

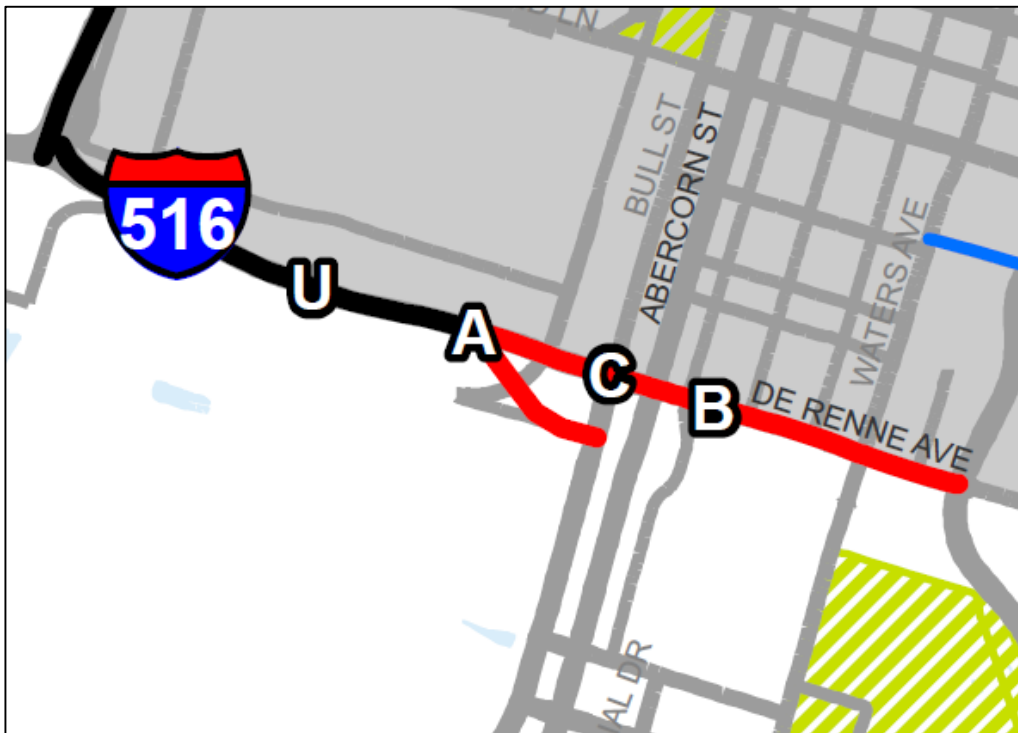


Total Mobility Plan

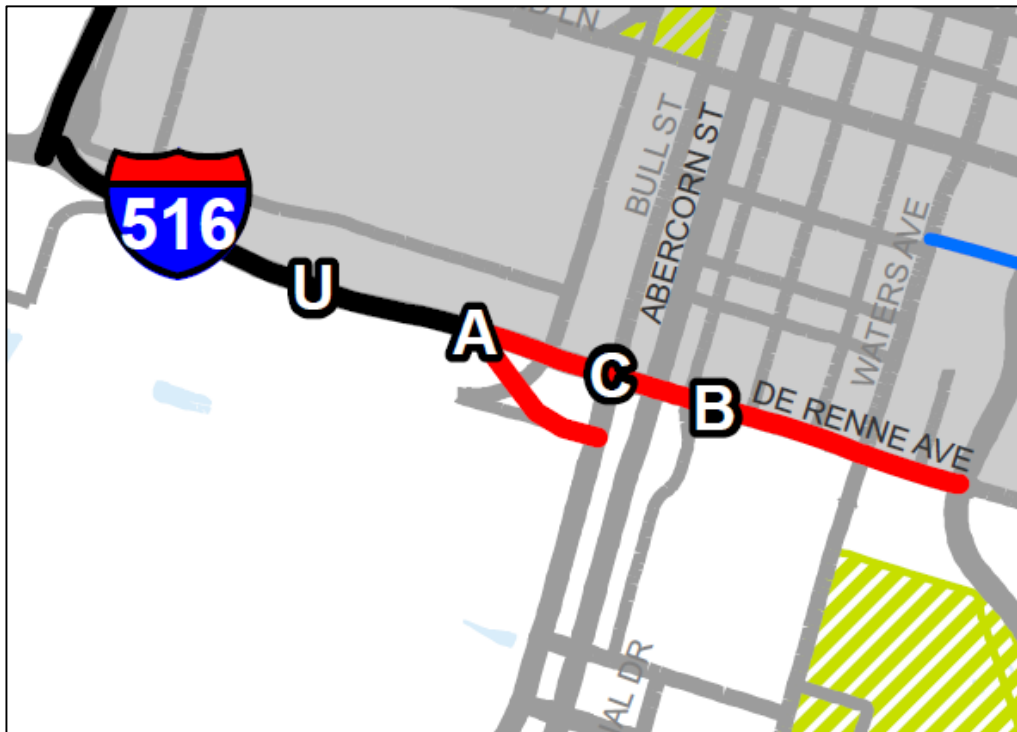
Technical Appendices

Cost Feasible Plan – Project Sheets
US 17/Ogeechee Road Sector Plan
Victory Drive / Skidaway Road Sector Plan
Thoroughfare Plan

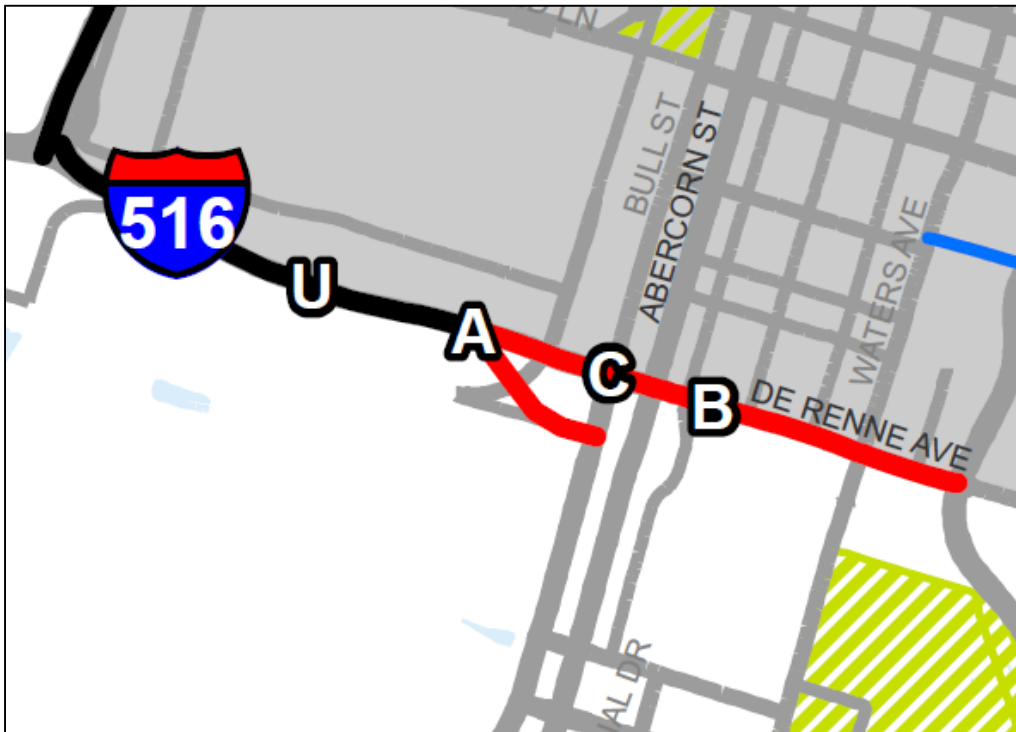
PROJECT NAME: I-516 @ CS/1503/DeRenne Avenue (DeRenne Boulevard Option)		GDOT PI #: 0008358	
PROJECT TERMINI: I-516 to White Bluff Road			
PROJECT DESCRIPTION: Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road.			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: A	Total Project Cost: \$48,234,299
<p>Comments: This project, a priority for the City of Savannah, addresses congestion, safety, and includes coordination with adjacent land uses to enhance the visual appearance of the corridor and promote a sense of place while incorporating accommodations for all travel modes. Total Mobility Plan Goals addressed by the project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility, and Connectivity • Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$6,200,000		
Construction		\$42,034,299	



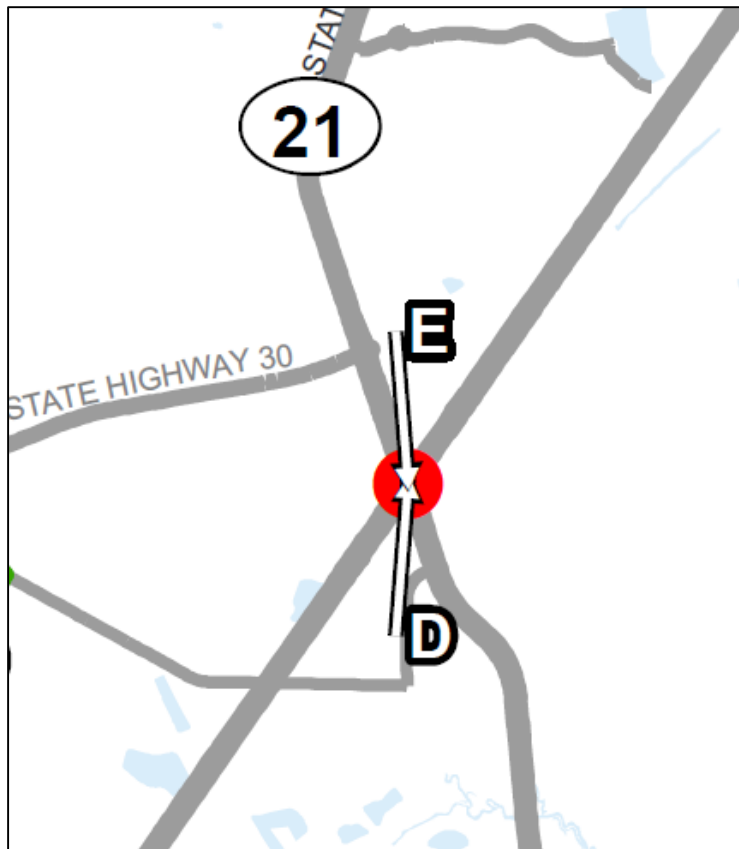
PROJECT NAME: East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)		GDOT PI #: 0008359	
PROJECT TERMINI: Abercorn Street to Truman Parkway			
PROJECT DESCRIPTION: Construct a landscaped median and sidewalks, establish a parallel bicycle route along DeRenne Drive and improve signalized intersections			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: B	Total Project Cost: \$10,716,892
<p>Comments: The project complements the interchange modifications at DeRenne Avenue and I-516 and improvements on West DeRenne. This project addresses multimodal accommodation, safety, and the operational efficiency of the facility. Total Mobility Plan Goals addressed by the project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility, and Connectivity • Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$200,000		
Construction		\$10,516,892	



