potential need for roadway improvements. The HAMPO travel demand model was expanded and updated for this plan. The model was used to first examine baseline conditions in year 2006. Figure 12 shows the base year level of service on the road network.

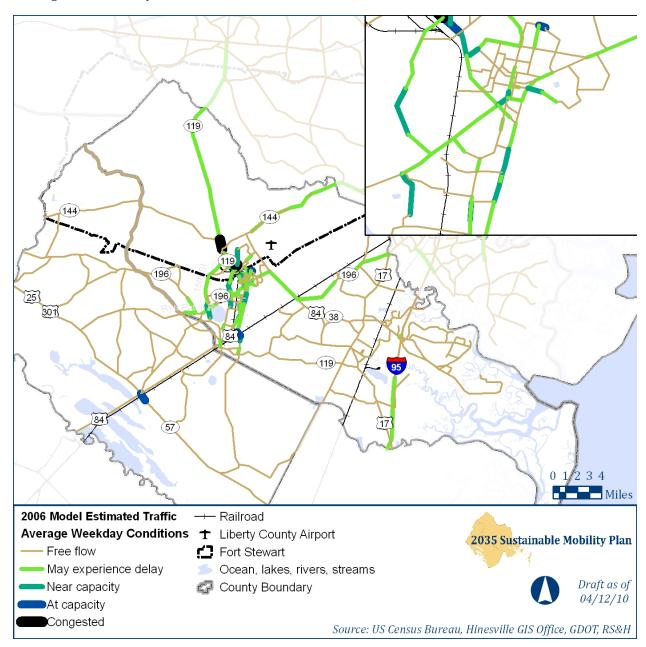


Figure 12 Base Year Roadway Level of Service

The study team also reviewed vehicle hours of delay estimates to identify road segments where congestion impacts high traffic volumes. Figure 13 shows the base year delay in the region. Oglethorpe Highway/US 84, Leroy Coffer Highway/SR 196, I-95 and SR 119 on Fort Stewart are roadways with high levels of vehicle delay. On these high volume roads, even small amounts of congestion may impact many travelers.

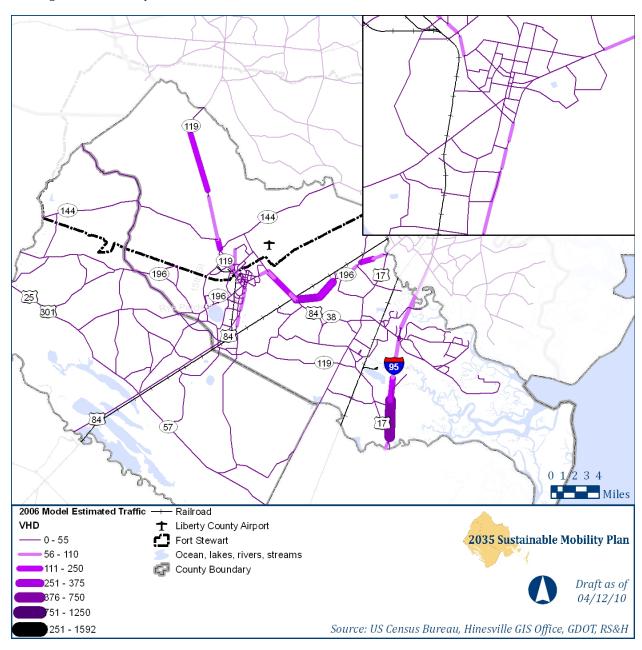


Figure 13 Base Year Vehicle Hours of Delay

Bicycle and Pedestrian Facilities

There is one designated bicycle route on US 17 that is part of the Coastal State Bicycle Route; this segment is also part of the proposed Coastal Georgia Greenway. The City of Riceboro has planned a rails-to-trails project in the city and there are several recommendations for new or improved bicycle and pedestrian facilities in the Liberty County Bicycle and Pedestrian Plan. See the *Identified Issues and Opportunities* section for maps of proposed bicycle-pedestrian improvements as well as locations of perceived issues from the public. Many main roads in Liberty County have sidewalks. According to the Long County Comprehensive Plan, there are no known sidewalks in Long County, nor are there dedicated bicycle facilities. In both counties, additional sidewalk, trail or multiuse path connectivity is needed in order for walking to serve as a true alternative mode rather than only recreational purpose.

Transit

At the present time, there is no general public transit service available on a regular schedule. There is limited paratransit service provided through the Coastal Regional Commission (CRC). The service focuses on transporting seniors, disabled, youth, and/or low income individuals who cannot drive or do not have the resources to own and operate a car. This paratransit service operates on a "request" basis and requires 24 hours advance notice for trips. Long County Transit provides the rural paratransit service throughout Long County as a subcontractor to the CRC. The limited span of this paratransit service, number of available vehicles, and advance reservation requirement do not lend themselves to being a viable travel option for most HAMPO residents for work, medical, shopping, recreation, and other personal trips.

The City of Hinesville has applied for and received funds for a fixed route bus service serving the urbanized areas of Hinesville, Fort Stewart, and Flemington. The proposed system has three fixed routes with route deviation available to serve eligible passengers that cannot access regular bus stop locations. The service area outside Ft. Stewart includes Downtown Hinesville, the Brewton Parker College campus, the Liberty County Medical Center area as well as commercial, government, medical, educational, hotel/restaurant, entertainment, and office locations in both Hinesville and Flemington. On Ft. Stewart, the service area includes major family housing areas, barracks areas for single soldiers, and major activity centers, such as the PX, the Commissary, and the military hospital complex. Service is expected to begin in spring or summer 2010.

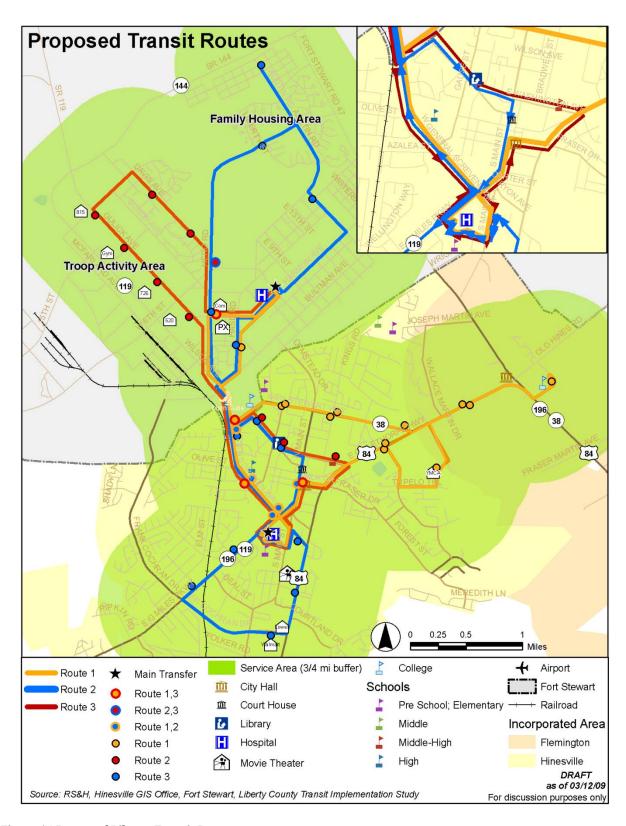


Figure 14 Proposed Liberty Transit Routes

Railroads, Trucking, Port Facilities, and Airports

The HAMPO area has one airport, the Wright Army Air Field on Fort Stewart. The closest major airports for general purpose are the Savannah-Hilton Head International Airport (approximately 50 miles away on average) and the Jacksonville International Airport (approximately 100 miles away).

Two rail lines run roughly parallel to I-95. The mainline railroad from the Savannah Port Terminal to the north is owned by CSX. The CSX rail continues to the west to Waycross, Valdosta and other south Georgia cities. This line carried 25 to 49 million gross freight tons according to 2004 data from CSX. There are no major rail intermodal facilities in the HAMPO area. Both CSX and Norfolk Southern serve the HAMPO area and provide cargo transport for industries in Liberty and neighboring counties.

The Georgia Ports Authority has major facilities nearby in both Savannah and Brunswick.

Significant truck traffic destinations are located near US 84 and I-95, as well as on Fort Stewart. There are planned industrial and distribution facilities in both counties that may generate additional truck traffic in the area.

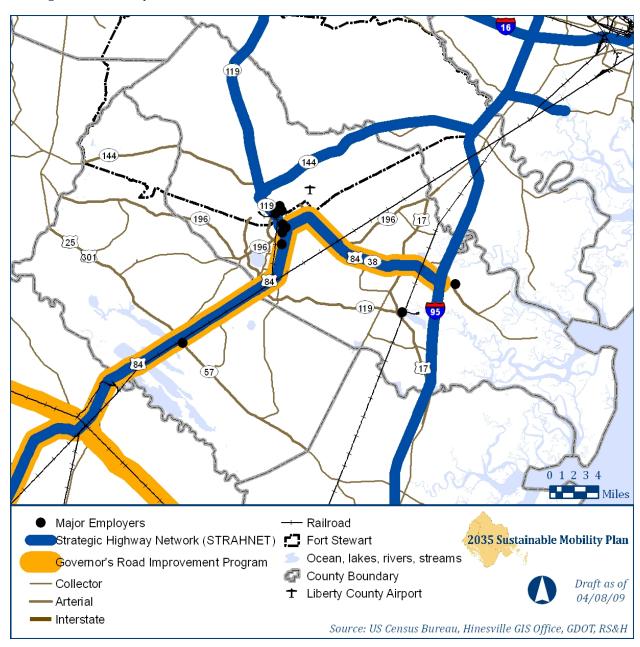


Figure 15 Designated Truck Routes in Liberty and Long Counties

Safety

The Georgia DOT maintains a crash database that was accessed to locate high crash locations in the HAMPO area for years 2006 to 2008. It should be noted that the database includes location errors and therefore should only be used as an indication of potential locations for further analysis. Figure 16 shows non-intersection crashes relative to estimated road volume over the three years. Crashes were summed over one-mile segments and normalized to vehicle miles traveled to generate the rating shown. Figure 17 shows a crash location severity index based on the same database. Note that these segments are also locations for further analysis due to the inconsistencies in the database location reporting.

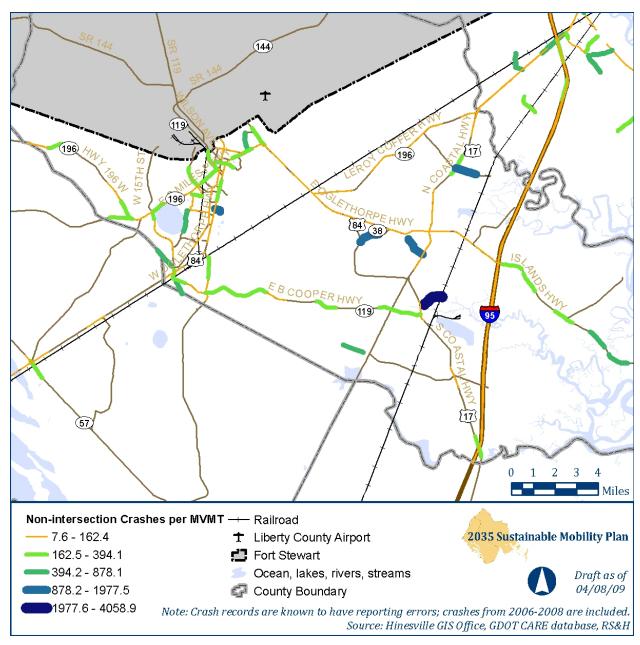


Figure 16 Non-intersection Crashes per Road Volume (100 Million Vehicle Miles Travelled)

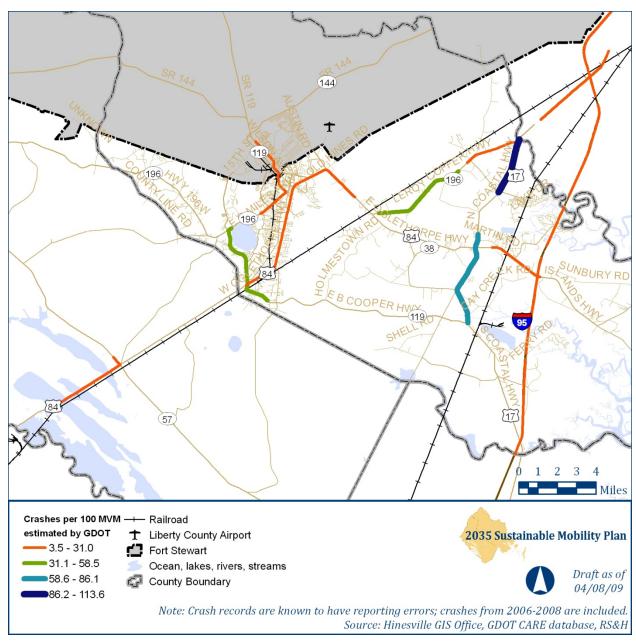


Figure 17 GDOT Severity Index for Crash Locations

The Governor's Office of Highway Safety also provides county-wide summaries of crash history. The figures below show recent trends in fatalities in the study area.