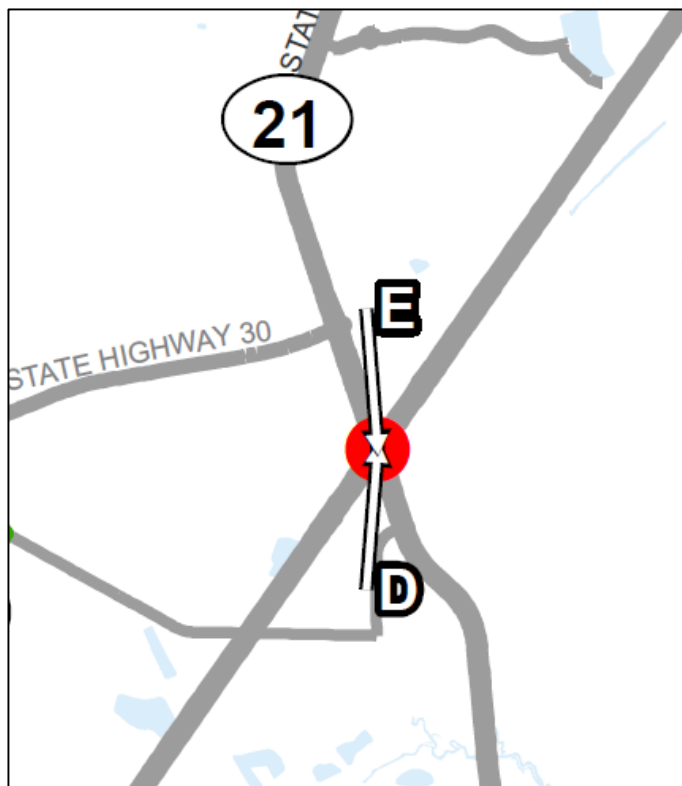
PROJECT NAME: SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)		GDOT PI #: 0010236	
PROJECT TERMINI: Mildred Street to Abercorn Street			
PROJECT DESCRIPTION: Improve the raised median, signalized intersections and sidewalks			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: C	Total Project Cost: \$5,118,991
<p>Comments: The project complements the interchange modifications at DeRenne Avenue and I-516 and improvements on East DeRenne. This project addresses multimodal accommodation, safety, and the operational efficiency of the facility. Total Mobility Plan Goals addressed by the project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility, and Connectivity • Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$260,000		
Construction		\$4,858,991	



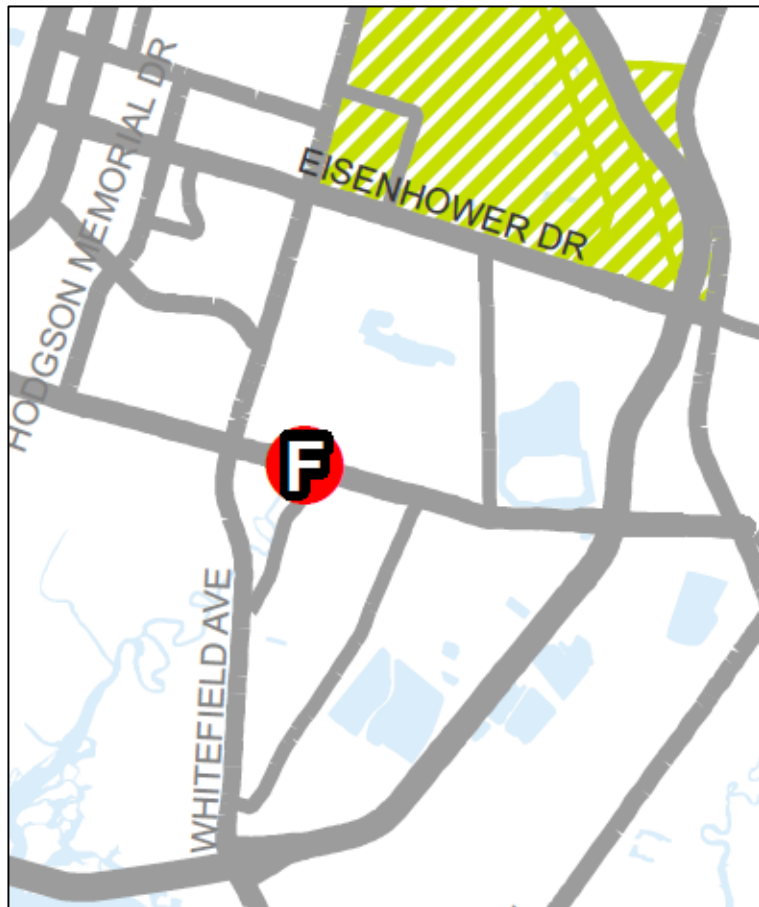
PROJECT NAME: SR 21 from SR 30 to I-95; Including Interchange (Diverging Diamond Interchange)		GDOT PI #: 0010236	
PROJECT TERMINI: I-95 @ SR 21			
PROJECT DESCRIPTION: Reconstruct interchange as Diverging Diamond Interchange (DDI)			
Thoroughfare Type: SR 21: Major Arterial Suburban		Map Project ID: D	Total Project Cost: \$3,641,400
<p>Comments: The project addresses interchange congestion and operational efficiency and increases the ability to move freight more effectively. This project, which provides an interim solution to the interchange, is consistent with the SR 21 study, the Chatham County Interstate Needs Analysis and Prioritization Plan and the Statewide Freight Plan. Total Mobility Plan goals addressed by the project:</p> <ul style="list-style-type: none"> • Support regional economic vitality • Safety • Accessibility, Mobility, and Connectivity • System Management and Maintenance 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way			
Construction	\$3,641,400		



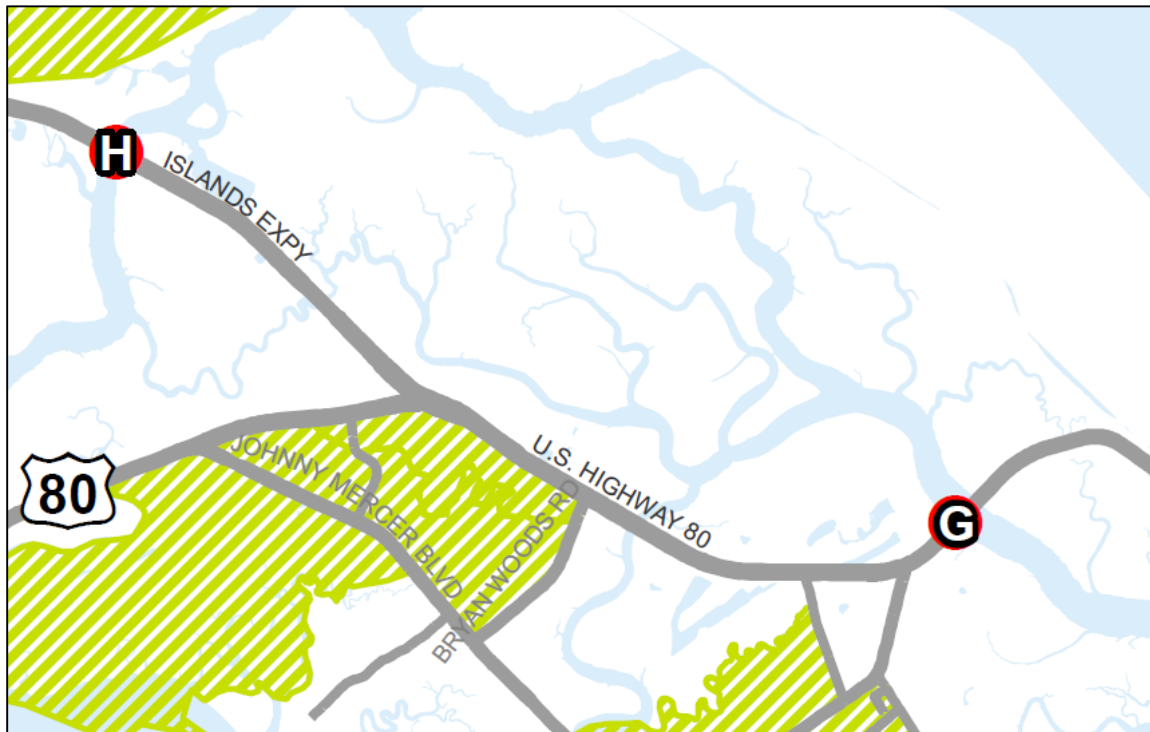
PROJECT NAME: I-95 at SR 21 / Augusta Rd Interchange Reconstruction		GDOT PI #: N/A	
PROJECT TERMINI: I-95 @ SR 21			
PROJECT DESCRIPTION: Full reconstruction of the interchange;			
Thoroughfare Type: SR 21: Major Arterial Suburban		Map Project ID: E	Total Project Cost: \$23,394,881
<p>Comments: The project addresses the long term interchange congestion and operational efficiency and increases the ability to move freight more effectively. Preliminary engineering and Right of Way are included in the Cost Feasible Plan; Construction is in the Vision Plan. This project is consistent with the SR 21 study, the Chatham County Interstate Needs Analysis and Prioritization Plan and the Statewide Freight Plan. Total Mobility Plan goals addressed by the project:</p> <ul style="list-style-type: none"> • Support regional economic vitality • Safety • Accessibility, Mobility, and Connectivity • System Management and Maintenance 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			\$3,000,000
Right-of-Way			\$20,394,881
Construction			



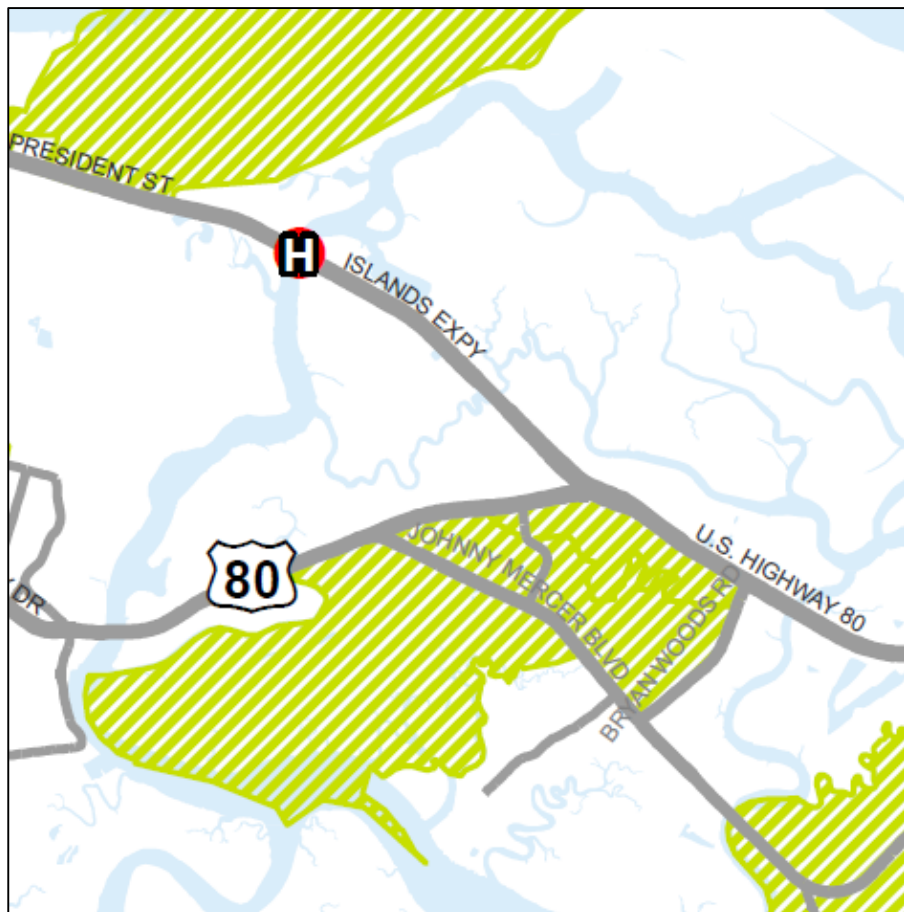
PROJECT NAME: Montgomery Crossroad Bridge Replacement		GDOT PI #: 533205	
PROJECT TERMINI: I-95 @ SR 21			
PROJECT DESCRIPTION: At Casey Canal			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: F	Total Project Cost: \$3,137,237
<p>Comments: The project replaces the bridge over the Casey Canal and addresses safety and infrastructure deficiencies. Total Mobility Plan goals addressed by the project:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering		\$313,725	
Right-of-Way			
Construction		\$2,823,512	



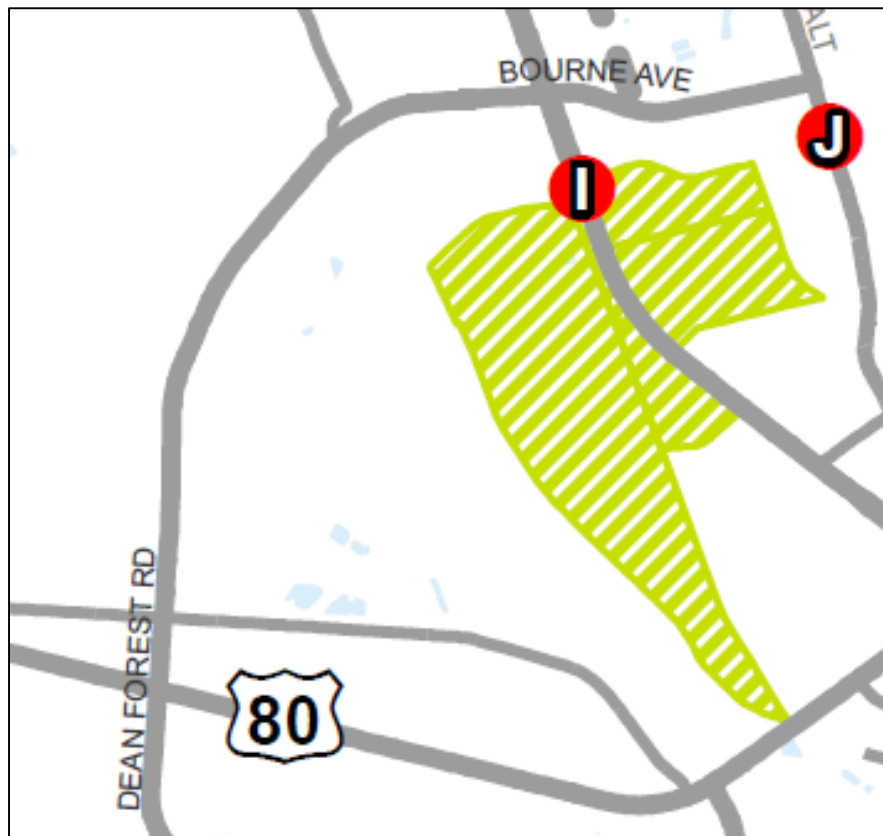
PROJECT NAME: SR 26/US 80 at Bull River and at Lazaretto Creek		GDOT PI #: 0010560	
PROJECT TERMINI: West of Bull River to East of Lazaretto Creek			
PROJECT DESCRIPTION: US 80 bridge replacements at Bull River and Lazaretto Creek and roadway safety improvements between the bridges			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: G	Total Project Cost: \$110,676,908
<p>Comments: The project improves emergency access and additional capacity for congestion or incident relief; provides access for bicyclists and pedestrian to Tybee Island and McQueens Trail; improves capacity for hurricane or event evacuation and improves conditions of flood prone areas. Total Mobility Plan goals addressed by the project:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety • Security • Accessibility, Mobility and Connectivity 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$3,104,000		
Right-of-Way			
Construction		\$107,572,902	



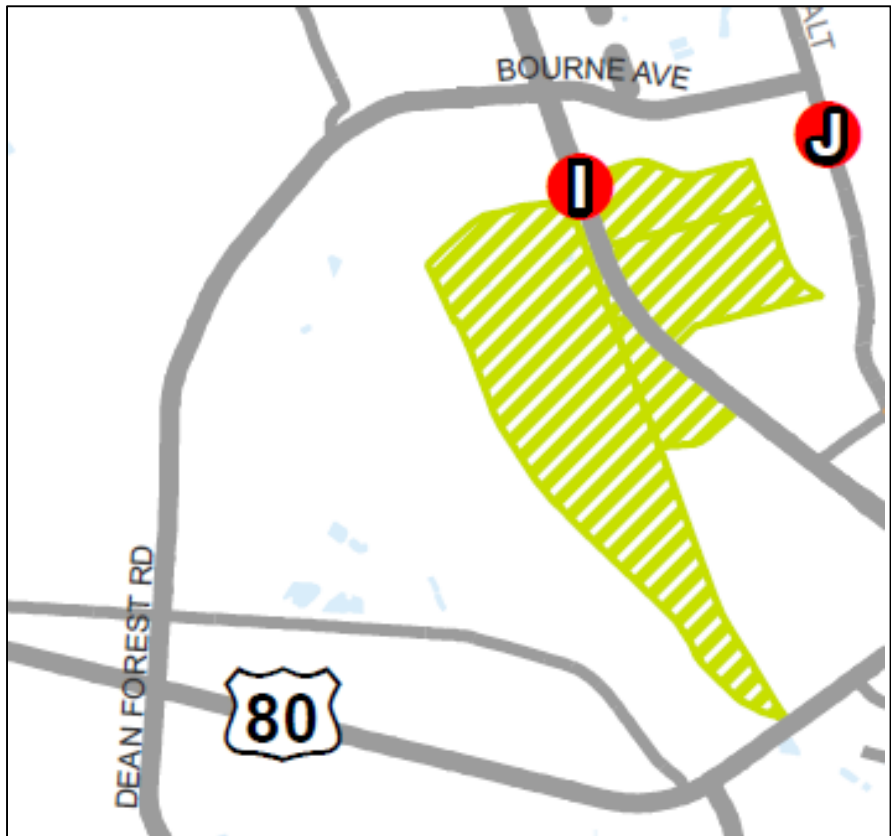
PROJECT NAME: CR 787/Islands Expressway at Wilmington River/Bascule Bridge		GDOT PI #: 0007128	
PROJECT TERMINI: Islands Expressway at Wilmington River			
PROJECT DESCRIPTION: Replace the bascule bridge at Islands Expressway and Wilmington River with a high level fixed span bridge			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: H	Total Project Cost: \$45,019,917
<p>Comments: The project improves roadway operational efficiency with the high level fixed span bridge, operational efficiency for hurricane/event evacuation and safety. Total Mobility Plan goals addressed by the project include:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety • Security • Accessibility, Mobility and Connectivity 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$119,917		
Construction	\$44,900,000		



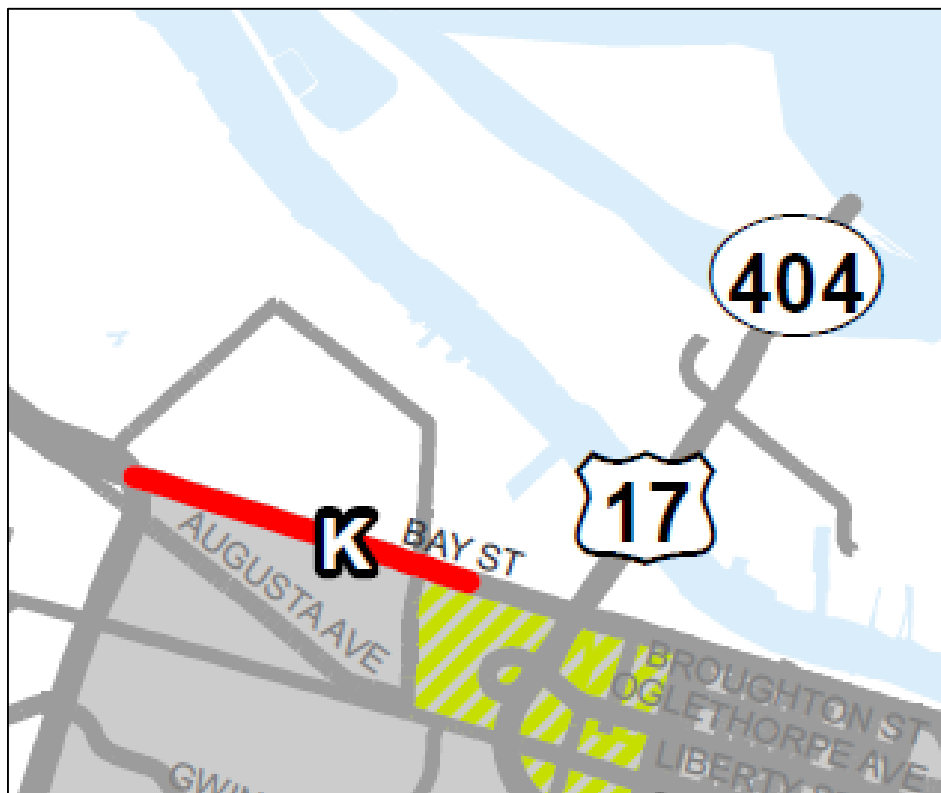
PROJECT NAME: SR 21 Culvert Replacement at Pipemakers Canal		GDOT PI #: 0013281	
PROJECT TERMINI: At Pipemakers Canal			
PROJECT DESCRIPTION: Replace/reconstruct the culvert at Pipemakers Canal			
Thoroughfare Type: Major Arterial Suburban	Map Project ID: I	Total Project Cost: \$2,900,000	
<p>Comments: This project, a priority of Chatham County, will replace the existing culvert at Pipemakers Canal to relieve flooding and ensure capacity to meet the needs. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety • Security • Protect/Enhance the Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$1,000,000		
Right-of-Way	\$400,000		
Construction	\$1,500,000		



PROJECT NAME: SR 25 Culvert Replacement at Pipemakers Canal		GDOT PI #: 0013282	
PROJECT TERMINI: At Pipemakers Canal			
PROJECT DESCRIPTION: Replace/reconstruct the culvert at Pipemakers Canal			
Thoroughfare Type: Major Arterial Suburban		Map Project ID: J	Total Project Cost: \$2,900,000
<p>Comments: This project, a priority of Chatham County, will replace the existing culvert at Pipemakers Canal to relieve flooding and ensure capacity to meet the needs. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety • Security • Protect/Enhance the Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$1,000,000		
Right-of-Way	\$400,000		
Construction	\$1,500,000		



PROJECT NAME: SR 25 Conn / Bay Street From I-516 to the Bay Street Viaduct (West Bay Street Widening)		GDOT PI #: 0002923	
PROJECT TERMINI: I-516 to Bay Street Viaduct			
PROJECT DESCRIPTION: Improve West Bay street connecting the existing four lane divided section at the west end of the project with the existing five lane undivided section at the eastern terminus, incorporating turn lanes and pedestrian facilities			
Thoroughfare Type: Major Arterial Urban		Map Project ID: K	Total Project Cost: \$10,380,910
<p>Comments: This project, a priority of the City of Savannah, will improve West Bay Street with a raised median separating traffic. The project also includes a 16 foot shoulder with 6-8 foot wide sidewalks and marked crosswalks. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • System Management and Maintenance • Safety • Accessibility, Mobility and Connectivity • Protect/Enhance the Environment and Quality of Life • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way			
Construction	\$10,380,910		