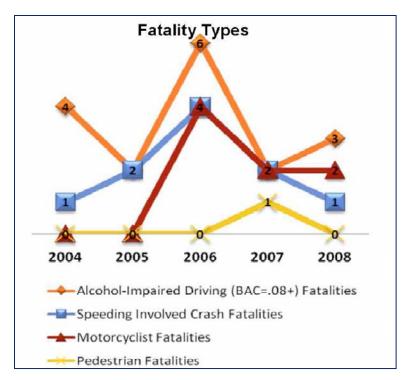


Figure 18 Liberty County Fatality Types

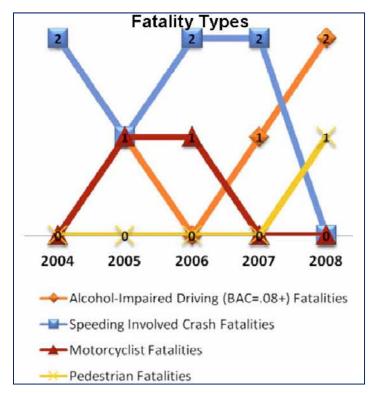


Figure 19 Long County Fatality Types

Table 6 Annual Crashes by County and Rate per 100 Million Vehicle Miles Traveled

	2000	2001	2002	2003	2004	2005	2006	2000- 2006
Bryan County	671	682	794	850	798	818	820	5,433
Rate	131.6	120.9	143.3	143.3	80.7	144	136.5	124.1
Bulloch County	1,877	1,830	1,996	2,111	1,990	2,025	2,004	13,833
Rate	244.1	229.9	262.3	268.9	258.4	244.3	231.6	248.1
Chatham County	11,796	12,084	12,736	12,509	13,217	13,021	13,637	89,000
Rate	480.1	491.6	532.2	472.8	508.2	474.9	487.3	491.8
Liberty County	1,219	1,090	1,501	1,428	1,813	1,483	1,749	10,283
Rate	189.9	158.9	217.2	195.1	233.3	216.8	244.3	208.7
Long County	87	113	119	77	144	105	150	795
Rate	68	72.4	76.8	50.7	83.7	63.6	93.5	73

Source: GDOT

Commute Patterns

Where people live, work, shop, attend school, and go for recreation determines their travel patterns. Table 7 shows the historical proportion of workers who worked in the same county where they lived. Historically, most Liberty County workers also lived in Liberty County, while a low proportion of Long County workers also lived in Long County. More recently, it appears that a lesser share of workers in Liberty County also live in the County, while Long County jobs are held by a higher proportion of Long County residents. This means that there has been an increase in inter-county commuting over time in the HAMPO region.

Table 7 Percent of Workers who Worked in County of Residence

	1990	2000	2006
United States	76%	73%	73%
Georgia	62%	58%	59%
Liberty County	88%	81%	63%
Long County	19%	14%	33%

Source: US Census Bureau (American Community Survey estimates and Local Employment Dynamics Origin-Destination Data Base for 2006 values)

Figure 20 below shows that major employment centers for residents of the HAMPO area are in Savannah, Richmond Hill, Garden City, Hinesville, and Midway, with lesser centers in Glennville, Ludowici, Pembroke, and Riceboro. Statesboro (not shown) is also a lesser center of employment for HAMPO residents. The Hinesville area is the most concentrated employment center.

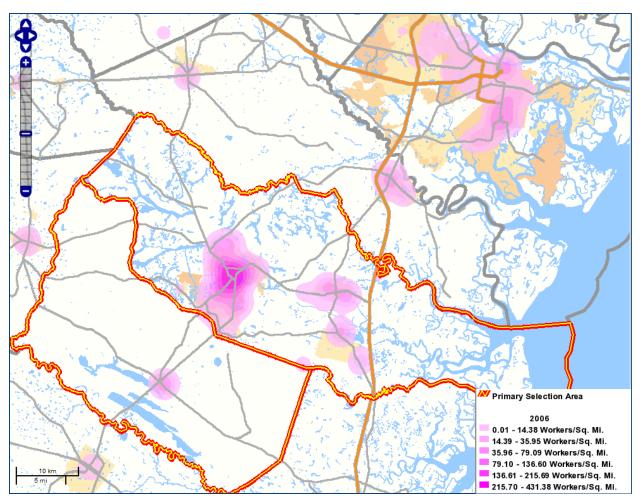
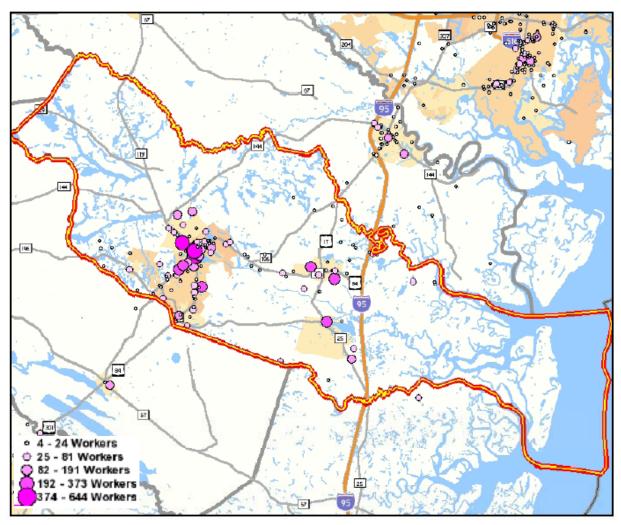


Figure 20 Job Locations for Employed Residents of Liberty and Long Counties

Figure 21 and Figure 22 identify where employed residents of Liberty County and Long County work, respectively. In 2006, forty-two percent (42 %) of Liberty County employed residents remained in Liberty County for employment, while almost twenty-one percent of Liberty County employed residents traveled north to Chatham County for employment. Liberty County was a major source of employment for over twenty-five percent (25%) of employed Long County residents, with only fourteen percent (14%) of employed Long County residents working in Long County.

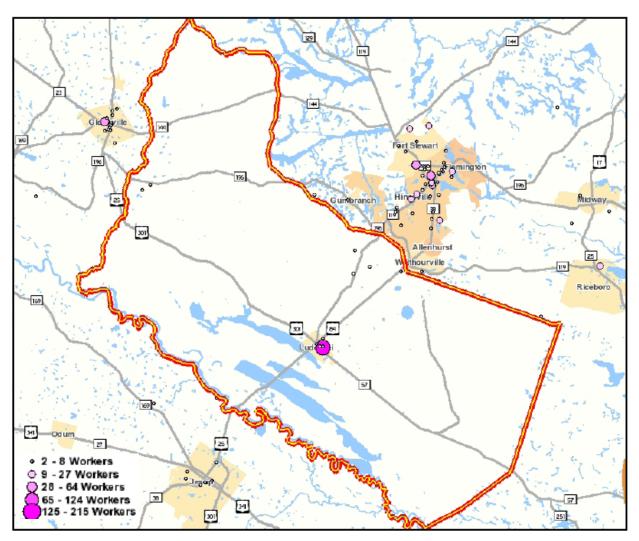


Source: US Census Bureau, LED

Figure 21 Employment Locations of Liberty County Residents, 2006

Table 8 Where Liberty County Residents are Employed in 2006 (percent of employed residents)

	Share
Liberty County	42.0%
Chatham County	20.9%
Bryan County	5.7%
All Other Counties	31.4%



Source: US Census Bureau, LED

Figure 22 Employment Locations of Long County Residents, 2006

Table 9 Where Long County Residents are Employed in 2006 (percent of employed residents)

	Share
Liberty County	25.9%
Long County	14.2%
Tattnall County	8.1%
Chatham County	7.6%
All Other Counties	44.2%

The map below shows the location of residents who work on Fort Stewart. Many workers live in

Liberty County, particularly in Hinesville.

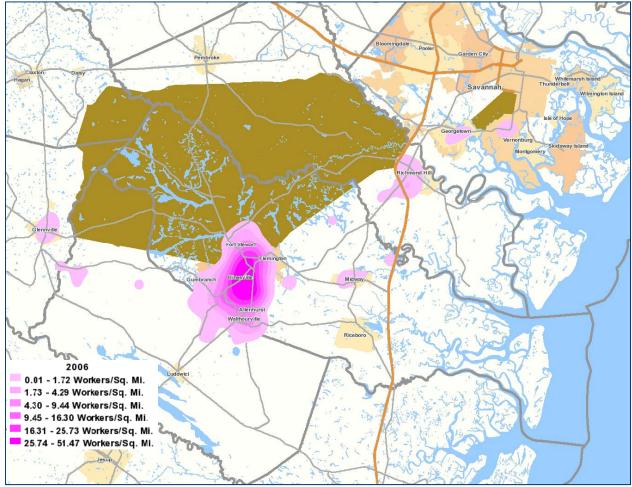


Figure 23 Density of Commuters to Fort Stewart, 2006

Source: US Census Bureau, LED

Identified Issues and Opportunities

Throughout the initial months of the LRTP process, the study team sought public input regarding the performance of the transportation system. Comments were documented and mapped, if possible. Comments were received from an online survey during August 2009, during public workshops, and through the MPO committees and the LRTP Stakeholder Advisory Committee. The maps also show proposed projects from the previous LRTP and the Liberty County Bicycle and Pedestrian Study.