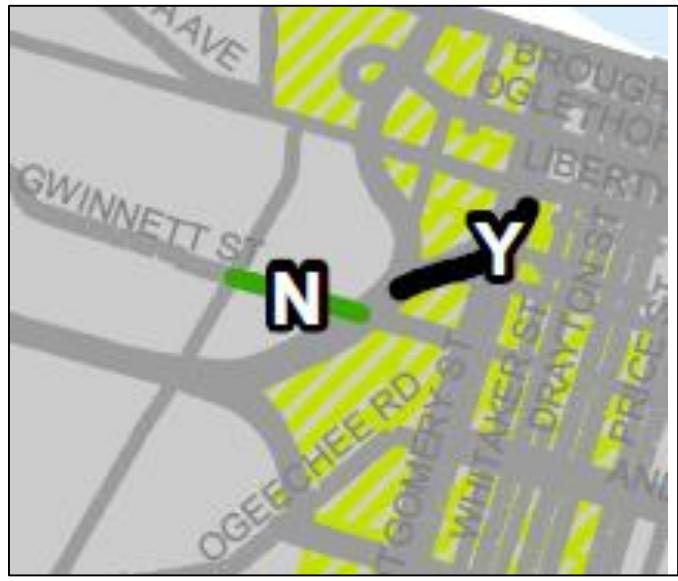
PROJECT NAME: US 80 Victory Drive Improvements/Congestion Mitigation		GDOT PI #: None	
PROJECT TERMINI: Kerry Street/Dixie Avenue to Home Depot Target Shopping Center/Skidaway Road			
PROJECT DESCRIPTION: Provide connection from west of Truman Parkway at Kerry Street/Dixie Avenue into the shopping area east of Truman Parkway and tying into Skidaway/Rowland relocation proposed by the City of Savannah			
Thoroughfare Type: Major Arterial Urban	Map Project ID: L		Total Project Cost: \$39,015,752
<p>Comments: This project will provide alternative access from west of the Truman Parkway to east of the Truman Parkway, coordinating with other proposed projects to provide parallel capacity to Victory Drive and mitigate congestion on that facility in the retail activity center area. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Accessibility, Mobility and Connectivity • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			\$4,000,000
Right-of-Way			\$1,950,787
Construction			\$33,064,965



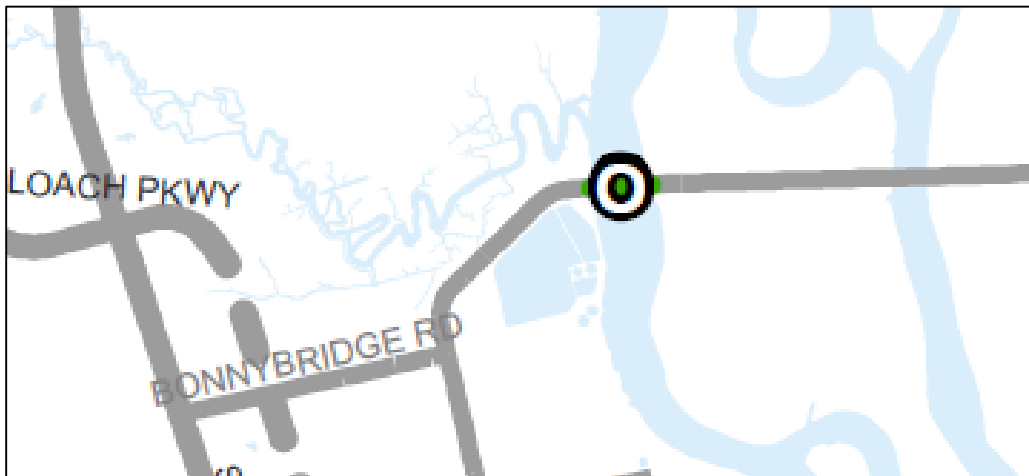
PROJECT NAME: SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)		GDOT PI #: 521855	
PROJECT TERMINI: I-516/Lynes Parkway to Victory Drive			
PROJECT DESCRIPTION: Widen SR 26/US 80/Ogeechee Road to four lanes with bicycle lanes and a raised median			
Thoroughfare Type: Major Arterial Urban	Map Project ID: M	Total Project Cost: \$20,323,924	
<p>Comments: This project, a priority for the City of Savannah, will provide additional capacity on an evacuation route, increase bicycle and pedestrian safety, as well as vehicular safety, and mitigate flooding issues. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Accessibility, Mobility and Connectivity • Intergovernmental Coordination • Protect/Enhance the Environment and Quality of Life 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$6,630,428		
Construction	\$13,693,496		



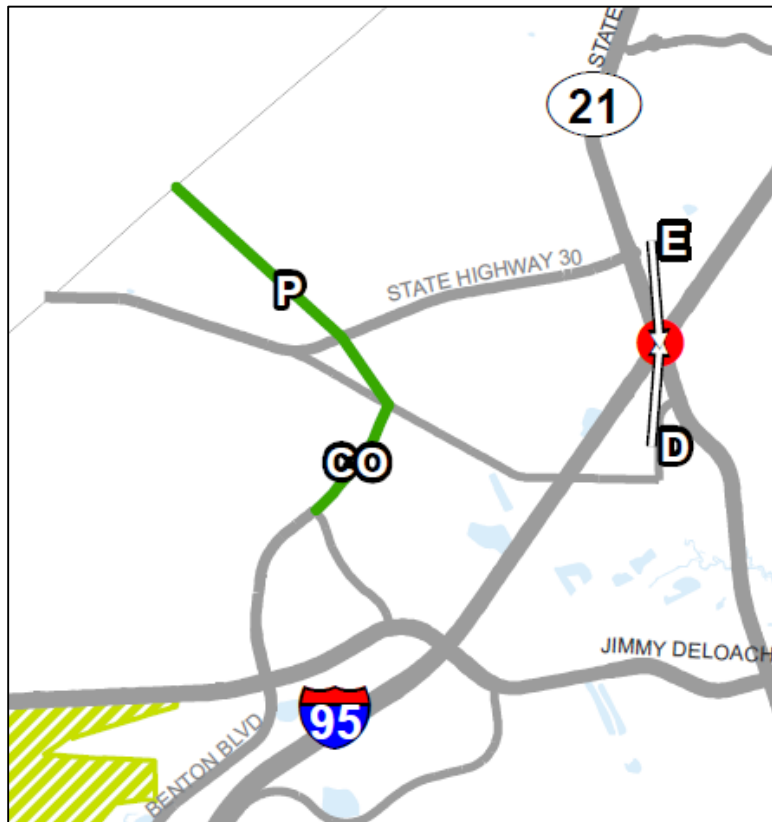
PROJECT NAME: CS 1504/Gwinnett Street from Stiles Avenue to I-16 (Gwinnett Street Widening)		GDOT PI #: 0007402	
PROJECT TERMINI: Stiles Avenue to I-16			
PROJECT DESCRIPTION: Improve Gwinnett Street with bicycle and pedestrian facilities in Cost Band 1 with additional improvements in Cost Band 2			
Thoroughfare Type: Minor Arterial Urban		Map Project ID: N	Total Project Cost: \$16,383,274
<p>Comments: This project, a priority for the City of Savannah due to the location of the planned civic arena, will provide additional capacity and pedestrian and bicycle accommodation along Gwinnett Street, providing improved access to the arena site and supporting the overall goals of the City for the western expansion of the downtown. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility and Connectivity • Intergovernmental Coordination • Protect/Enhance the Environment and Quality of Life • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$500,000		
Right-of-Way	\$469,775	\$4,300,000	
Construction		\$11,113,499	



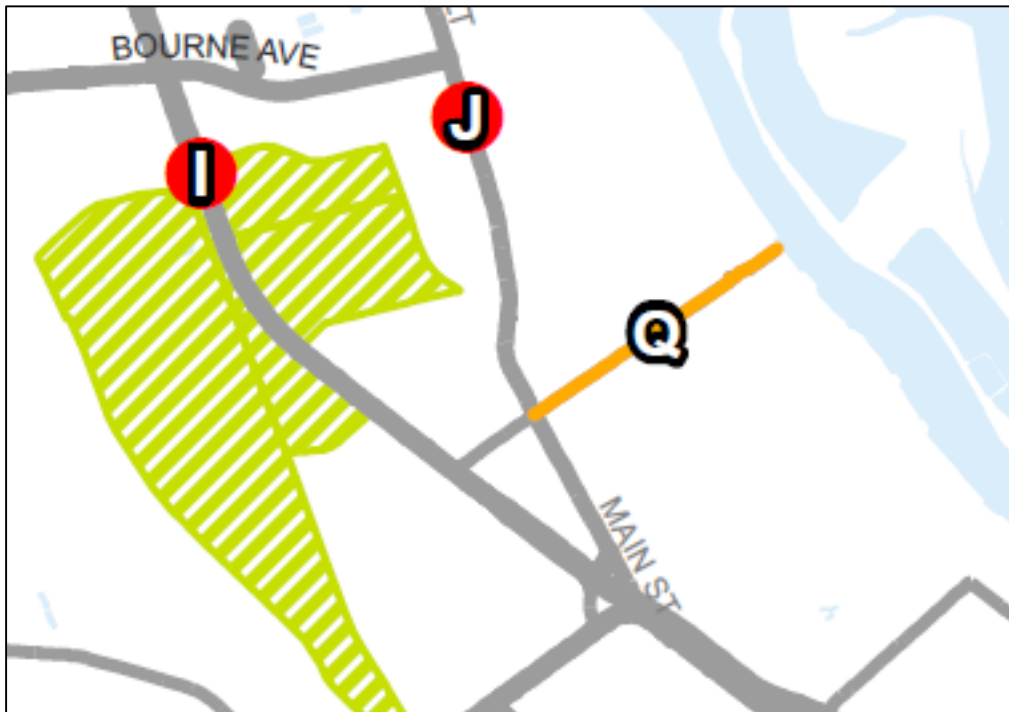
PROJECT NAME: Houlihan Bridge Replacement		GDOT PI #: None	
PROJECT TERMINI: US 17-A at the Savannah River			
PROJECT DESCRIPTION: Replacement of Moveable Span Bridge over the Savannah River			
Thoroughfare Type: Minor Arterial Suburban	Map Project ID: O		Total Project Cost: \$47,910,696
<p>Comments: This project replaces the swing span bridge in Cost Band 3. By Cost Band 3 (3031 – 2040), this bridge will be approximately 100 years old. This bridge replacement provides for the safety of the bridge users, ensures hurricane/event evacuation, and provides for the continued efficient and safe movement of freight and trucks that access the Port of Savannah and South Carolina via this facility. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Support Regional Economic Vitality • Security 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way			
Construction			\$47,910,696



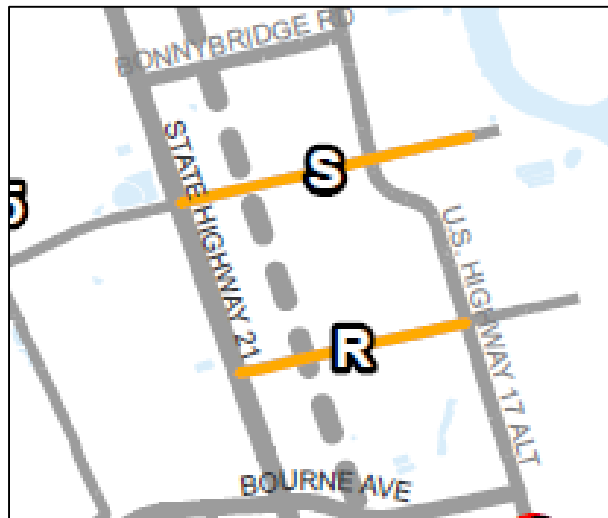
PROJECT NAME: Effingham Parkway from SR 119/Effingham to SR 30/Chatham		GDOT PI #: 0006700	
PROJECT TERMINI: Effingham County to Meinhard Road			
PROJECT DESCRIPTION: New facility extending from Effingham County into Chatham County at Meinhard Road			
Thoroughfare Type: Minor Arterial Suburban		Map Project ID: P	Total Project Cost: \$26,184,427
<p>Comments: This project provides additional capacity and access into Chatham County from Effingham County, primarily serving commuter traffic. The facility will be built as a two lane facility in Cost Band 1 subsequently expanded to a four lane facility. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Support Regional Economic Vitality • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way		\$5,566,275	
Construction		\$20,618,152	