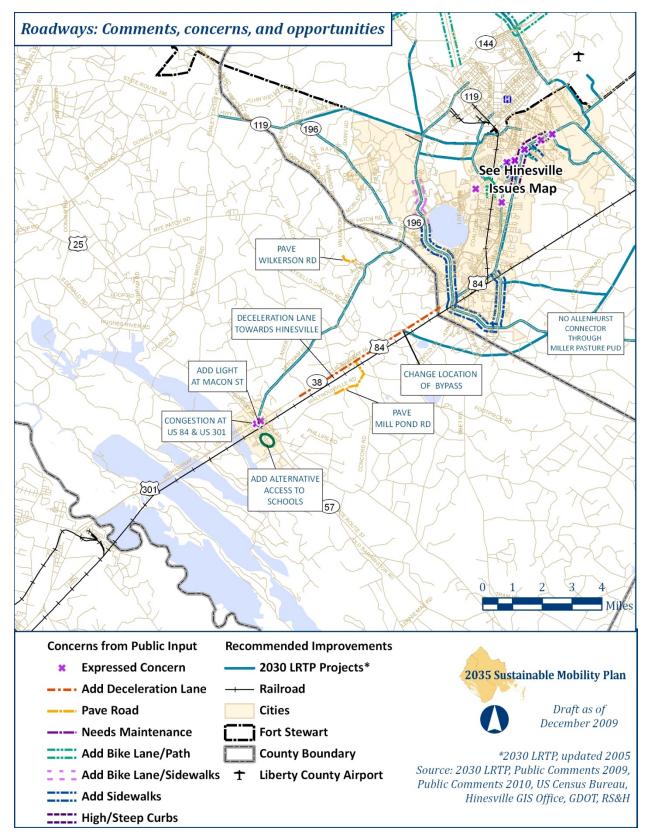


Figure 24 Transportation Issues and Opportunities in Liberty and Long Counties

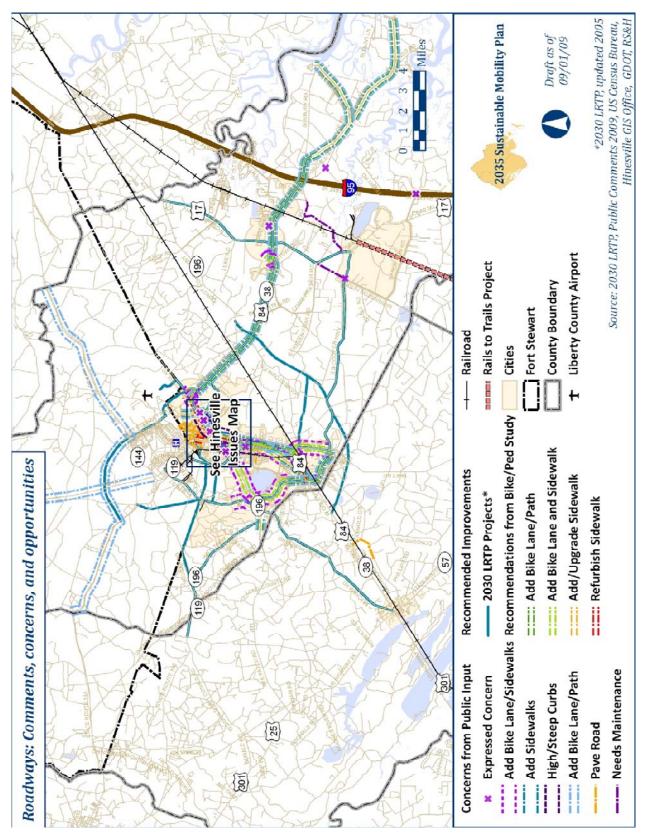


Figure 25 Bicycle and Pedestrian Issues and Opportunities

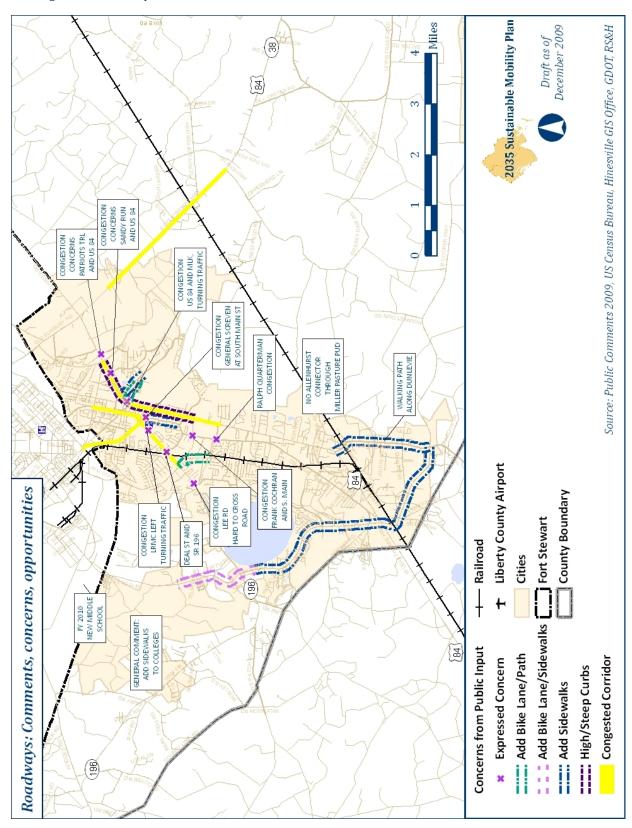


Figure 26 Transportation Issues and Opportunities in the Hinesville Area

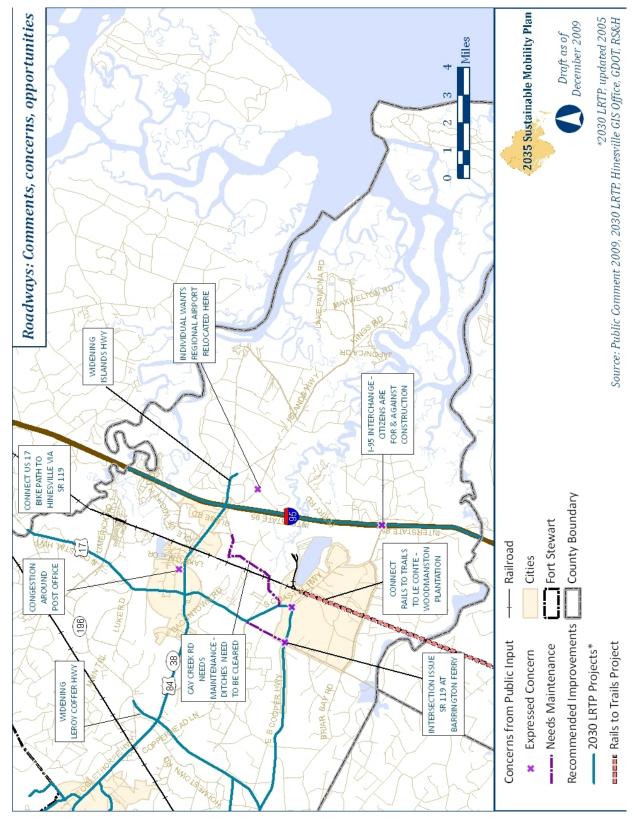


Figure 27 Transportation Issues and Opportunities in Eastern Liberty County

Needs and Strategies from Recent Studies

Coastal Georgia Comprehensive Plan

The Coastal Georgia Comprehensive Plan (CGCP) is a unique regional plan that brought together stakeholders and decision makers from the Coastal Georgia Regional Development Commission area, including the HAMPO planning area. The CGCP guiding principles for the transportation system are:

Infrastructure, including transportation, can be used as a tool to manage growth, protect our environment and influence our development patterns. Our vision is that Coastal Georgia will have regional resources and adequate funding allocated to the institutions that will provide adequate infrastructure in advance of development.

Transportation and land use coordination will be a priority, utilizing a proactive, rather than reactive, approach. We will direct growth to those areas with adequate infrastructure and use the investment in infrastructure to shape our development patterns. We encourage the State to enable the creation of regional agencies to address transportation, water supply and conservation and protection of natural areas consistent with this goal.

The CGCP also identified issues related to the transportation system in coastal Georgia. These are categorized by mode below:

Highway

- Lack of coordination of right-of-way acquisition.
- Lack of coordination between land use and transportation:
- Impacts from capacity expansion: Increased development creates the need for capacity expansion, which often damages or destroys the character and quality of neighborhoods and historic streetscapes. (e.g., Tybee Road/Victory Drive, Frederica Road).
- Hurricane evacuation: Growth creates a need for capacity expansion to accommodate
 hurricane evacuation, and these expansions often foster overdevelopment that absorbs the
 excess capacity and fuels a new round of capacity expansion. In addition, Florida evacuees
 often clog Georgia evacuation routes and prevent safe evacuation of Georgians.
- Lack of adequate planning for parking: Historic districts developed before the automobile have too few parking spaces, while suburban malls often have too many parking spaces on too much asphalt.
- Unattractive corridors

Rail

- Non-signaled rail crossings: The number of accidents at such intersections is increasing. There are many substandard crossings in the coastal region. Local governments lack resources to provide adequate signalization.
- Passenger service is limited and threatened by federal budget cuts that reduce quality of service and further discourage the development of rail capacity for the region. Because freight transportation is more lucrative than passenger service, railroads are disinclined to accommodate the schedules of passenger trains.

Rivers/Sea

• Impacts of port development on natural resources: The economics of shipping is creating larger and larger ships, which in turn increases pressure on ports to accommodate the larger ships, often to the detriment of the local environment. In Georgia, the deepening of

shipping channels poses threats to many sensitive resources important to coastal Georgia's quality of life.

- Impacts of port development on highway infrastructure.
- Lack of adequate cruise ship terminal(s): The cruise ship industry offers the potential for economic growth in tourism, as well as some potential negative impacts.

Miscellaneous

- Lack of a regional transportation system.
- Lack of adequate mass transit.

Liberty County Comprehensive Plan

The following list three major transportation issues that were identified through the development of the Comprehensive Plan:

- There are few alternative modes of transportation in Liberty County
- There is a lack of sufficient funding for transportation projects and programs
- There is a not sufficient understanding and buy-in from the community regarding transportation plans and projects

The guiding policy identified for the transportation system in Liberty County and its municipalities is to "Create multimodal networks to support efficient land use, minimize congestion and to facilitate countywide mobility." The Comprehensive Plan recommended various strategies, including the following:

- Implement a countywide urban and rural transit system
- Define funding capital, operating, and maintenance among participating entities
- Work together to initiate public transportation service delivery by 2008
- Continue regulations that require new developments to connect to existing development through a street network.
- Expand the sidewalk ordinance to extend sidewalks to existing roadways in the County.
- Continue to require new developments to provide sidewalks that connect to existing facilities where possible..
- Expand designated bicycle routes in the community to promote alternative transportation for residents.
- Continue to allow commercial and retail developments to share parking areas where possible. Minimize paved parking lots and allow "green" parking areas as appropriate.

Long County Comprehensive Plan

The transportation system assessment from the Comprehensive Plan recognized that the road network serves local transport needs, but also drives economic development in the County. The assessment concluded that current needs are being met in the County. Issues included:

- Unpaved roads (54% of the road system in 2005)
- Railroad junctions in Ludowici may conflict with roadway traffic
- Improvements should be planned to support industrial park expansion
- The County will need to coordinate with GDOT regarding improvements

The Comprehensive Plan also contains goals and guiding policies for the transportation network, which are included below:

Long County will continue to provide public transportation support to residents. In addition, the county will continue to pursue the paving of county roads with appropriate signage.

Goal 1: Upgrade and expand existing transportation facilities, as needed, to accommodate future growth in the most efficient manner.

Policy 1-1: Support the regional efforts of the Hinesville Metropolitan Planning Organization.

Policy 1-2: Request funds from GDOT to construct a railroad overpass in Ludowici.

Policy 1-3: Continue to make every effort to keep county roads, bridges, and right-of-ways free of litter and debris.

Policy 1-4: Continue to coordinate with state and federal highway agencies to accommodate the projects planned in Long County area.

Policy 1-5: Continue to apply for government assistance for targeted public infrastructure investments that will forward economic development, maximize returns on investments, and improve facility services.

Policy 1-6: Renovate and expand existing County Roads Department Barn.

Goal 2: Improve the mobility of pedestrians and bicyclists throughout the county.

Policy 2-1: Encourage sidewalks as part of new development.

Policy 2-2: Encourage GDOT to add bike lanes and sidewalks as part of resurfacing or new construction in appropriate areas along state highways.

Gateway Sector Plan

The Gateway Sector Plan included transportation system recommendations for the area surrounding the interchange of US 84 and I-95. Recommendations include specific roadway improvements, future Liberty Transit service, roadway connectivity, and the inclusion of bicycle and pedestrian facilities in all new developments. Many of these recommendations are incorporated into the Liberty Gateway Overlay District which was adopted in the fall of 2008 by the City of Midway and Liberty County. The specific improvement recommendations will be included in this LRTP update.

2030 HAMPO LRTP

The map below shows roadway improvement projects included in the last LRTP for the study area. These projects include widening segments of US 17, SR 119, SR 196, Airport Road, 15th Street, and I-95. New roadways include the Hinesville Bypass, Fort Stewart bypass, and a connector from Hinesville west to SR 196. The US 84 access management project through Liberty County is also in the LRTP.

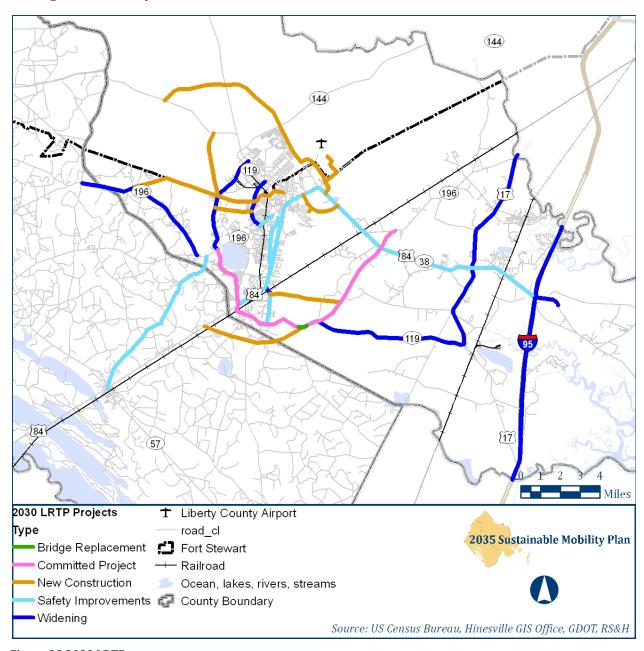


Figure 28 2030 LRTP

FUNDING AND IMPLEMENTATION

Current Funding

The current LRTP and TIP show projects that are partially or wholly funded with federal and state transportation funds. In addition to these funds, some transportation projects are funded locally through Liberty County Special Purpose Local Option Sales Tax (SPLOST), local government general funds, or private developer investments.

Potential Funding Sources

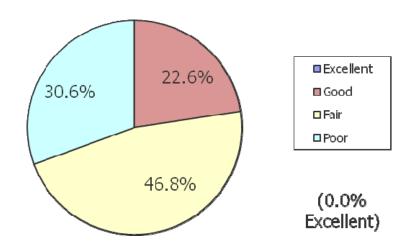
Local governments in the HAMPO area could consider impact fees, tax increment financing (tax allocation districts or community improvement districts), special service districts, or user fees to supplement funding for transportation improvements. The current discussion at the state level regarding a dedicated regional sales tax for transportation improvements could result in a new funding source. The requirements for a regional transportation sales tax would be determined by the General Assembly. Fort Stewart can also pursue funds for transportation improvements through the Defense Access Roads Program and mass transportation incentive program. The transportation improvements funded from these programs can be outside of the boundaries of Fort Stewart.

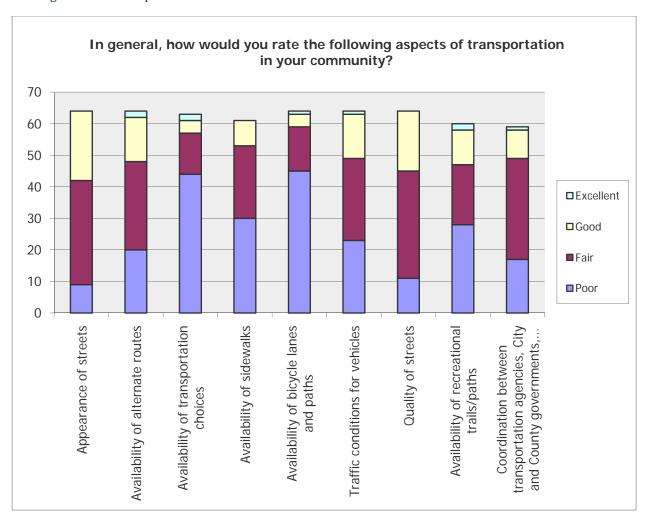
APPENDIX A: SURVEY RESULTS

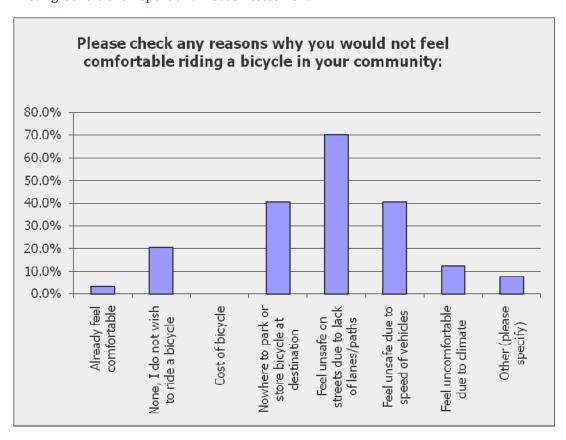
In August 2009, three public workshops were held to gain input on the performance of the existing transportation system. A survey was distributed to workshop attendees, HAMPO committee members, and other stakeholders. The survey was also available online. Sixty-seven participants completed the survey. Ninety-five percent of respondents live within Liberty or Long Counties and more than half live in Hinesville. Eighty-six percent of participants work in Hinesville.

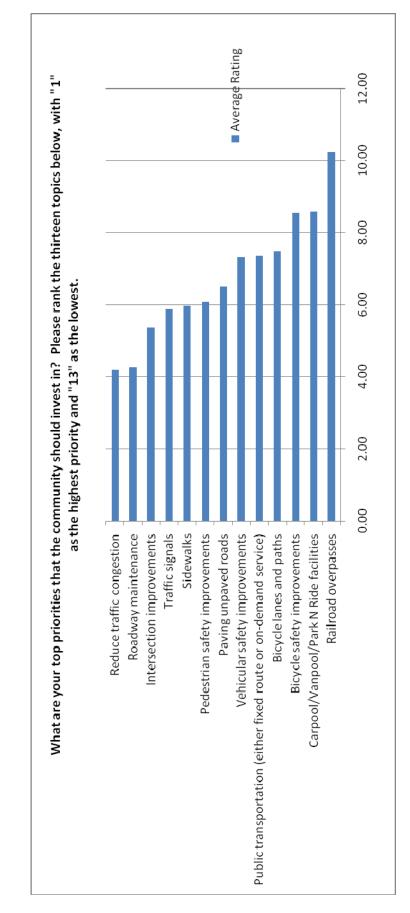
The survey respondents identified many specific concerns. Respondents showed general support for investment in sidewalks and bicycle facilities. However, support for public transit varied; there were strong feelings both in favor of and opposed to transit. Some expressed a concern that buses may delay traffic. Respondents also expressed a desire to know more about proposed transportation improvements and plans. The survey asked respondents to rank potential transportation investments in order of priority. Reducing traffic congestion was the top ranked investment, followed by roadway maintenance and intersection improvements. The lowest ranked categories were carpool and park and ride facilities as well as railroad overpasses. Results to several questions are shown below, with questions listed and responses shown in charts below the question.

How would you rate the overall transportation system (including roads, public transport, pavements, biking, etc.)?









HAMPO 2035 Sustainable Mobility F	lan
Long Range Transportation Plan	

APPENDIX D: PUBLIC INVOLVEMENT PLAN



Public Participation Plan

Prepared by RS&H

For the Hinesville Area Metropolitan Planning Organization (HAMPO)

Submitted on July 9, 2009





HAMPO 2035 Sustainable Mobility Plan Public Participation Plan

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HAMPO AND LRTP PUBLIC PARTICIPATION

The Hinesville Area Metropolitan Planning Organization (HAMPO), the designated Metropolitan Planning Organization (MPO) for the Hinesville, Georgia urbanized area, is undertaking the update of its Long Range Transportation Plan which is required by federal and state law. This Public Participation Plan documents the opportunity for public input into the major update of the Long Range Transportation Plan (LRTP) for HAMPO. The HAMPO planning area includes Liberty County and Long County, Georgia. The current LRTP update has been titled *HAMPO 2035 Sustainable Mobility Plan* and the public participation activities are based on the SAFETEA-LU compliant HAMPO *Participation Plan* dated June 2007. During the regular update of the LRTP, the HAMPO plan requires:

- One thirty-day public comment period during LRTP visioning, including one round of workshops in three locations in the HAMPO region,
- One thirty-day public comment period on the draft plan recommendations, including one round of workshops in three locations in the HAMPO region

Public Workshops

To meet the HAMPO requirements, the LRTP will include separate public workshops in Midway, Hinesville, and Ludowici during each round of workshops.

Round 1 The first round of workshops will focus on creating a unified vision for the planning area, identifying goals for the plan, and identifying any issues related to the performance of the transportation system. Maps of the study area will be posted for public comment on the current performance of the transportation system; maps showing currently planned projects will also be shown to inform the public of previous plan recommendations. Draft goals based upon previous studies and SAFETEA-LU planning factors will also be presented for public comment. Small group discussions will focus on refining the draft goals to suit the HAMPO area.

Round 2 The LRTP will include a round of public workshops midway through the plan process which will allow public input about future scenario results, and corridor or sector specific visions and implementation strategies. The future scenarios will represent different development patterns, including an existing trend, to inform the public about potential impacts to the transportation network. Corridors and sectors are focused study areas to be determined based upon needs assessment and stakeholder input. A more detailed analysis of the transportation and development patterns will be conducted in the corridors and sectors selected. Specific policy and improvement recommendations will inform the overall LRTP recommendations submitted in the draft plan.

Round 3 A final round of workshops will allow the public to provide comments on draft plan recommendations.

The first and last rounds of workshops are scheduled during public comment periods in summer 2009 and again in late summer 2010, respectively. In addition to the three rounds of public workshops, members of the public will be invited to attend all LRTP Stakeholder Advisory Committee meetings, discussed in more detail below.

Unless unforeseen conflicts arise, public meetings will be held at the Hinesville City Council Chambers on Martin Luther King Drive in Hinesville, Georgia, the Midway Civic Center on Oglethorpe Highway in Midway Georgia, and the Long County Senior Citizens Center, at 15 Thornton Drive Northeast, Ludowici, Georgia.

Public Comment Periods

According to the HAMPO Participation Plan, the LRTP public comment periods will include opportunities for coordination and comment as follows:

Comments can be submitted via e-mail, U.S. mail, fax, phone, or in person at the LCPC\HAMPO offices in Hinesville, GA. All comments will be acknowledged by HAMPO staff with an explanation of how the comments will be addressed during the transportation planning process within 14 days of receipt. During the public comment periods, the documents, handouts, and other information will be available on the LCPC\HAMPO website along with hardcopies.

Local and state resource agencies will receive both notification of the public comment period pertaining to the Draft LRTP as well as the Draft document in digital or hardcopy versions for their review and comment. As part of the LRTP development process, the MPO will gather information from resource agencies in order to identify possible impacts to resources by transportation projects included in the LRTP through consultation with the resource agencies. Consultation will consist of direct requests for information (i.e. resource inventories, maps) and / or web-based searches for available data from the resource agencies. Plans and inventories of the resource agencies will be compared to proposed improvements outlined in the LRTP. Areas of overlap that may require further attention during the NEPA process will be identified in the LRTP for further consideration.

The availability of draft documents and information will be noticed in the *Coastal Courier*.

Agency Consultation and Coordination

The HAMPO Participation Plan includes policies for complying with federal regulations during the LRTP update. The *2035 Sustainable Mobility Plan* will follow these policies, including consultation with "state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation". Representatives of these agencies will be included on the Stakeholders Advisory Committee and will be notified of all public meetings and the availability of draft documents for review and comment. LRTP recommendations will also be compared with state and local conservation plans and natural and historic resource inventories. By involving affected agencies and coordinating with related planning documents, the LRTP process will also comply with GDOT's Agency Consultation Process.

Stakeholder Advisory Committee

The Stakeholder Advisory Committee brings together diverse perspectives from within the planning area and planning partners throughout the state. The committee will guide the plan with regular input into the planning process, analysis methods, and recommendations. The following lists members of the LRTP Stakeholder Advisory Committee (SAC), which will meet approximately every other month for a total of 12 (twelve) meetings. Members of the general public will be invited to attend all meetings of the Stakeholder Advisory Committee.

Local jurisdiction appointees – Mayor or County Chairman appoints one representative each

- 1. Liberty County
- 2. Long County
- 3. Allenhurst
- 4. Hinesville
- 5. Gum Branch
- 6. Midway

HAMPO 2035 Sustainable Mobility Plan Public Participation Plan

- 7. Riceboro
- 8. Walthourville
- 9. Ludowici

Local stakeholder agencies/planning partners – Agency Director appoints one representative and one alternate

- 10. Fort Stewart
- 11. Liberty County Development Authority
- 12. Long County Development Authority
- 13. Hinesville Downtown Development Authority
- 14. Georgia Motor Trucking Association or local representative of trucking
- 15. Long County Transit
- 16. Liberty County Board of Education
- 17. Long County Board of Education
- 18. Liberty County Fire Services Department
- 19. Liberty County Sheriff's Office
- 20. Long County Fire Department
- 21. Long County Police Department
- 22. Hinesville Police Department
- 23. Hinesville Fire Department
- 24. Liberty County Convention and Visitors Bureau
- 25. Midcoast Regional Airport
- 26. Liberty Regional Medical Center
- 27. Liberty Division of Family and Children Services
- 28. Long County Division of Family and Children Services
- 29. Savannah Tech
- 30. Coastal Georgia Regional Center

Local representatives of affected groups

- 31. Industry representative
- 32. Representative of development community or Chamber of Commerce
- 33. Representative of environmental justice community
- 34. Representative of environmental advocacy group(s)

Agency Consultation and Coordination (* required per HAMPO Public Participation Plan)

- 35. Coastal Region MPO Executive Director
- 36. Fort Stewart Growth Management Partnership Director
- 37. Georgia Department of Community Affairs*
- 38. Georgia Department of Economic Development*
- 39. Georgia Forestry Commission*
- 40. Georgia Department of Natural Resources*
- 41. Historic Preservation Division, DNR*
- 42. Environmental Protection Division, DNR*
- 43. Wildlife Resource Division, DNR*
- 44. State Parks and Historic Sites, DNR*
- 45. Georgia Department of Transportation*

Stakeholder Interviews

In the interest of gaining input from diverse stakeholders as efficiently as possible, the planning team may conduct small group interviews with those members of the SAC that may not regularly attend committee meetings. Interviews will be scheduled for one hour each near the official kickoff of the plan update. Interviews will focus on transportation network issues and needs.

PUBLIC OUTREACH

In addition to the three rounds of public workshops, the LRTP team will contact the public through community organizations, public events, outlets, and the internet. Existing information outlets will be updated with LRTP news and links to detailed information so that the public is aware of ongoing planning activities and materials. These outlets include:

- Local websites
 - o www.libertyregional.org (Liberty Regional Medical Center website),
 - o Cities
 - o Chambers of Commerce
 - o CVB
 - o CGRDC
 - Liberty County
- Liberty County e-newsletter
- Newspapers
 - o Savannah Morning News
 - o Coastal Courier
 - o Fort Stewart Frontline newspaper
- Marne TV and radio stations
- Savannah Tech TV
- Public events
 - o Savannah Tech Registration
 - o 4th of July
 - o November Health Fair
 - o High School Football, Recreation Department activities
- Utility bills in Hinesville and Midway

Speakers Bureau

In order to ensure that a consistent message is presented to the diverse communities and populations, a speakers bureau will be developed. LCPC staff, the SAC, and HAMPO committees will identify speakers that can represent the LRTP update to the public. RS&H will assist in identifying speakers and prepare supporting materials including presentation, handouts, speakers' notes, and project information.