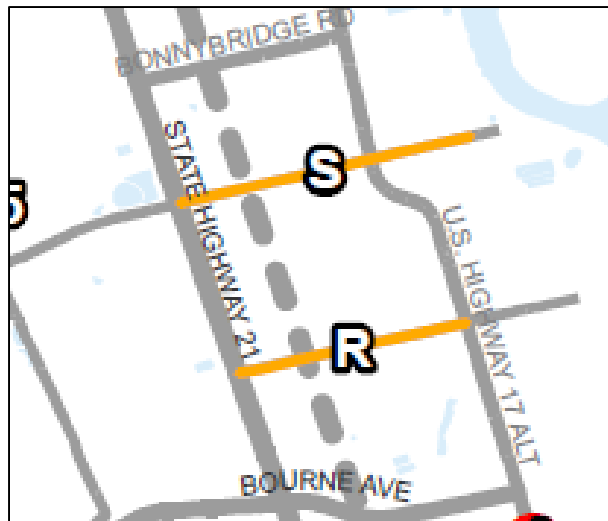
PROJECT NAME: Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80		GDOT PI #: 0006328	
PROJECT TERMINI: SR 25 to Georgia Ports Authority			
PROJECT DESCRIPTION: New four lane facility connecting Brampton Road, Georgia Ports Authority to SR 25, SR 21 and US 80.			
Thoroughfare Type: Collector Suburban	Map Project ID: Q		Total Project Cost: \$26,184,427
<p>Comments: This project, a priority of the Georgia Ports Authority, provides direct access to the Interstate system for the heavy trucks associated with the Port of Savannah and improves efficiency of the movements of good and freights between the port, intermodal terminal and highway system. This project is consistent with the Statewide Freight and Logistics Plan. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Support Regional Economic Vitality • Intergovernmental Coordination • Safety • Security 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way		\$5,566,275	
Construction		\$20,618,152	



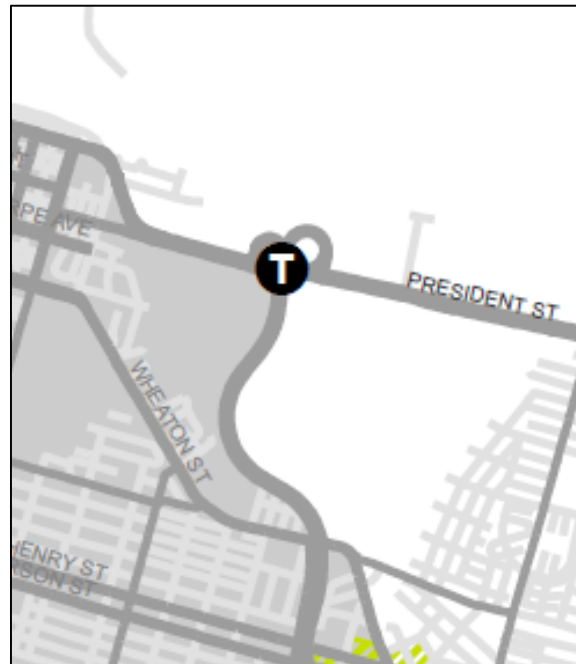
PROJECT NAME: CS 602/CS 650/Grange Rd from SR 21 to E of SR 25		GDOT PI #: 0007885	
PROJECT TERMINI: SR 21 to SR 25			
PROJECT DESCRIPTION: Reconstruct Grange Road in Port Wentworth, widening lanes to 12 feet, adding a 12 foot center turn lane and 12 foot paved shoulders, as well as adding turn lanes and traffic signalization.			
Thoroughfare Type: Collector Suburban	Map Project ID: R		Total Project Cost: \$9,363,769
<p>Comments: This project upgrades the facility to accommodate the heavy trucks and improve the Port of Savannah access. This project is consistent with the Statewide Freight and Logistics Plan. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Support Regional Economic Vitality • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way			
Construction	\$9,363,769		



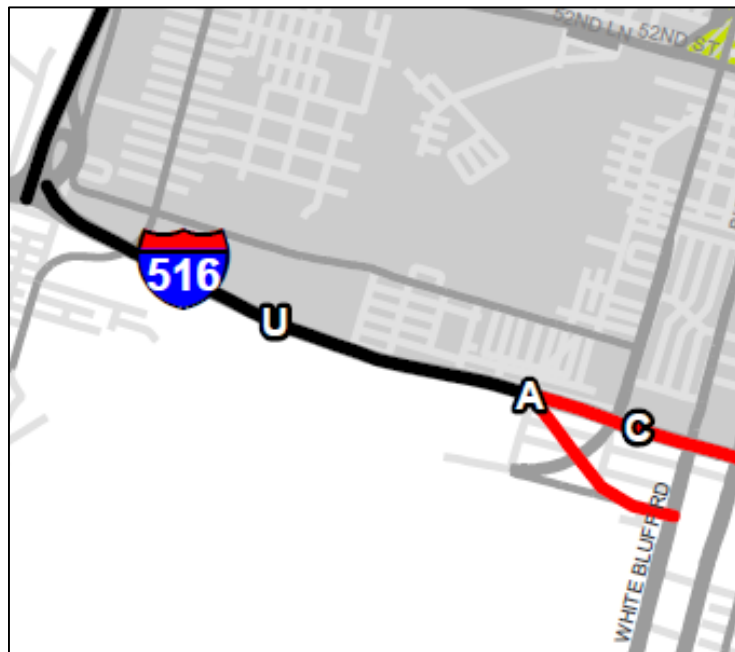
PROJECT NAME: CS651/Crossgate Rd from SR 21 to NS#734150L in Port Wentworth		GDOT PI #: 0010553	
PROJECT TERMINI: SR 21 to NS#734150L – Port Wentworth			
PROJECT DESCRIPTION: Resurface and maintenance of Crossgate Road.			
Thoroughfare Type: Collector Suburban	Map Project ID: S		Total Project Cost: \$1,273,450
<p>Comments: This project, a priority of the State and the Georgia Ports Authority, is related to the Port’s Last Mile project and upgrades the facility to accommodate the heavy trucks and improve the Port of Savannah access. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Support Regional Economic Vitality • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way			
Construction	\$1,273,450		



PROJECT NAME: President Street/Truman Parkway Interchange Bridge and Ramp Reconstruction		GDOT PI #: 522860	
PROJECT TERMINI: At President Street / Truman Parkway Interchange			
PROJECT DESCRIPTION: Raise the elevation of President Street and interchange reconstruction			
Thoroughfare Type: Collector Suburban	Map Project ID: T		Total Project Cost: \$108,883,056
<p>Comments: This project, a priority for the City of Savannah, and in keeping with the civic master plan for the area, addresses capacity issues, congestion, flooding and operational issues along President Street and at the interchange with Truman Parkway. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Support Regional Economic Vitality • Intergovernmental Coordination 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			\$10,888,305
Right-of-Way			\$4,355,322
Construction			\$93,639,429



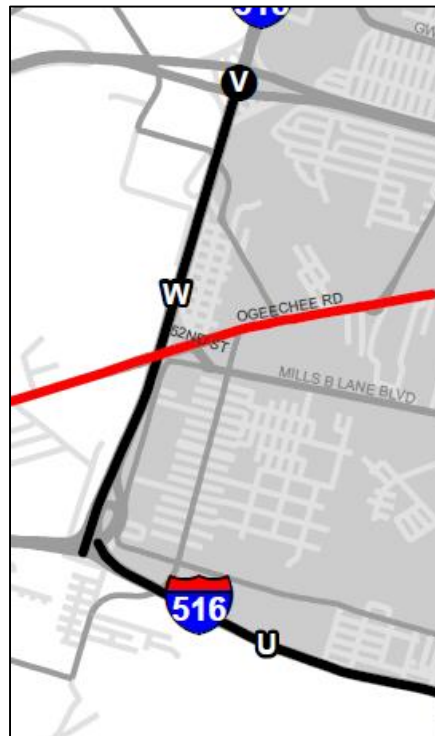
PROJECT NAME: I-516/Lynes Parkway Widening		GDOT PI #: None	
PROJECT TERMINI: Veterans Parkway to Mildred Street			
PROJECT DESCRIPTION: Widen I-516/Lynes Parkway			
Thoroughfare Type: NA*		Map Project ID: U	Total Project Cost: \$158,188,915
<p>Comments: This project adds additional capacity in each direction on I-516. I-516 provides access to I-16 for evacuation, as well as access to Hunter Army Air Base. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			\$13,981,595
Right-of-Way			
Construction			\$125,834,356



PROJECT NAME: I-516/Lynes Parkway at I-16 Interchange		GDOT PI #: None	
PROJECT TERMINI: At I-16 and I-516			
PROJECT DESCRIPTION: Interchange Reconstruction			
Thoroughfare Type: NA*	Map Project ID: V	Total Project Cost: \$2,356,578	
<p>Comments: This project is to reconstruct the interchange at I-516 and I-16. The project will address safety and weaving issues associated with the current configuration and will increase the operational capacity of the interchange, which is utilized by a large number of heavy trucks and is also a designated evacuation facility. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			\$2,356,578
Right-of-Way			
Construction			



PROJECT NAME: I-516/Lynes Parkway Widening		GDOT PI #: None	
PROJECT TERMINI: I-16 to Veterans Parkway			
PROJECT DESCRIPTION: Widen I-516/Lynes Parkway			
Thoroughfare Type: NA*	Map Project ID: W		Total Project Cost: \$96,246,503
<p>Comments: This project adds additional capacity in each direction on I-516. I-516 provides access to I-16 for evacuation, as well as access to the Port of Savannah area. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$9,624,649		
Right-of-Way	\$14,436,975		
Construction	\$72,184,879		



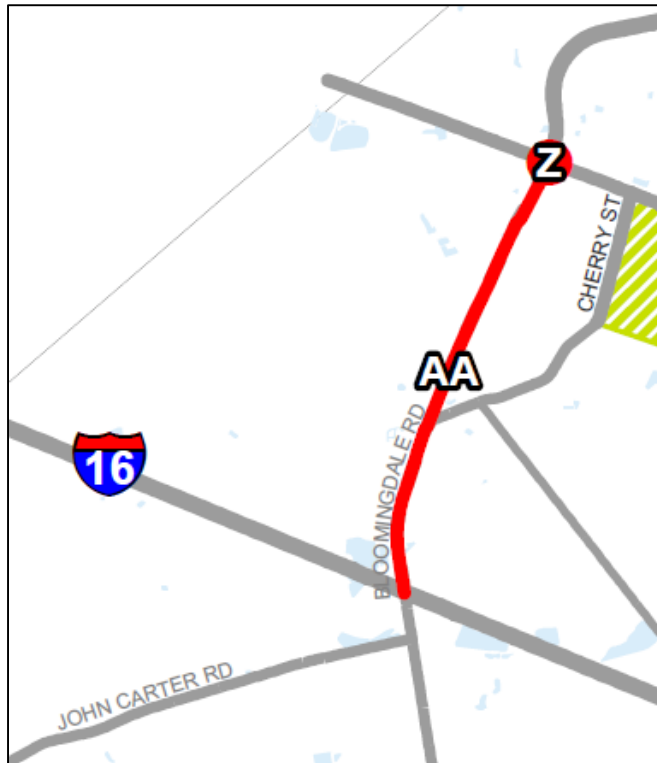
PROJECT NAME: I-16 at I-95 Interchange Reconstruction		GDOT PI #: 00012758	
PROJECT TERMINI: At I-16 and I-516			
PROJECT DESCRIPTION: Interchange Reconstruction			
Thoroughfare Type: NA*	Map Project ID: X	Total Project Cost: \$84,573,943	
<p>Comments: This project is to reconstruct the interchange at I-95 and I-16. The project will address safety and weaving issues associated with the current configuration and is consistent with the Chatham County Interstate Needs Analysis and Prioritization Plan and the Statewide Freight and Logistics Plan. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Security • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$5,836,644		
Right-of-Way		\$1,407,703	
Construction			\$77,329,596



PROJECT NAME: I-16 @ Montgomery Street and @ MLK Jr BLVD - Ramp and Overpass (I-16 Exit Ramp Removal)		GDOT PI #: 0011744	
PROJECT TERMINI: At Montgomery Street and Martin Luther King Jr Boulevard			
PROJECT DESCRIPTION: Removal of I-16 terminus ramps			
Thoroughfare Type: NA*		Map Project ID: Y	Total Project Cost: \$2,284,580
<p>Comments: This project, a priority for the City of Savannah, is to remove and replace the exit ramps in order to restore the original grid system and connections between the Downtown Historic District and the expansion area to the west, as well as the adjacent neighborhoods and to recreate the pedestrian friendly urban form. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility and Connectivity • Protect and Enhance Environment and Quality of Life 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering		\$ 2,284,580	
Right-of-Way			
Construction			



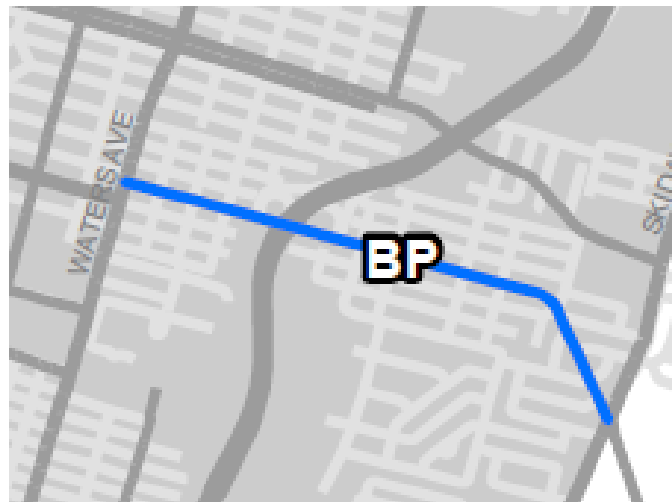
PROJECT NAME: CR 984/Jimmy DeLoach Pkwy @ SR 17 - Interchange (New Interchange at US 80)		GDOT PI #: 0007259	
PROJECT TERMINI: At US 80			
PROJECT DESCRIPTION: Construct new interchange where Jimmy DeLoach Parkway currently intersects US 80 at grade			
Thoroughfare Type: NA*		Map Project ID: Z	Total Project Cost: \$26,605,432
<p>Comments: This project, which is part of the new connection from the Port of Savannah to I-16, will increase the operational safety and capacity of the facility and the intersection with US 80. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility and Connectivity • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$8,463,000		
Construction	\$18,142,432		



PROJECT NAME: Jimmy DeLoach Parkway Extension from I-16 to SR 26/US 80		GDOT PI #: 522790	
PROJECT TERMINI: US 80 to I-16			
PROJECT DESCRIPTION: Widen and reconstruct to four lanes divided Bloomingdale Road from I-16 to Pine Barren Road and construct four lanes divided on new location from Pine Barren Road to US 80.			
Thoroughfare Type: NA*		Map Project ID: AA	Total Project Cost: \$20,097,701
<p>Comments: This project, which is part of the new connection from the Port of Savannah to I-16, will increase the efficiency and connectivity to I-16 in moving freight, as well as other vehicles. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility and Connectivity • Support Regional Economic Vitality 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering			
Right-of-Way	\$20,097,701		
Construction			



PROJECT NAME: CS 1097/DeLesseps/Laroche Avenue		GDOT PI #: 0010028	
PROJECT TERMINI: Waters Avenue to Skidaway Road			
PROJECT DESCRIPTION: DeLesseps Avenue Road and Sidewalk Improvements			
Thoroughfare Type: Collector - Urban	Map Project ID: BP		Total Project Cost: \$7,321,296
<p>Comments: This project involves a minor road widening and curb and gutter for drainage improvements. Sidewalks will be installed, along with crosswalks and pedestrian signals, improving accessibility and safety for pedestrians. Total Mobility Plan goals addressed by this project:</p> <ul style="list-style-type: none"> • Safety • Accessibility, Mobility and Connectivity • Protect and Enhance the Environment and Quality of Life 			
PROJECT PHASE	Cost Band 1 2015 - 2020	Cost Band 2 2021 - 2030	Cost Band 3 2031 - 2040
Preliminary Engineering	\$82,950		
Right-of-Way	\$2,545,000		
Construction	\$4,693,346		





Ogeechee Road/US 17 Sector Plan

Completed: January, 2012

Updated: June, 2014

OGEECHEE ROAD/US 17 SECTOR PLAN

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Ogeechee Road Corridor Overview

Ogeechee Road is a major arterial in the metro-Savannah area. This report assesses the performance of the highway from Abercorn Extension/SR 204 in southside Savannah to US 80/Victory Drive just west of the downtown historic district. The study area is shown in Figure 1. Ogeechee Road is US 17/SR 25 from SR 204 to I-516, and then is US 80 to its intersection with Victory Drive/US 80. Ogeechee Road connects via US 17 north to Winchester, Virginia and south to Punta Gorda, Florida, and connects via US 80 west to Dallas, Texas and east to Tybee Island, Georgia.

Two segments of the corridor are designated by the Coastal Region (CORE) MPO as vista amenity corridors for preservation and enhancement, as shown in Figure 5 and Figure 6. The corridor has also been identified as a gateway at I-516 and as a priority for landscaping and aesthetic improvements in previous CORE MPO plans. It is functionally classified by the Georgia Department of Transportation as an Urban Principal Arterial. As a principal arterial, the highway is intended to carry trips through the region, emphasizing mobility over access to adjacent land.

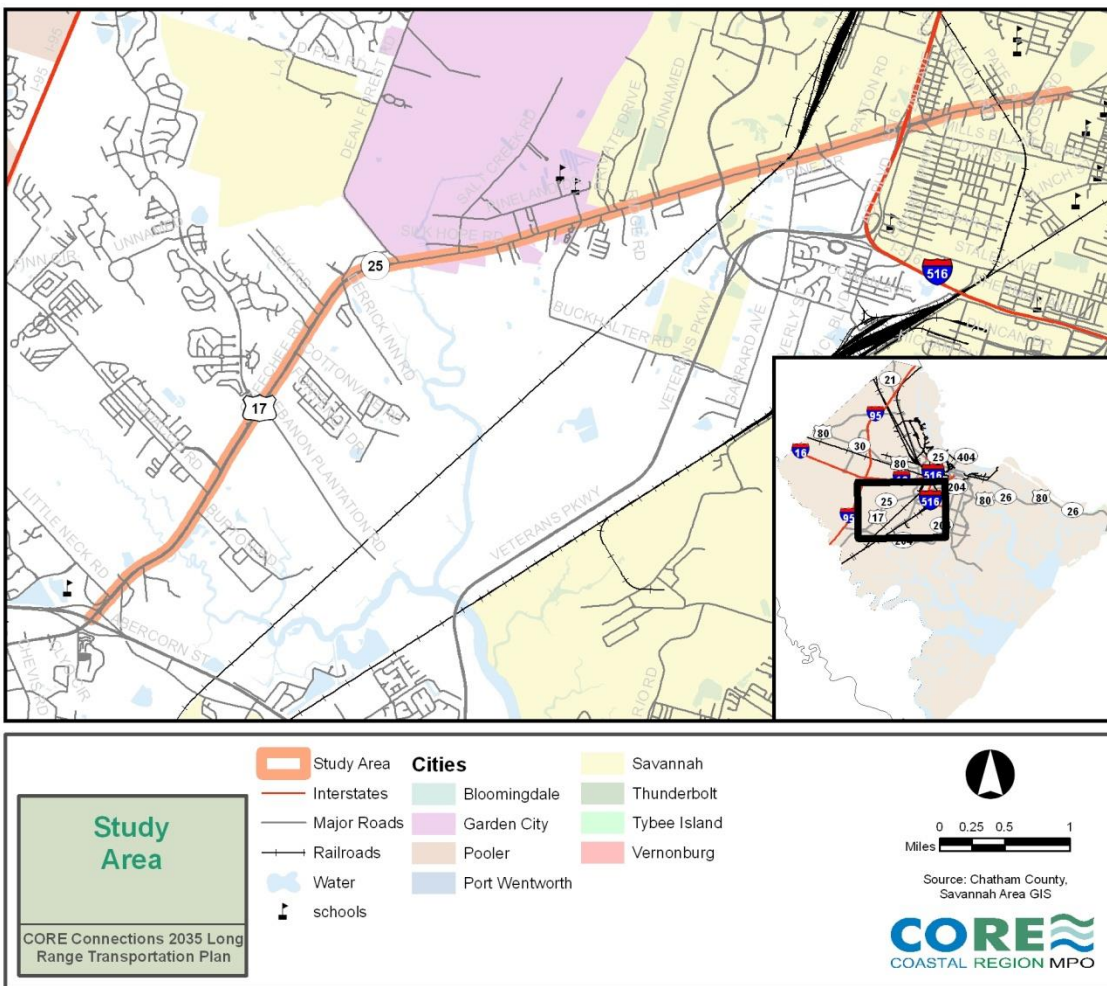


Figure 1 Study Area

Development Character

The corridor character ranges from recent development in commercial areas surrounding major intersections to declining commercial areas with light industrial, motels, and mobile home parks. There is a segment of natural marshland and forest. Much of the corridor has the potential for redevelopment. Figure 19 through Figure 22 highlight redevelopment potential. The value of improvements is less than the land value for a majority of parcels along the corridor, and total real estate value per acre is in the lowest fourth quintile for most of the corridor.

Multimodal Users

The corridor has local bus service operated by Chatham Area Transit (CAT). From Abercorn extension to Dean Forest Road, there are bike lanes striped on the right side of the traveled way. Sidewalks are intermittent along the corridor and are apparently buried in some locations. Walking paths are worn along the roadside in several locations. Figure 12 shows transit routes as well as planned and existing bicycle facilities and greenways; existing sidewalks were not included in existing GIS data for the area.

Access Management

The corridor provides a high degree of access to adjacent land, with no curb between the traveled way and adjacent parking areas in some locations. The driveway spacing on the corridor does not meet GDOT standards in several locations. In general, there are no parallel alternate routes. So, local traffic, as well as regional and through traffic, uses the corridor.

The corridor has a raised median for about 3.8 miles from SR 204 northeast to Dean Forest Road, where a center two-way left turn lane begins. The TWLTL continues for 3.4 miles to I-516, where the road is divided with a median in the interchange area. The road is a two-lane undivided cross section from I-516 to Victory Drive.

Signal Spacing

There are nine traffic control signals along the corridor, shown in Figure 9 and Figure 10. With the exception of the signals at the I-516 interchange and the adjacent signal at W 52nd Street, all traffic signals are adequately spaced at more than one-half mile between signals. For reference, GDOT recommends urban area signal spacing of 1,320 feet, with a minimum of 1,000 feet. Other sources, such as ITE, recommend a signal spacing of 2,640 feet, or one-half mile in urban areas for major arterials that emphasize mobility. There is no coordination between adjacent signals on the corridor.¹

Traffic

The latest 2009 GDOT traffic counts on Ogeechee Road range from 26,880 near Quacco Road and the Abercorn extension to 15,590 near Victory Drive.

In 2009, truck percentages reported by GDOT on the corridor ranged from 9 to 11 percent of daily traffic. There are several freight destinations, particularly on the eastern side of the corridor where railroads connect to light industrial and building supply retail locations.

¹ Conversation with Mike Weiner, May 10, 2011.

Figure 7 and Figure 8 show the estimated congestion on the corridor, with traffic volumes above capacity near Dean Forest Road and Quacco Road in the western portion of the study area.