Technical Committee

In addition to the Stakeholder Advisory Committee, there may be a need for a focused group on either development regulations, or natural, cultural, or historic resources. The planning team will assemble and facilitate up to nine meetings if a specific issue proves controversial or complex, or the need for focused communication arises. The consultant will work with the LCPC/HAMPO staff to identify these specific needs.

Project Website

The LCPC will host a multi-page 2035 Sustainable Mobility Plan website on their existing website. The website will include links to draft documents as they become available as well as public surveys relative to the current phase of the plan update. For example, a survey related to the vision for the planning area will be posted at the beginning of the process. LCPC staff will update and maintain the website with materials developed by the RS&H team.

Environmental Justice Community Outreach

The planning team will make specific efforts to include environmental justice community in the development of the LRTP. The planning team will develop a list of neighborhood organizations, churches, and other groups to offer small group presentations. Additionally, all public meetings will be held in locations accessible to environmental justice communities. Materials will be placed in community centers, volunteer fire stations, and at Fort Stewart activity centers.

Public Participation Plan Evaluation

Throughout the plan process, the public participation activities will include opportunities for feedback from participants. This will ensure that the planning team is using effective tools and that the process is equitable. Feedback opportunities will include:

- Short questionnaires distributed to the members of the Stakeholder Advisory Committee at their meetings to determine the level of satisfaction with the efforts.
- Short questionnaires distributed at public workshops to gauge the level of understanding of project concepts and the level of satisfaction with, and effectiveness of the public participation activities.
- Surveys available on the LRTP webpage.
- Feedback sessions with the HAMPO project manager and project team to gauge the level of satisfaction with the overall public participation and coordination activities.

COORDINATION WITH ONGOING STUDIES

Growth Management Partnership

The HAMPO jurisdictions, along with Bryan and Tattnall Counties and the cities of Pembroke, Richmond Hill Cobbtown, Collins, Glenville, Manassas and Reidsville have formed a Growth Management Partnership (GMP) to prepare for the impacts of anticipated growth in troop strength at Fort Stewart. While the detailed scope of this effort is still being developed, the LRTP planning team anticipates coordinating public outreach efforts with the GMP to the greatest extent possible. This includes hosting shared public workshops, presenting LRTP materials during GMP events, and inviting GMP stakeholders to attend all LRTP events.

Public Transportation

The Liberty Transit system is projected to begin operations during the LRTP update in Hinesville, Flemington, and Fort Stewart. The planning team will take advantage of the public awareness generated by the new transit system to advertise the LRTP and solicit feedback on the future role of public transportation in the HAMPO area. The planning team will also solicit direct feedback from the transit management firm as operations begin and system performance, public satisfaction, and any service gaps can be evaluated.

HAMPO 2035 Sustainable Mobility Plan Public Participation Plan

The Coastal Georgia RDC also anticipates beginning to operate regional on-demand transit and a vanpool program during the LRTP development. The LRTP team will continue to work closely with the RDC staff to coordinate future plans for public transportation in the area. The RDC will be asked to participate on the LRTP Stakeholder Advisory Committee. Note that the Coastal Georgia RDC will transition into a Regional Commission¹ effective July 1, 2009.

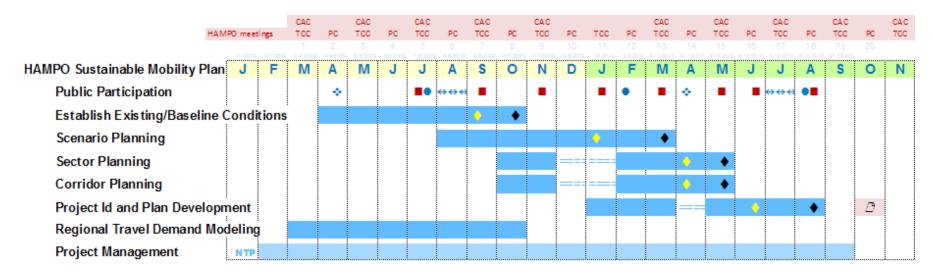
SCHEDULE

The final LRTP update is due October 19, 2010. Public participation activities are scheduled to coincide with major milestones in the update of the LRTP including the project kickoff and submittal of draft documents. The initial efforts will focus on forming a community vision for the planning area while later outreach will seek feedback on methods to achieve that vision. This includes public discussion of future development scenario results and draft plan recommendations for transportation strategies, facility improvements, and development policies.

The required 30-day public comment period during visioning is scheduled for August 1, 2009 until September 1, 2009. The 30-day public comment period on the draft plan is scheduled for July 1, 2010 until August 1, 2010. Public workshops will be held in August 2009, February 2010, and July 2010. A draft schedule for the entire plan is shown below.

¹ Region 12 includes Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven Counties.

HAMPO 2035 Sustainable Mobility Plan Public Participation Plan



Legend

- Draft deliverable (Per GDOT, Draft plan due 7/28/10)
- Final deliverable (Per GDOT, Final Plan due 10/19/10)
- Liberty County W orks hop/Retreat
- Public workshop (three)
- Stak eholder Advis ory Committee
- ⇔⇔ Public Comment period (30-days)
- ☐ LRTP due October 19, 2010

Public Workshop Agendas

- 1. Identify issues and needs; review draft vision and goals for plan based on Comprehensive Plan and HAMPO mission and goals. Review existing condition
- 2. Review draft scenario results and refine sector area and critical corridor definitions, visions, and strategies.
- 3. Review draft plan recommendations including sector- and corridor-specific recommendations.

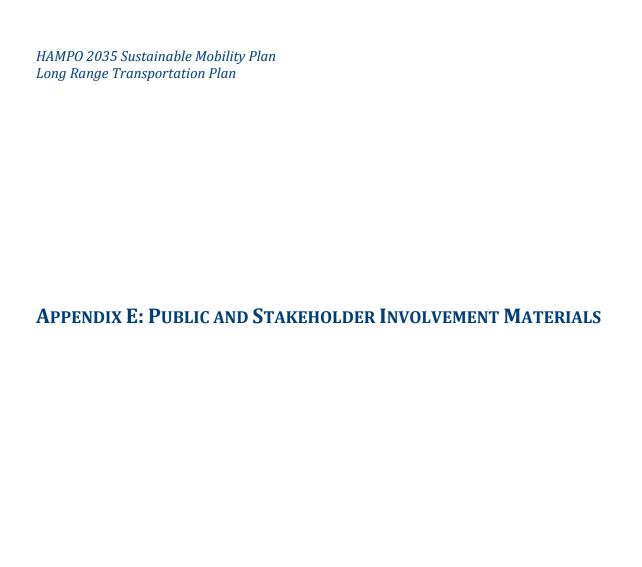
Public Comment Periods

The required 30-day Visioning public comment period will occur August 1 - September 1, 2009.

The required 30-day public comment period on the draft LRTP will be July 1 - August 1, 2010.

TCC/PC are scheduled to approve draft plan in June 2010; PC is scheduled to approve final plan August 12, 2010, unless significant comments are received

2035 Sustainable Mobility Plan



Visit www.thelcpc.org

HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

HAMPO

LCPC

HAMPO

Background

Organization

Meetings

Documents & Forms

Resources











Our Mission: To provide the citizens of the HAMPO study area, the traveling public, and the graph with a safe, efficient, environmentally sound, and cost effective multimodal transportation system that the set of service, supports and enhances our economy, promotes our comprehensive promote property and complements the mission of Fort Stewart.

HAMPO is currently updating the Long Range Transportation Plan (LRTP). Please click below feedback on your vision for the future of the area and the goals of the Lagrange eman march the lege.org completed forms to:

Ms. Rager Hatcher, 306 N Main Street, Hinesville, 6, 31313.

HAMPO 2035 Sustainable Mobility Plan

Click Here to take survey

Hinesville Area Metropolitan Planning Organization

205 E. Court Street, Hinesville, Georgia 31313 Phone: 912-408-2030 Fax: 912-408-2037

Sonny Timmerman, P. E., AICP, Director

John D. McIver, Policy Committee Chairman

August 10, 2009

Counties in Georgia

RE: Public Participation Plan Requirement

Local and State Resource Agencies,

Please see ad information below as seen in the Coastal Courier News Paper (<u>www.coastalcourier.com</u>) set to run in a 1/8 page legal ad on the following dates:

- * Sunday August 9
- * Wednesday August 12
- * Sunday August 16

This notice serves as fulfillment of our Public Participation Requirement for the 2035 LRTP update.

Do you like your commute?

Input regarding transportation options and perceived issues is welcome during the transportation plan public comment period.

All members of the public are invited to one of three workshops in August:

Hinesville City Council Chambers, 12:00 noon on Thursday, August 13

Long County Senior Citizens Center, 6:00 pm, Thursday, August 13

Midway Civic Center, 6:00 pm on Monday, August 17

The 2035 Hinesville Area Metropolitan Planning Organization draft vision and goals for the long range transportation plan are available for public comment. A public survey and a copy of the draft statements will be available for 30 days at the City of Hinesville, The Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission and the public libraries.

The documents are also available on the LCPC website at www.thelcpc.org by clicking on the HAMPO tab.

If you have any comments or questions, please contact Rachel Hatcher, Transportation and Land Use Planner, at 912-408-2030.

Print | Close Window

Subject: Transportation plan public workshop

From: "Donna Shives" <dshives@cityofhinesville.org>

Date: Fri, Aug 14, 2009 1:28 pm

"Al Padrick" <sanplbg2@coastalnow.net>, "Alena Parker" <aparker@coastalcourier.com>, "Alicia Floyd" <jimfloyd@clds.net>, "Allen Brown" <c21actreal@aol.com>, "Amanda Cox" <revwarwoman@yahoo.com>, "Anna Phillips" <aphillips@cityofhinesville.org>, "Clenton Wells" < libcoroad@clds.net>, "COL MIL USA FORSCOM Kevin W. Milton " < kevinmilton@us.army.mil>, "Connie Thrift" <clthrift@coastalnow.net>, <burgessdjr2357@yahoo.com>, "Councilman Douglas Burgess, Jr." <burgessdjr2357@yahoo.com>, "Curtis Velasco" <curtis.e.velasco@conus.army.mil>, "Daisy Pray, Mayor of Walthourville" <mayorpray@yahoo.com>, "Daniel Dasher" <danieldash@hotmail.com>, "Vicki Davis" <hdda@cityofhinesville.org>, "Debbie Whitehurst " <debbie.whitehurst@libertycountyga.com>, "Denny McBroom" <dennymcbroom@bellsouth.net>, "Don Hartley" <dlh@clds.net>, <dlovette@libertyregional.org>, "Claude Dryden" <cdrydenjr@yahoo.com>, "Durand Standard" <durand.standard@centurytel.com>, "Eddie Walden" <ejwalden@southernco.com>, "Don Emmons " <midway@coastalnow.net>, "Nate Williams, Ft. Stewart DPW" <nathaniel.williams11@us.army.mil>, "Robert Baumgardt, Ft. Stewart DPW" <robert.r.baumgardt@us.army.mil>, "Gary Gilliard" <gary.gilliard@ch2m.com>, "Harry Rogers" <seaoaks@coastalnow.net>, "Thomas Hines, Mayor of Allenhurst" <astchief@coastalnow.net>, "Jack Shuman" <jshuman@canoocheeemc.com>, "Ashdown, James" <james.ashdown@libertycountyga.com>, <jthomas@cityofhinesville.org>, <jricketson@thelcpc.org>, "Jim Thomas, Mayor of Hinesville " <jthomas@cityofhinesville.org>,
"Commissioner Jody Pittman " <jodypittman@yahoo.com>, "Joey Brown, LC County Administrator" <joey.brown@libertycountyga.com>, "John Pirkle" <johnpirkle@clds.net>, "John D. McIver, LC BOC
Chairman" <johndmciver@yahoo.com>, "Johnny Carnes" <johnnyjgc55@yahoo.com>,
<kdavis@jojlaw.net>, "Kenny Fussell" <bondsman@clds.net>, "Kim McGlothlin"