Corridor Issues

1. Lack of parallel facilities; lack of interparcel access
2. Two-way left turn lane conflicts, safety and traffic impacts
3. Density of access points (driveways and intersections) reduces capacity of roadway; some areas with open curbs to parking rather than driveways
4. Some areas of blight, lack of building and site maintenance
5. Lack of pedestrian facilities, in particular a lack of sidewalks linking bus stops with destinations
6. Lack of pedestrian and transit amenities such as shelters, trees, benches, lighting
7. Corridor aesthetics, signage, and landscaping
8. Compatibility of light industrial uses, warehousing, junk yards, auto-oriented uses with residential, recreation, hotel/motels, commercial areas that generate increasing pedestrian trips

Corridor Opportunities

1. Redevelopment potential of adjacent parcels creates an opportunity to increase access management and provide pedestrian facilities as the area redevelops
2. New or recent developments with frontage roads or other parallel facilities
3. Currently used by autos, transit, bicyclists, and pedestrians
4. Transportation strategies to increase mobility for lower income population (e.g., mobile home parks)
5. Widening project in constrained 2035 LRTP to extend four-lane section from I-516 to Victory Drive
6. Natural resources in area and scenic vista amenity corridor on two segments

Corridor Assessment by Segment

For a more detailed analysis, the study team divided the corridor into six segments based on development character and the highway cross-section. The figure below shows the analysis segments.

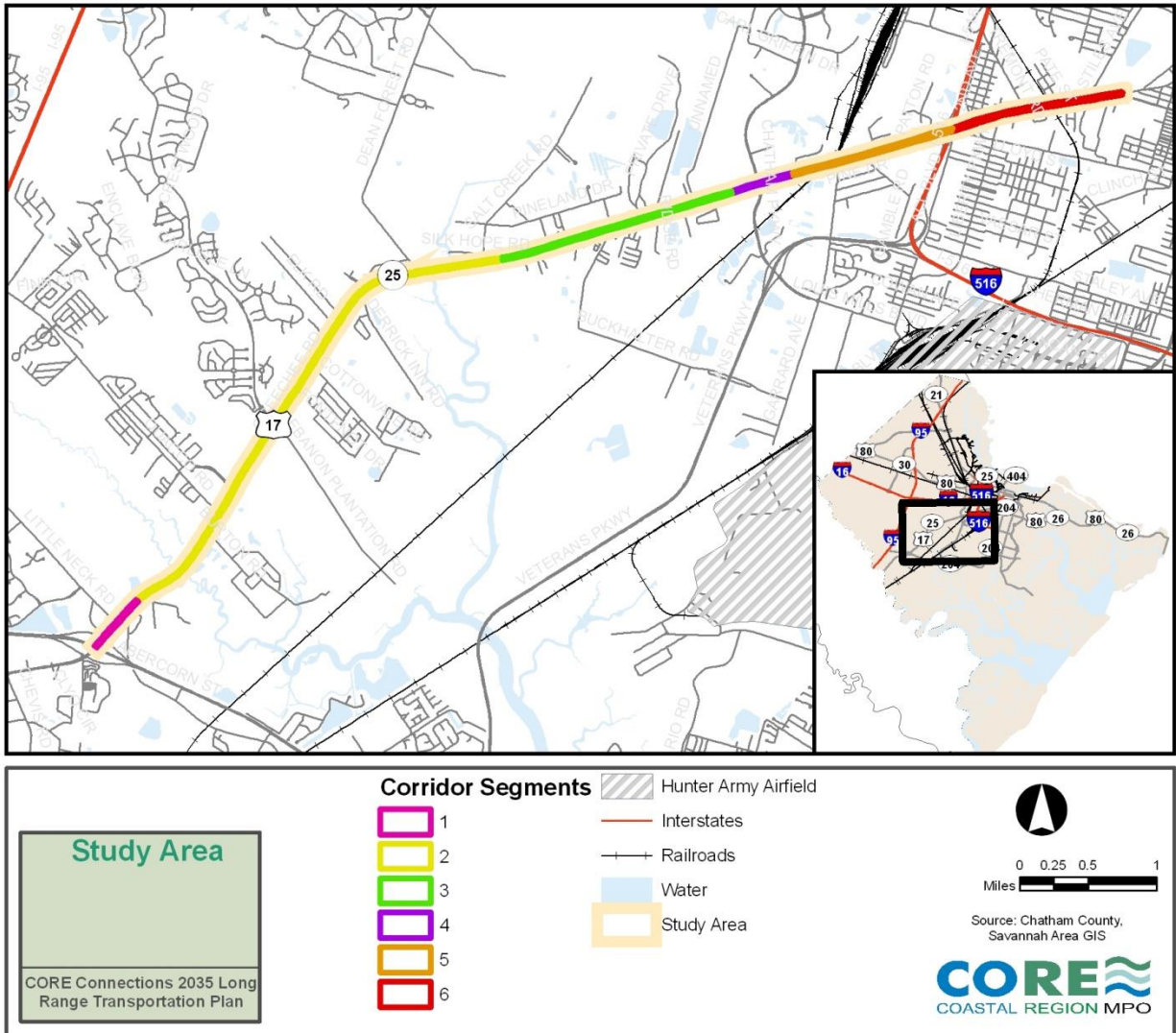


Figure 2 Corridor Segments

Analysis Segments

1. Abercorn Extension to private drive east of Little Neck Road. Interchange influence area with new or recent strip commercial development and high-end residential subdivisions. Segment 1 is divided for its entire length.
2. Vista amenity corridor (extended) from private drive to Silk Hope Road dead-end. Adjacent parcels are mostly undeveloped, ranging from forest to marshland. Transitions to new commercial development surrounding Berwick Boulevard, which connects to Southbridge and other subdivisions. Segment 2 is divided with a median to Dean Forest Road.
3. Silk Hope Road dead-end east of Salt Creek Road to one-quarter mile west of Chatham Parkway. Low income residential, mobile home parks, used car sales and service, machinery shops, and other auto-oriented retail with primarily unpaved parking and open access. Segment 3 has a two-way left turn lane for its length.

4. Chatham Parkway influence area (one-half mile segment centered on intersection with Chatham Parkway). Recently developed commercial area with typical suburban arterial development pattern of drive-thru restaurants, strips, etc. Segment 4 has a two-way left turn lane for its length.
5. East of Chatham Parkway (0.25 miles east of Chatham Parkway) to I-516. Characterized by motels and a mix of retail including building supply companies. Paths are worn along the roadside. Segment 5 has a two-way left turn lane for its length.
6. I-516 to Victory Drive. Dominated by light industrial uses, building supply retailers, and mobile homes. Varying cross section with one lane in each direction primarily. Segment 6 has a median at I-516 and then is undivided. A widening project is in the constrained LRTP for this segment.

Access Management

The figures below show that most of the corridor does not meet the minimum spacing standard for driveways per GDOT. (The westbound figure should be read right to left.) Corridor mobility would improve from increased driveway spacing; Segment 3, in particular, is an opportunity to increase driveway spacing as the area redevelops. Conflicts resulting from traffic turning into driveways would also be reduced by increasing the required spacing between driveways.