<Kim.McGlothlin@libertycountyga.com>, "Lamar Tillman" <lamar.tillman@libertycountyga.com>, <anna.chafin@lcda.com>, "Lily Baker" <lbaker@liberty.k12.ga.us>, "Linnie L. Darden III , City Attorney" <ldarden@jojlaw.net>, "Woodard - Environmental Health" <lrwoodard@dhr.state.ga.us>, "Lynn Pace" <dixiestables@clds.net>, "Malcolm Schaefer" <schaeferm@coastallawyers.com>, "Marcus Sack" <msack@pcsimonton.com>, "MARION STEVENS" <stevesr@coastalnow.net>, "Marshall Kennemer" <director@ngaga.org>, "Mary Herring \(mary.herring@libertycounty.com\)" <mary.herring@libertycountyga.com>, "Matt Cardella " <matt.cardella@edwardjones.com>, "Matthew Fowler" <matthew.fowler@dot.state.ga.us>, "Matthew Norsworthy" <Samnors1@coastalnow.net>, <Waustin3@coastalnow.net>, "MELICE HAMILTON" <melice.hamilton.lcpc@gmail.com>, "Meredith Devendorf" <meredith@melonbluff.com>, "Pat Bowen" <tanga@coastalnow.net>, <ExecutiveDirector@FOLandFS.com>, "Paul Hawkins" <hawkinselec@coastalnow.net>, "Paul Simonton, P.C. Simonton & Associates" <psimonton@pcsimonton.com>, "Paul Zechman" <paul.zechman@libertycountyga.com>, "Phil Odom" <McSta@comcast.net>, <rhatcher@thelcpc.org>, "Randy Branch" <jrbranch@gfb.org>, "Tom Ratcliffe, GA Military Affairs" <tratcliffe@hinesvillelaw.com>, "Rene Harwell" <rene.harwell@libertyregional.org>, "Riceboro" <riceboroga@coastalnow.net>, "Robert Oetting" <>, "Ron Tolley, LCDA" <ron.tolley@lcda.com>, "Sallie Richardson" <richardsonsw@coastalnow.net>, "Scott Wall" <scott.wall@libertycountyga.com>, "Sean Martin FSGMP Assisant Director" <smartin@thelcpc.org>, "Sonny Timmerman, LCPC Director" <stimmerman@thelcpc.org>, "Karen Stephens\(Tom Ratcliffe contact\)" <kstephens@hinesvillelaw.com>, "Steve Berg" <stevebee@coastalnow.net>, "Steve Emmons" <sfemmons@coastalnow.net>, "Susan Strickland" <susan@realty-exec.com>, "Trent Long" <trlong@trlongeng.com>, <whitney.shephard@rsandh.com>, "William Ingram" <william.h.ingram1@us.army.mil>, "Antonio L. Williams " <a williams@cityofhinesville.org>

Good afternoon,,

On behalf of the Hinesville Area Metropolitan Planning Organization I would like to invite you to a public workshop for the 2035 Sustainable Mobility Plan, the update of the Long Range Transportation Plan (LRTP). The workshop will be held in the Midway Civic Center from 6:00 until 7:30 on Monday, August 17.

Web-Based Email :: Print Page 2 of 2

You are welcome to arrive at any time.

The workshop is to gather your input on any existing transportation system issues, the vision for Liberty and Long Counties, plan goals, and the planning process. Please visit www.thelcpc.org and click the HAMPO tab for additional information.

If you are unable to attend, please take a short survey by following this link http://www.surveymonkey.com/s.aspx?sm=RDE_2bkCiUAQtLVI2jwqwOEA_3d_3d Please feel free to forward this email to others.

There will be two additional rounds of workshops in early 2010 and summer 2010. The LRTP is scheduled for adoption in late summer 2010.

Thank you, Whitney Shephard, EIT, LEED AP Planner Transportation/Infrastructure

7 E. Congress St., Suite 402 E Savannah, GA 31401 Phone: 678-528-7231 912-236-5311



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SUNDAY, AUGUST 16, 2009 • 5A www.coastalcourier.com

Sound off on transportation issues

Staff report

editor@coastalcourier.com

Are there enough sidewalks in your neighborhood? Do you think a rail line the length of Liberty County would make your life easier?

If you have any opinions about transportation issues

in and around Hinesville, the Hinesville Area Metropolitan Planning Organization wants to hear from you.

HAMPO is developing its long range transportation plan and Monday is your last chance to let officials know what you think about getting around the area. There were two workshops to discuss

plans with the public Thursday and Monday's will be at 6 p.m. in the Midway Civic Center (old Liberty Elementary School).

You can see preliminary documents for the plan and fill out a survey for the next month at the Liberty County Courthouse Annex, Hinesville City Hall, Liberty

County Consolidated Planning Commission office and libraries in the county. They are also available at LCPC's Web site, www.thelcpc.org, under the HAMPO tab.

If you have any questions about the plan or meeting, call Rachel Hatcher, transportation and land use planner, at 408-2030.

Transit system goes beyond Hinesville

By Lauren Hunsberger Ihunsberger@coastalcourier.com

Rachel Hatcher, transportation and land use planner for the Liberty Consolidated Planning Commission, hosted a public meeting Monday night to get input from the community about a longrange transportation plan that stretches far outside Hinesville's city limits.

The plan, which incorporates Liberty and Long counties, is part of the HAMPO 2035 Sustainable Mobility Plan and is designed to combat transportation issues associated with driving, walking and bicycling.

Walthour Mayor Daisy Pray has attended public hearings on the matter and said there are many different people in her city who would greatly benefit from a reliable transportation system.

"It's a major problem," Pray said. "Anything we can do to improve transportation in the city and county is good."

She said some of the groups in her area that are affected by the lack of transportation include the military and senior citizens who might have health problems that prevent them

See TRANSIT / page 3A

COASTAL COURIER (Hinesville, Ga.) — WEDNESDAY, AUGUST 19, 2009 — 3A

Transit

Continued from page 1A

from driving.

"Military are often used to being in places with transportation," she said. "If you don't have a car, what can you do?"

Hatcher said she recognizes the need for reliable transportation beyond the city limits and is working hard on a plan to help.

On Monday, she presented drafts of the plan, which will include roads and sidewalks, to about a dozen area residents. However, in order to make the transit system as useful as possible, Hatcher said she needs help planning.

"We need your input on several things," she said to the crowd while explaining the components of her plan, which will include developing a vision, analyzing current systems and conducting work sessions.

Hatcher also said the plan will be designed to work with other transit systems in the works for the city of Hinesville and surrounding counties.

Hatcher said she hopes to have a complete draft of the plan by July 2010 and a final plan by Oct. 19, 2010. There will be two more public meetings next year, tentatively slated for February and June.

There also are three forms currently online at www.thelcpc.org that allow residents to submit their opinions and concerns if they're unable to attend any of the meetings.



Lauren Hunsberger

Kyle Wemeth, left, with the master planning department for Fort Stewart, and Rachel Hatcher, with the LCPC, examine and mark up maps of Liberty and Long counties. Web-Based Email :: Print Page 1 of 1

Print | Close Window

Subject: Transportation plan public workshop

From: "Shephard, Whitney" < Whitney. Shephard@rsandh.com>

Date: Fri, Aug 14, 2009 10:53 am

To: "Rachel Hatcher" <rhatcher@thelcpc.org>, "Donna Shives" <dshives@thelcpc.org> <aduncan@watersrentals.net>, <actreal@aol.com>, <chambless.j@thomas-hutton.com>, <charrell@highlandeng.com>, <lawrence.c@thomas-hutton.com>, <midway@coastalnow.net>, <dlh@clds.net>, <gminor@idi.com>, <gwoolard@clydesmarket.com>,

<meredith@melonbluff.com>, <rtolleylcda@clds.net>, <smulski.k@thomas-hutton.com>,

<stephenezelle@gilbertrealtyco.com>, <tratcliffe@hinesvillelaw.com>, <tylert@clds.net>,
<waltblush@yahoo.com>, <wesley.partain@croyrealtygroup.com>, <waustin3@coastalnow.net>,

"Allen Davis" <adavis@camsav.com>

Good morning,

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7 E. Congress St., Suite 402 E Savannah, GA 31401 Phone: 678-528-7231 912-236-5311



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SUNDAY, AUGUST 9, 2009 • 9A www.coastalcourier.com

Do You Like Your Commute?

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If you have any comments or questions, please contact Rachel Hatcher, Transportation and Land Use Planner, at 912-408-2030.

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PUBLIC NOTICE

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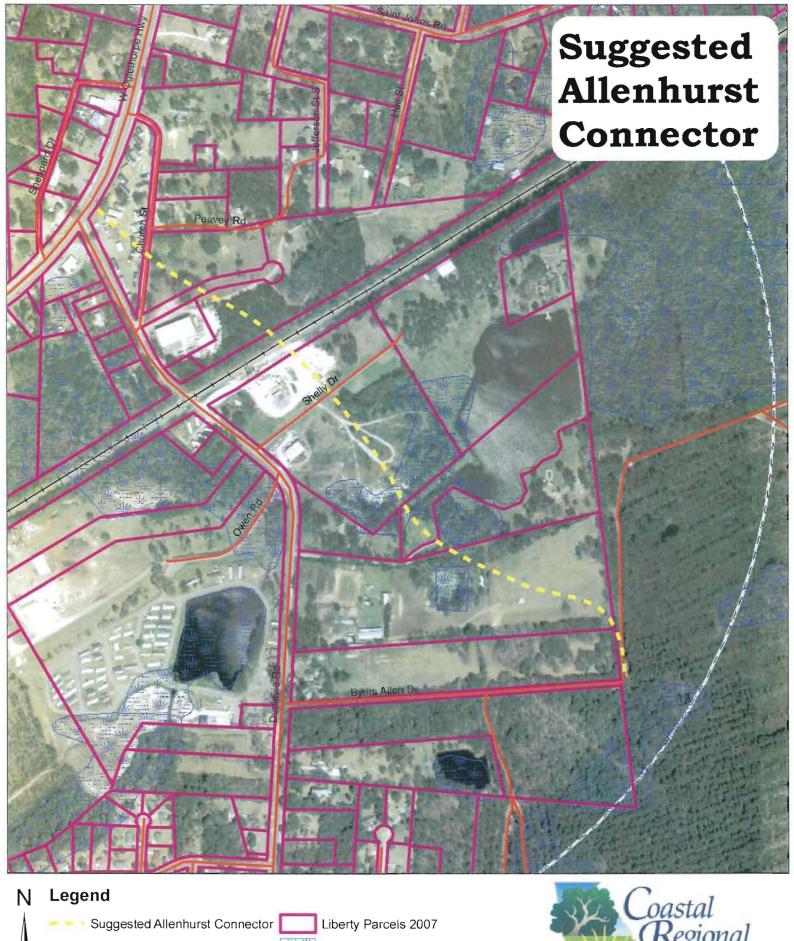
Liberty County Annex Board Room

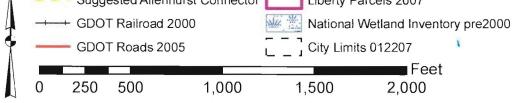
112 N Main St., Hinesville Thursday April 22 at 5:30 PM

Riceboro Youth Center

5649 S. Coastal Hwy, Riceboro, Monday April 26 at 5:30 PM

Drop by and give us your feedback. Refreshments will be provided. For more information contact Rachel Hatcher, Planning Manager, at 912 408-2030.







Planning & Government Services Department April 23, 2010

PUBLIC NOTICE

All members of the public are invited to attend an Open House to give input about the future of transportation in your area. The Hinesville Area MPO is updating the Long Range Transportation Plan, addressing transportation investments between now and 2035:

Liberty County Annex Board Room

112 N Main St., Hinesville : ... Thursday April 22 at 5:30 PM

Riceboro Youth Center

5649 S. Coastal Hwy, Riceboro, Monday April 26 at 5:30 PM

Drop by and give us your feedback. Refreshments will be provided. For more information contact Rachel Hatcher, Planning Manager, at 912 408-2030.

LONG COUNTY BOARD OF COMMISSIONERS

REGUALR MEETING

MAY 4, 2010 at 9:00 AM

FINAL AGENDA

- I. Call Meeting to Order
- II. Invocation and Pledge of Allegiance
- III. Approval of Minutes
- IV. Appointments:
 - a. MACE Budget 9:15 am
 - b. Mr. Walton Health Dept. (fees) 9:30 am
 - c. Whitney Shephard Long Range Transportation Plan
- V. Old Business:
 - a. E-911 (house and driveway numbers)
 - b. Roads
 - c. Recreation
 - d. Animal Control
 - e. Code Enforcement Office
 - f. Ft. Stewart/Hunter Army Airfield MOU
- VI. New Business:
 - a. Planning and Zoning Clerk
 - b. Development Authority appointment
- VII: Executive Session
 - a. Personnel
 - b. Land Acquisition

VIII. Bills

IX. Chairman's Report X. Flower Fund XI. Adjourn

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Phtoto by Mike Riddle

Long County residents concerned about traffic congestion and safety have requested a traffic light at the intersection of Highway 84 and Macon Street.

Residents of Long County address dangerous intersection at workshop

By Mike Riddle

Coastal Courier correspondent

Whitney Shephard, a planning engineer with transit consultant RS&H, and Rachel Hatcher, Liberty Consolidated Planning Commission transportation and land use planner, conducted a workshop May 4 in Long County to gather input on the Regional Hinesville Area Metropolitan Planning Organization's long-range transportation plan for Long and Liberty counties.

Shephard presented information to the Long County Commission and other residents and asked for input on transportation needs in Ludowici and Long County.

Information presented by the planners included projected weekday conditions on roadways ranging from free-flowing traffic, areas that might experience delays, areas that are near capacity, roads that are at capacity and congested areas.

Charts also were used to show estimated population density for both counties the county in the Rye Patch community.

According to information provided by Shephard and Hatcher, using recent comprehensive plan totals, the population of Long County at the year of the comp-plan projection is 13,525 and in Liberty County it is 97,651. According to the Office of Planning and Budgeting, by 2035 the population in Liberty County will go to 102,059, a 4.6 percent increase, and in Long County it will rise to 18,420, a 36 percent increase.

With the current growth and this anticipated growth in Long County, commissioners and local residents said they are concerned about the area's transportation issues. Issues that have been brought up at HAM-PO/LRTP meetings include the need for a traffic light at the intersection of Highway 84 and Macon Street, congestion at Highway 84 and Highway 57/301, the need for a deceleration lane near the industrial site, paving Wilkerson Road and the proposed bypass in Liberty and Long counties.

After the workshop, several community members commented on the county's needs.

"We need a traffic light bad at the Macon Street/84 intersection. It would relieve some of the congestion we have in the mornings especially at the light in town," Long County Commissioner Wallace Shaw said. "We asked DOT to help us get a light there a few years ago and they said there wasn't an adequate traffic count on the road to justify it. Then they put that do not enter sign up and made matters worse with even more congestion

Regarding the same intersection, Allen Routree, who works at a grocery store near the intersection, said, "I've seen several wrecks at that spot. People half the time just ignore the (do not enter) sign. You need a light there 'cause it's unsafe the way it is now. It was stupid, (DOT) doing what they did."

Ludowici Police Department Chief Richard Robertson said he estimates that 75 percent of the wrecks that occur inside city limits happen at either the Highway 84/Macon Street intersection or the Highway 84/Highway 57/301 intersection.

"It's bad most of the time, but when school is taking in or letting out, it's (the congestion) terrible," Robertson said.

"Fire and EMS have to take the traffic into account if they get a call at certain points in the day just to be able to get where they are going due to the traffic being so bad," Shaw said. "We need another access to the schools. As long as everyone is having to go through that one light, we're going to keep having problems."

Ludowici resident Joy Brown said, "It just doesn't make any sense having only one intersection. Something needs to be done."

For more information on the HAMPO/LRTP, e-mail rhatcher@thelcpc.org.

David McDonald Rentals

May 12, 2010

H. E. "Sonny" Timmerman, P.F., AICP Director 205 Court St. Hinesville, GA 31313

Dear Sonny,

As a resident and property owner of land located on Dunlevie Rd. in Liberty County, I am very concerned a about the proposed widening. I am definitely against widening Dunlevie Rd. This is a historic and scenic residential neighborhood and this proposal would put too much traffic thru the neighborhood and ruin the community as it is now. This would also be a very costly and unnecessary expenditure for Liberty County. I would think Hwy 84 and US Route 119 would be the most logical solution for they expanded traffic.

I appreciate your consideration and hope that you can help stop the proposed widening.

Sincerely,

David McDonald

Cora Mclionare

VITTORIA & PURDY LLP

COUNSELORS AT LAW
ROCKEFELLER CENTER
ONE ROCKEFELLER PLAZA
NEW YORK, NY 10020
(212) 489-8104
FAX (212) 247-5202

WESTCHESTER OFFICE 50 MAIN STREET WHITE PLAINS, N.Y. 10606 (914) 220-6763

May 7, 2010

By Fax @ 912-408-2037 and Regular Mail

H.E. "Sonny" Timmerman, P.F., AICP, Director 205 Court Street Hinesville, Georgia 31313

Re: Miller Pasture

Dear Mr. Timmerman:

I am the Trustee of the D.C. Miller Trust which is the owner of Miller Pasture and the Jan and Dennis Waters Welcoming and Education Center building at Dunlevie Road in Allenhurst.

I believe you are aware that the Liberty County Planning Board recently unanimously approved my application as Trustee for the Board to consider in its future planning the special needs of our Trust's mission to create a nature preserve in perpetuity at Miller Pasture which will be utilized to foster educational projects. It is our goal whereby residents of Liberty County, primarily children, can benefit in their study of the relationship of plants, animals and birds, in a natural setting.

It has been brought to my attention that a proposed widening project for Dunlevie Road will be considered by the Hinesville Area Metropolitan Planning Commission in the near future.

I am very concerned by the possibility that the proposal for consideration by your Commission will seriously infringe on the ambiance and rights currently enjoyed by us at our site as well as the creation of an historic district along Dunlevie Road which will attempt to preserve, somewhat, the historical significance of this Road in the history of Georgia's timber industry.

With this background, it is my hope that your commission and you will consider in your deliberations the special needs of the D.C. Miller Trust in the fulfillment of its mission.

Sincerely yours,

Theodore J. Vittoria, Jr.

TJV:dg

Liberty Consolidated Planning Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) draft long range transportation plan, 2035 Sustainable Mobility Plan is available for public comment through September 7, 2010. A copy of the document is available at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website www.thelcpc. org by clicking on the HAMPO tab. This review meets the program of projects requirements as established by the FTA pursuant to 40 U.S.C. Section 5307 (c).

Liberty Consolidated Planning Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, 2035 Sustainable Mobility Plan on August 17, 2010 during the regularly scheduled Liberty Consolidated Planning Commission Meeting held in the Liberty County Annex Board Room at 4:30 PM. A table will be set up prior to the meeting at 3:00 PM in the downstairs lobby for comments. A Public Meeting will also be held the same evening at the Midway Civic Center at 6:00 PM. You can stop by any time from 3 to 4:30 PM at the County Annex or from 6 to 7 PM at the Midway Civic Center.

A copy of the document is available for public comment through September 7, 2010 at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website **www.thelcpc.org** by clicking on the HAMPO tab.

This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

Liberty Consolidated Planning Commission

NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be? The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, 2035 Sustainable Mobility Plan on August 17, 2010 during the regularly scheduled Liberty Consolidated Planning Commission Meeting held in the Liberty County Annex Board Room at 4:30 PM. A table will be set up prior to the meeting at 3:00 PM in the downstairs lobby for comments. A Public Meeting will also be held the same evening at the Midway Civic Center at 6:00 PM. You can stop by any time from 3 to 4:30 PM at the County Annex or from 6 to 7 PM at the Midway Civic Center.

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This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

LIBERTY CONSOLIDATED PLANNING COMMISSION

AGENDA ITEMS FOR AUGUST 17, 2010

The meeting begins at 4:30 p.m. in the Courthouse Annex

Call to Order------Donald L. Hartley, Sr., Chairman Approval of Minutes-------Donald L. Hartley, Sr., Chairman Final Agenda -----"Sonny" Timmerman, Secretary

1.0 OLD BUSINESS (PUBLIC HEARING OPEN)

- 1.1 Old Business Items
- 1.2 Old Business Tabled Items (None)

2.0 NEW BUSINESS

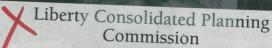
- 2.1 The 2035 Sustainable Mobility Plan Public Participation
 - 2.1.1 Liberty Transit update
- 2.2 Development Codes Introduction/Visioning
- 2.2 Consent Agenda Item (NONE)
- 2.3 Ordinances
 - 2.3.1 Information: Flemington Code of Ordinance Revision Chapter 10 Section 10-48 Alcoholic Beverages - Conditions prohibiting license issuance
- 2.5 Zoning Petitions

Flemington

a) Rezoning Petition 2010-030-FL. Request submitted by Jacqueline Davis to rezone a portion of parcel 009, LCTM 069B from AR-1 (agricultural residential) to B-2 (general commercial). The portion of the parcel to be rezoned contains one (1) acre of land, more or less and lies within the southwest corner the larger tract. The proposal is contingent upon the one (1) acre tract being re-combined with parcel 005, LCTM 069B owned by George Holtzman. The Holtzman property fronts Highway 84 and contains approximately 10 acres or land, more or less.

Hinesville

a) Rezoning Petition 2010-028-H. Request submitted by Ronald Brett, owner of parcel 213, LCTM 057C, located at 513 South Main Street in Hinesville, Ga. Owners request to rezone the property from R-2 (district) to O-I (office-institutional district). The parcel contains approx. 0.36 acres of land.



NOTICE

Cars, Buses, Bikes, Sidewalks, Trails, and Trucks: What do you think the future of transportation should be?

The Hinesville Area Metropolitan Planning Organization (HAMPO) will hold a Public Meeting for comments on the draft long range transportation plan, <u>2035 Sustainable Mobility Plan</u> on September 7, 2010 at 11:00 AM. during the regularly scheduled Long County Board of Commissioners Meeting. The meeting will be held in the Long County Courthouse located at 459 S McDonald St, Ludowici, GA.

A copy of the document is available for public comment through September 7, 2010 at the City of Hinesville, the Liberty County Courthouse Annex, the Liberty Consolidated Planning Commission, and the public libraries. The draft document is also available on the website www.thelcpc.com/ww

The 2011-2014 Draft TIP is also available for review.

This review meets the program of projects requirements as established by the FTA pursuant to 49 U.S.C. Section 5307 (c).

HAMPO Citizens Advisory Committee Meeting 5/26/2009 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
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Bonita Smith	904 Willowbrook Dr	912-266-0533 (C)	drsmithb@yahov.com
Julian Hodges	Hinesville P.D.		jhodges e cityof himesville.

HAMPO Technical Coordinating Committee Meeting 7/9/2009

HINESVILLE, GA SIGN IN SHEET

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Ton McOnean		404-631-1785	tmagran adst.ga.gov
BRAD SAXON		912-427-5715	Saxon Odot.ga.gov
JOEY ERUNN		912-876-2164	JBEY BASUS OLIKENY COVERY GA. Com
TREAT LONG			
BILLY FOWARDS			
Lynette Deborne		884-3344	city of midway e coastal worker
PAUL SIMONTON		368-5212	, ,
RACHEL HATCHER		408-2030	
S. TIMMERMAN		408-2030	

HAMPO Citizens Advisory Committee Meeting 7/30/2009 HINESVILLE, GA SIGN IN SHEET

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Daisy Pray	P.O. Box K Walthour	ville	roay ware your
CURTIS VELASCO	500 WELLINGTON WAY HINESVILLE, GA 3/3/3 401 LONG RD	W 435-9671	centis, e. velasco @ corus. army.
Julian Hodges	HENESUILLE	271-1220 (C)	jhodges @ cityofhinesville, org
Steve Emmon	ALLGRHUSRIF	268 5815	
Boute Smith	·	912-266-05	33
DO NUA SHIVES	LCPC		
PACHELHATCHER	LCPC		

HAMPO Policy Committee Meeting 8/13/2009 HINESVILLE, GA SIGN IN SHEET

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Ann Marie Day	GDOT A+L		aday Odot · 80 · 80
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Teresu Swoth			
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JAMES THOMAS JR	City of Hinesville	876 -3564	3.
SANDRA MARTIN	Flemington		Sane
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TRENT LOVE			
Tom McQuen	6 DOT ALL		
Tom Thomson	MPC		
BRAD SAXON	GDOT		
Loey Brum	LCBUR		

HAMPO Policy Committee Meeting 8/13/2009 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
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HAMPO Technical Coordinating Committee Meeting 9/10/2009 HINESVILLE, GA SIGN IN SHEET

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Whitney Shephard TRENT Love		912 368 5664	TRLONG OTRLONG ENG. COM
Don Emmons	MIDWAY.	492-2550	MIDER
Joey Brown	,	876-2164	L CBOC
Ton McQueen	GBOT AH	404-631-1785	
PAUL SIMON ton	P.C. Simon ton	912-368-5212	

HAMPO Technical Coordinating Committee Meeting 9/30/2009

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Teresu Scott	DOT		
Ton McOnea	PUT		
Jasou Crave	avot	404-631-1774	Jerane adot, gagd
BILLY EDWARDS	HINESVILLE	876-3569	
PAUL ANDRESHAR	FOL+F5	977-6202	PAUL CANDRESHAKE COM
RONALD E. TOLLEY	LCDA	368-6470	RON, TOLLEY DLCDA, COM
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HAMPO Policy Committee Meeting 10/06/2009 HINESVILLE, GA SIGN IN SHEET

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Tom Meldien	6007		
Bypon Rushing	6DOT	404-631-1778	brushing Colotiga.gev
John O. McIver	Liberty Count & B. o.L	816-2164	0 0
Teresa Scoto	G1207		
RACHEL HATCHER		_	
SANDRA MARTIN	Hemington	Same	
DON HANGER	9	,	
WILLIAM T. GUSTING		Sane	
WShephard	R5+H	9122365311	
Tom Thomson	Chatham Co-SHU MPC	912651 1446	thousante the upc. org
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HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 11/12/2009 HINESVILLE, GA SIGN IN SHEET

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Teresa Scott	EDET		
Jason Clane	GOOT	40631-1774	JC Grego Ast. ga. Al
Don Emmon	minun		
John pman	Lihrof Courtex		
RENT LONG	114 N. Commerce	368-5664	TRLONG BTALONG ENG. CUM
Paul Simonton	309 N. MAINST.	368-5212	
Um. T- Austin	RICEBORN, GA 99 TREESA How Pol	889- 2886	RICE BORD GAS @ CODSTALLOW, NET
Allen Brown	De Authorty	3682100	(2) actueal@aol.com

HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 11/12/2009 HINESVILLE, GA SIGN IN SHEET

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Ton HARTIES	cope		
Teresa Scott	EDET		
Jason Clane	GOOT	40631-1774	JC Grego Ast. ga. Al
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Paul Simonton	309 N. MAINST.	368-5212	
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HAMPO Policy Committee Meeting 12/17/2009 HINESVILLE, GA SIGN IN SHEET

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Allen Brown	LCNA	368 2700	czi actreal paolicom
Rachel Hat-	LUPL		
SOUNY TIMMERMAN	LCPC		
WHITNEY SHEPHARD	128 2.H		
BARBARA HURST	CRC		
MAYOR THOMAS	CITY OF HINESVILLE		
JOHN MCIVER			

DON Emmons

BILL AUSTIN

SANDRA MARTIN

AMANDA COX

BRAD SAYTON



HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 1/14/2010 HINESVILLE, GA SIGN IN SHEET

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Trancrane	Same		
and range	Same		
Teresu Scott	Same		
Lily H. Backer	BOE		
SANDRA MARTIN	Flemington		
Whitney Shephard	RS + H	same	same
Tim Kassa	GDOT - Planning	4) 631-1745	
DON HARTLEY, SK	lille		
JAMES Thomas JR	City of Hinesville	912-876-3560	sthoms e city of hinesville
Dohn o Me Toll	Liberty B.O.C.	912-876-2164	John Smeiver Wahow. Com
Donny Limmarman			/



HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 1/14/2010 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
GARY GILLARS	Cel 3 EG MILES ACMY	876-8216	gary, Cillins & CH2M, com
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RACHEL HATCHER	/		

HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 2/17/2010 HINESVILLE, GA SIGN IN SHEET

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Alissa Davis	LCPC	408.2030	
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JASON CJANE	GOT-Some	4)631-1774	
SANDER MARTIN	Fleminator	Dame C	
Clementine F. Washington	Midway	Same	
Circly VanDyke	GDOT	4040311747	
Mark Wilkes	CORE MPO	912-651-1451	wilkes methempsions

HAMPO Technical Coordinating Committee & Policy Committee Joint Meeting 2/17/2010 HINESVILLE, GA SIGN IN SHEET



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Sonny Timmerme	LLPC	i i	

HAMPO Citizens Advisory Committee Meeting 2/17/2010 HINESVILLE, GA SIGN IN SHEET

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STEVEBERO	580000 crest 1 84 MIDWAY 31320	912-884-8666	Stavelsex Ocochal nowne
STEVE BERO Julian Hodges	401 Long Rb, HiNESVIKE GA	912-271-1220	jhodges & cityothines it are

HAMPO Citizens Advisory Committee Meeting 3/8/2010 HINESVILLE, GA SIGN IN SHEET

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Daisy S. Pray	City Hall, Walthourwill	912-368-7501	mayorpray@yahro.com
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HAMPO Technical Coordinating Committee Meeting 3/11/2010 HINESVILLE, GA SIGN IN SHEET

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Joey Brown			
John Timmerman			
GARY GILLAMO	SAME	SAME	SAM E
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TRENT LONG			
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Whitney Shephard	RS+H	Same	same
RACHEL HATCHER	LCPC	SAME -	

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HAMPO Policy Committee Meeting 3/19/2010 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
Teresa Scott	CDOT-Jesup		
SANDRA MARTIN	Heminator		
Allen Brown	LCDA		
Dohn O. Me Tues	LaBore		
Sonny immerman	LCPC		
Alissa Davis	LCPC		
GARY GILLIAES	COUNTY CLIBBETT)		
Lily H. Baker	BOE		
Whitney Shephard	RS+H		
Clementine F. Washington	City of Midway		
JAMES Thomas Je	CEITY of HINESUIK		
B. Il Austin	Rice born		
RACHEL HATCHER	LLPC		

HAMPO Technical Coordinating Committee Meeting 4/8/2010 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
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TRENT LONG	T. R. LONG EMINER	2 368-5664	
MATT BOWETT	GDOT	912-291-7404	MADEUNETTO DOT. GA. GOU
Clementine F. Washington	City of Midway	884-3344	derchestera hotmail. com
Jason Cane	600 T-Planning	404-631-1774	Jesowe adot ga gol
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HAMPO Policy Committee Meeting 5/5/2010 HINESVILLE, GA SIGN IN SHEET

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Mark Wilks	CORE MPO	912-651-1451	wilkesmothempe.org
SANDRA MARTIN	Same	5 ane	5ame
WILLIAM AUSTIN	Same	Samo	Same
Teresu Scott			
WhitneyShephard	same	\rightarrow	\rightarrow
JAMES THOMAS JL		\rightarrow	\rightarrow
ROWALD TOYLEY	LEDA		
DON HANTILY	repe		
Tim Kass	GDOT- Planning		
Cindy Vandylee.	GDOT Planning		
Bolly Lyon	Cityof Kinsvila		

HAMPO Policy Committee Meeting 5/5/2010 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
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Amendaloy 1	Allenha	ust	
Cudy Vouske	GDST		
BRYAN CZECH	GDOT		

HAMPO Citizens Advisory Committee Meeting 5/11/2010 HINESVILLE, GA SIGN IN SHEET

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51 CARRIE	368-5815	SFEMMONS QCORSTALNOW, NET
401 LONG RD.	271-1220	; hodges @ city ofhinesville, ora
	271 SILVER HILL RD 51 CARRIE	27151LVER HILL &D 977-1016 51 CARRIE 368-5815

HAMPO Technical Coordinating Committee Meeting 5/13/2010 HINESVILLE, GA SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
RACHEL HATCHER	LCPC	SAME	SAME	SAME
TRENT LONG	T. A. LONG ENGINEER	IWL SAME	11	1,
TEVESU Scott				
Sonny Timmerine				
Part Soute				
JOEY Brown	LCBOL			
Clementine & Washington	City of Midway			
Whitney Shephard	1			
MATT BENETT				
Ron Esdonski	CRC	127 F ST. But, GA	912-262-2883	rsadowskip cre.ga.gov
GARY GULLANS	OME			
Jason Crane	GOOT			
Auca La Cos	Allenhers	f		

HAMPO Technical Coordinating Committee Meeting 5/13/2010 HINESVILLE, GA SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
PAUL A.	FRIENDS OF			
BONNIA SHIVES	ERIENDS OF LCPC			

HAMPO Policy Committee Meeting 5/25/2010 HINESVILLE, GA SIGN IN SHEET

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Alissa Davis	LCPC	408-2038	adavis@thelcpc.org
Whitney Stephand	2594		
Dan Bently	Lefe		
Almana Martin	Fame		
John Mª Iver			
James Thomas Je	City of Houseville		
Mark Wilkes	CORE MPO	9126511451	wilksweathemps.org
Tereser Scoty			
W-J. Jastin	Same		

HAMPO Citizens Advisory Committee Meeting 5/26/2009 HINESVILLE, GA SIGN IN SHEET

Name	Address	Telephone	E-mail address
Rosco e Muc	POBOLEGES Hinesvig	9(2-200 F3 D	loscestancy oxusoron
CURTIS VELASCO	500 WELLINGTON WAY	(912) 435-9671 (W)	Custin & velano @ come come mi
Bonita Smith	904 Willowbrook Dr	912-266-0533 (C)	drsmithb@yahov.com
Julian Hodges	Hinesville P.D.		jhodges e cityof himesville.

Liberty Regional Water Resources Council

Technical Committee

MEETING SIGN-IN SHEET

Meeting date: June 10, 2010

Place: LC Annex Board Room

Name	Affiliation	Phone	E-Mail
RACHEL HATCHER	LCPC / HAMPO	912-408-2030	RHATCHER WTHELLOW ORG.
BILLY EDWARDS	HINESVILLE	SAME	SAME
PAUL SIMONTON	11	71	11
GERALD BOYCE	//	//	"
Ron Sadowski	Constal Reg. Comm.	912-262-2883	rsadowski @Crc. ga.gov
Whitney Shephard	RS+H	same	Same
SEAN MARTIN	F56MP	912 - 408 - 2069	smartin@thekpc.org
JORY BROWN	LCBOC		
Sonny Timmerman	LCPC		,
Alissa Davis	LCPC	408-2038	adavis@thelcpc.on
Jason Crane	600T-Planning		To Parca dot ga jor
Teresa Scott	GDOT/ Jesup	(112) \$2: 5788	tocott @dot. ga you
MATT BENNETT	GOOT AU		MABRINGT @ DOT. GA. GOV.
Will Ingram	Ft. Stewart		y william. h. ingrantous
Clementine F. Washing	En City of Midway		,
TRENT LONG	/		TRIONG OTRIONGENG
RONALD TOLLEY	LCDA	368-6470	RON. TOLLEY OLCOA, COM
Amanda Cox	Altenhurst		
Kily Baher	BUE		

Liberty Regional Water Resources Council

Technical Committee

MEETING SIGN-IN SHEET

Meeting date: June 10, 2010

Place: LC Annex Board Room

Name	Affiliation	Phone	E-Mail	
Paul Andershack Jeff Richetoon				
The sincestant	d			
Jett Richetoon	A. Gmo			
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HAMPO Technical Coordinating Committee Work Session 6/16/2010 HINESVILLE, GA SIGN IN SHEET

Name	Affiliation	Address	Telephone	E-mail address
Teresa Scott	6001			
TROUT LONG				
Clementine F. Washington	City of Hidway			
DonnyTimmerman	LCPC			
Joey Brown	Liberty Ca			
GERALD BOYCE	CH2M HTLL			
Paul Simonton	P.C. Simonton			
BILLY EDWARDS	HINESVILLE			
Jason Crane	GDOT (CO	oference call)		
Tim Kassa	GDOT	1)		



Hampo Policy Committee 6/22/10 Liberty Regional Water Resources Council 10:00 am

205 E. Court Street, Hinesville, Georgia 31313 Phone: 912-408-2030 Fax: 912-408-2037

Mayor William Austin, Committee Chairman

Name	Company	*New contact information
RACHEL HATCHER	Lepe / Hampo	SAME
Mark Wilkes	CORE MPO/Sau. MPC	Same
Clamentine T. Washington	City of Midway	Sama
WILLIAM T. GUSTIN	" " ZILIBORO	'1
Allen Brown	LC D4	1,
James Thomas Jr	City of Honesville	11
John O. METVEL	Liberty County B.o.C.	((
Donny Timmerman	LCRC	Le
Alissa Davis	LCPC	same
DON HARREY	Lepa	
Teresu Scott	GDET/ Jesup	
Cindy VanDyke	GOOT/Planning	
Tim Kossa	GDOT /Planing	Sque
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Name	Affiliation	Address	Telephone	E-mail address
Alissa Davis	LCPC	205 E. Court St.	408-2038	adavis@the 1cp
PACHECHATCHIER	LCPC	SAME		>
Whitney Shephard	RS+H	same -		<i>→</i>
Clementine F. Washington	City of Midway	Buk		
Ren Endoustii	CRC	127 F Street 31520	262-2883	(Sadowsk: @ (VC. 94.90)
Billy Doch	Vinesville			
PAUL SIMONTON	P.C. SIMONON			
Amudalor	Allenhanst	Sam		
Johny I man				
Joe Brown				
Jason Cran	By Ph-			
Ron Toly	LCDA			