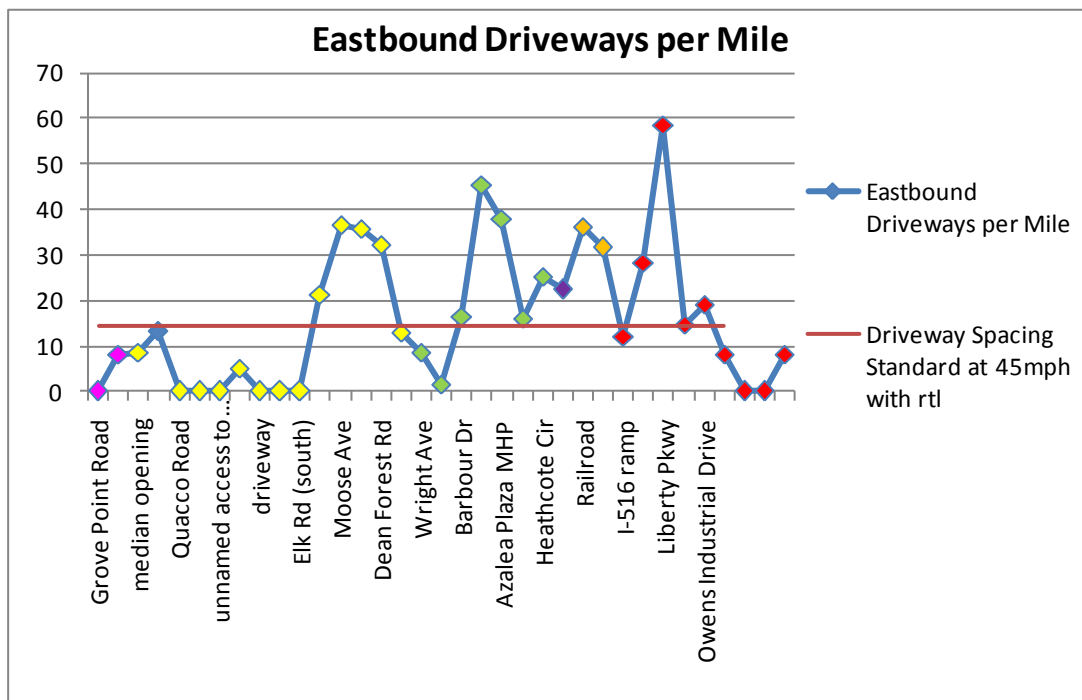


Figure 3 Driveway Spacing

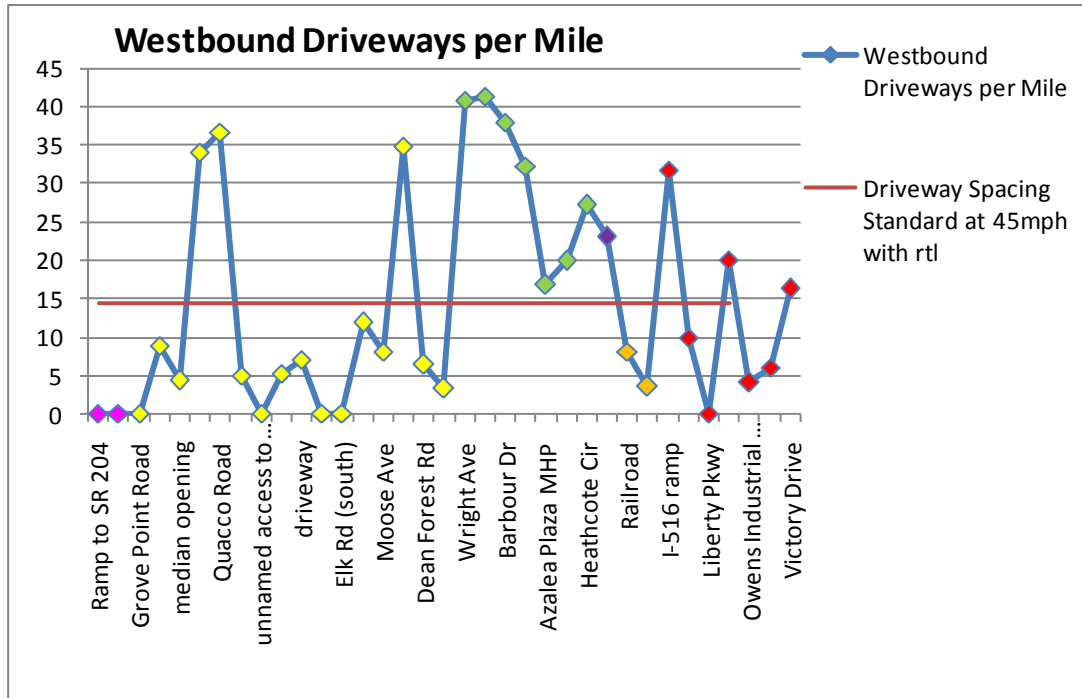


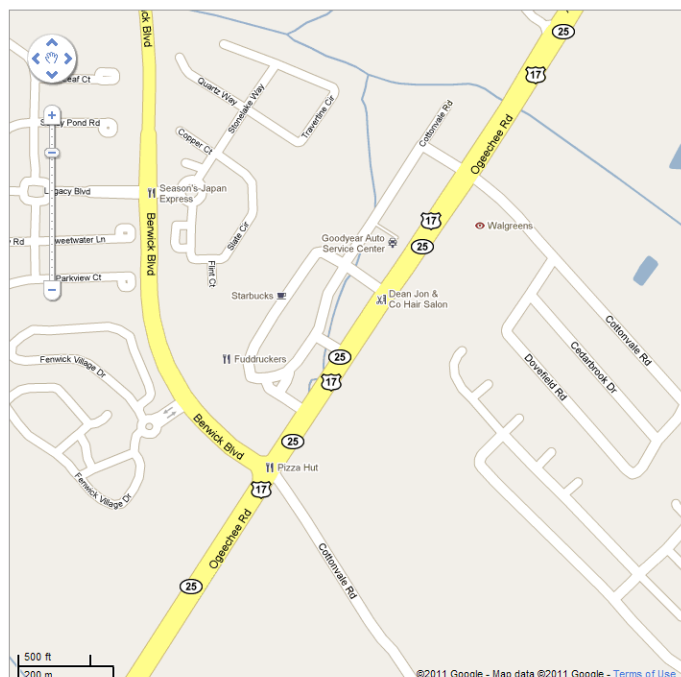
Figure 4 Driveway Spacing

Segment 1: Abercorn Extension to Vista Corridor

1. Adjacent land is zoned commercial, planned development, and residential.
2. Interchange could increasingly influence development; there are several vacant parcels in this small corridor segment.
3. Driveway spacing is within recommended spacing standards, and should be maintained as development occurs.

Segment 2: Vista Amenity Corridor

1. Adjacent land is zoned marsh, residential, planned development, and commercial. Garden City segment zoned light commercial north of US 17 and industrial south of US 17.
2. Congestion may be a concern today. The roadway is projected to operate near capacity in the future (without changes).
3. Salt Creek boat ramp and public park is at the eastern end of this segment.



4. Retail sites and new residential are located at Berwick Road, shown above. Kroger plaza and adjacent commercial parcels include a parallel facility as a one-lot deep backage road. This connection should continue to adjacent developments. This may be a good model for future developments in corridor.
5. Driveway spacing is adequate per GDOT standards to Cottonvale Road, after the Kroger plaza at Berwick Road. Then, the spacing is too close for about one-half mile.
6. AADT on this segment ranges from 26,880 (estimated) to 19,720 (actual) vehicles in 2009. The truck percentage in 2009 was 9%. Actual counts near Quacco Road and Berwick Road increased from 16,170 in 2005 to 26,420 in 2008 (at station 0198), probably due to the residential development along Berwick Road. This segment is estimated to operate near or above capacity on a regular basis, resulting in congestion.

Segment 3: Silk Hope to West of Chatham Parkway

1. Adjacent land is zoned commercial, residential and planned development. Garden City segment zoned heavy commercial to the north of US 17 and industrial or commercial to the south of US 17, with exception of one residential parcel.
2. Some curb and gutter. Closely spaced driveways. Unpaved parking areas and access roads.
3. Driveway spacing is below the GDOT standard for the entire segment on both sides of the road.
4. AADT on this segment was reported as 19,760 in 2009, with 11% trucks.

Segment 4: Chatham Parkway Influence Area

1. Adjacent land is zoned commercial and institutional.
2. New developments are highway oriented commercial. Interparcel access is provided between parking lots of newer establishments. Southwest quadrant has not been redeveloped, and has no interparcel access, resulting in several driveways spaced closely together and access from the intersection's right-turn lane into one parking lot.
3. Area is influenced by office complexes on Chatham Parkway; midday traffic is relatively high due to restaurants.
4. Driveway spacing is below GDOT standard in southwest quadrant of intersection.

Segment 5: East of Chatham Parkway to I-516

1. Adjacent land is zoned commercial and light industrial.
2. The former Trane plant, now a large vacant building with parking lot. is located in southwest quadrant of I-516 interchange.
3. Several hotels in area.
4. Sidewalks are not continuous. There is no parallel facility in this corridor segment.
5. Driveway spacing is generally below standard; redevelopment should include interparcel access and shared driveways to increase spacing.
6. AADT on this segment was estimated at 18,660 in 2009.

Segment 6: I-516 to Victory Drive

1. Adjacent land is zoned commercial, light industrial, or residential. More light industrial land in this segment than any other segment in the study area, mostly adjacent to railroad.
2. Roadway is estimated to be operating near capacity today and is projected to be congested in the future. However, the LRTP includes a road widening project for the segment.
3. Pavement conditions show deterioration. Rutting and cracking; shoulder drop-offs in some locations. See Figure 35.
4. Narrow or lack of paved shoulder in areas; I-516 to Liberty Parkway on south side of road has curb and gutter.
5. Driveway spacing is generally adequate, except for parcels on either side of Liberty Parkway, such as Kroger plaza and BP gas station.
6. AADT on this segment was estimated to range from 15,590 (near Stiles Drive) to 18,170 near Tremont Road.

Corridor Issues and Opportunities

A number of consistent issues were identified throughout the corridor. These issues include:

1. Lack of parallel facilities; lack of interparcel access
2. Two-way left turn lane conflicts, safety and traffic impacts
3. Density of access points (driveways and intersections) reduces capacity of roadway; some areas with open curbs to parking rather than driveways
4. Some areas of blight, lack of building and site maintenance
5. Corridor aesthetics, signage, and landscaping
6. Lack of pedestrian facilities, in particular a lack of sidewalks linking bus stops with destinations
7. Lack of pedestrian and transit amenities such as shelters, trees, benches, lighting
8. Compatibility of light industrial uses, warehousing, junk yards, auto-oriented uses with residential, recreation, hotel/motels, commercial areas that generate increasing pedestrian trips

In addition, there were also a number of opportunities within the sector area that were identified. These opportunities include:

1. Redevelopment potential of adjacent parcels creates an opportunity to increase access management and provide pedestrian facilities as the area redevelops
2. New or recent developments with frontage roads or other parallel facilities
3. Current use by autos, transit, bicyclists, and pedestrians

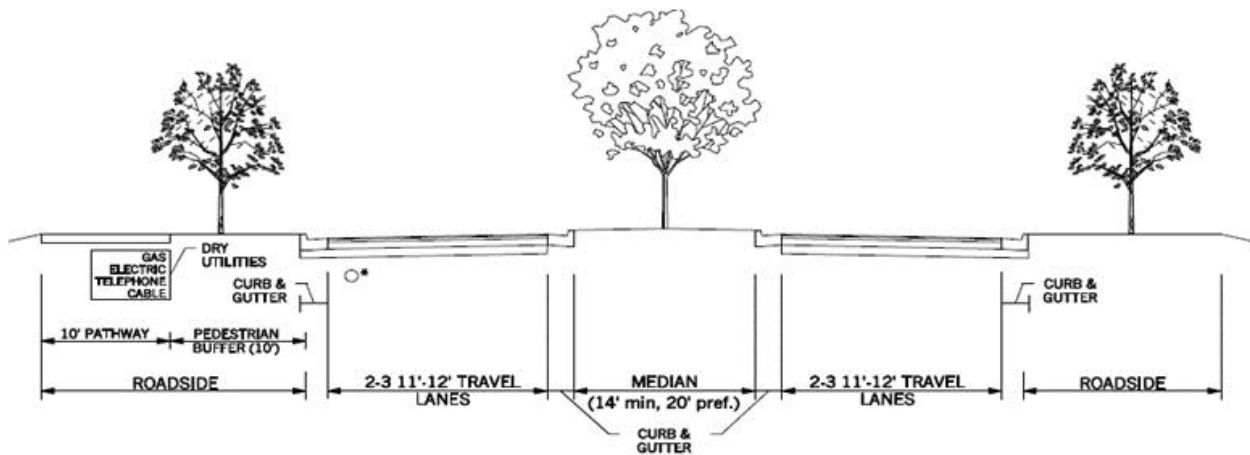
4. Transportation strategies to increase mobility for lower income population (e.g., mobile home parks)
5. Widening project in constrained 2035 LRTP to extend four-lane section from I-516 to Victory Drive
6. Natural resources in area and scenic vista amenity corridor on two segments

Recommendations

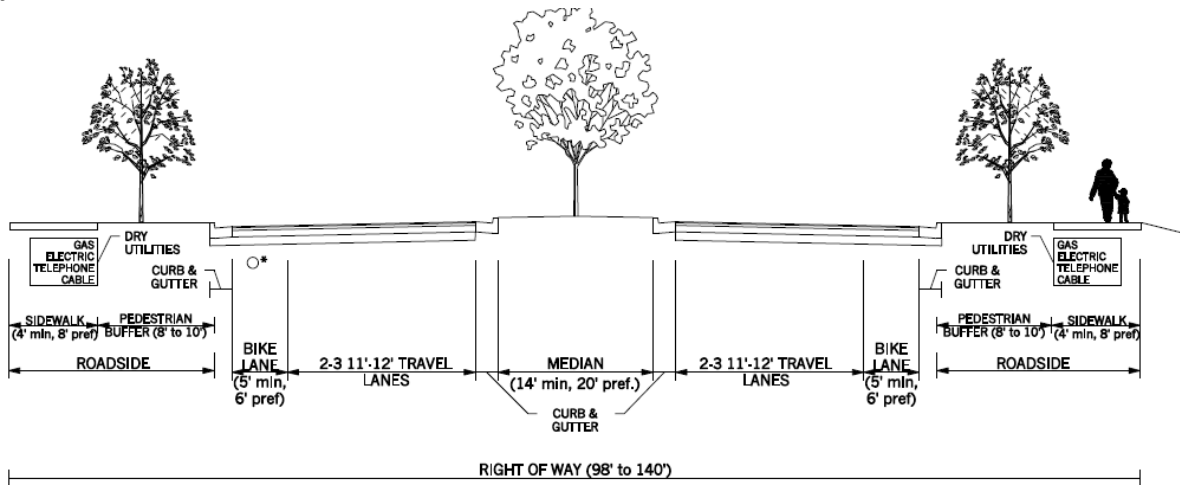
As part of the Total Mobility Plan, a Thoroughfare Plan has been developed. This Thoroughfare Plan, developed in conjunction with local jurisdictions, defines the facility types by their function in the roadway network, as well as the character of the area they serve and the need to serve multimodal users. The combination of the transportation function and the area character or context, informs the design parameters for each identified facility type. Typical sections were developed for each of the identified thoroughfare types; the recommendations for the US 17/Ogeechee Road corridor were developed through the application of the thoroughfare types for the corridor.

US 17/Ogeechee Road is identified in the Thoroughfare Plan as a Major Arterial – Suburban from SR 204 to I-516. From I-516 to Victory Drive, the designation is Major Arterial – Urban. The typical cross section for each of these thoroughfare types is shown below.

Major Arterial – Suburban



Major Arterial - Urban



Based on the identified thoroughfare and corresponding typical section, the following improvements are recommended for each segment. Each of these recommended projects has been incorporated into the Vision Plan, or unfunded needs list.

Segments 1 and 2:

- Addition of separated bicycle/pedestrian facility/multi-use path

Segments 2, 3, 4, and 5

- Addition of a median and separated bicycle/pedestrian facility/multi-use path

Segment 6: I-516/Liberty Parkway to Victory Drive

- Addition of two 11 foot travel lanes; planted median; sidewalks and bicycle lanes

Map Series

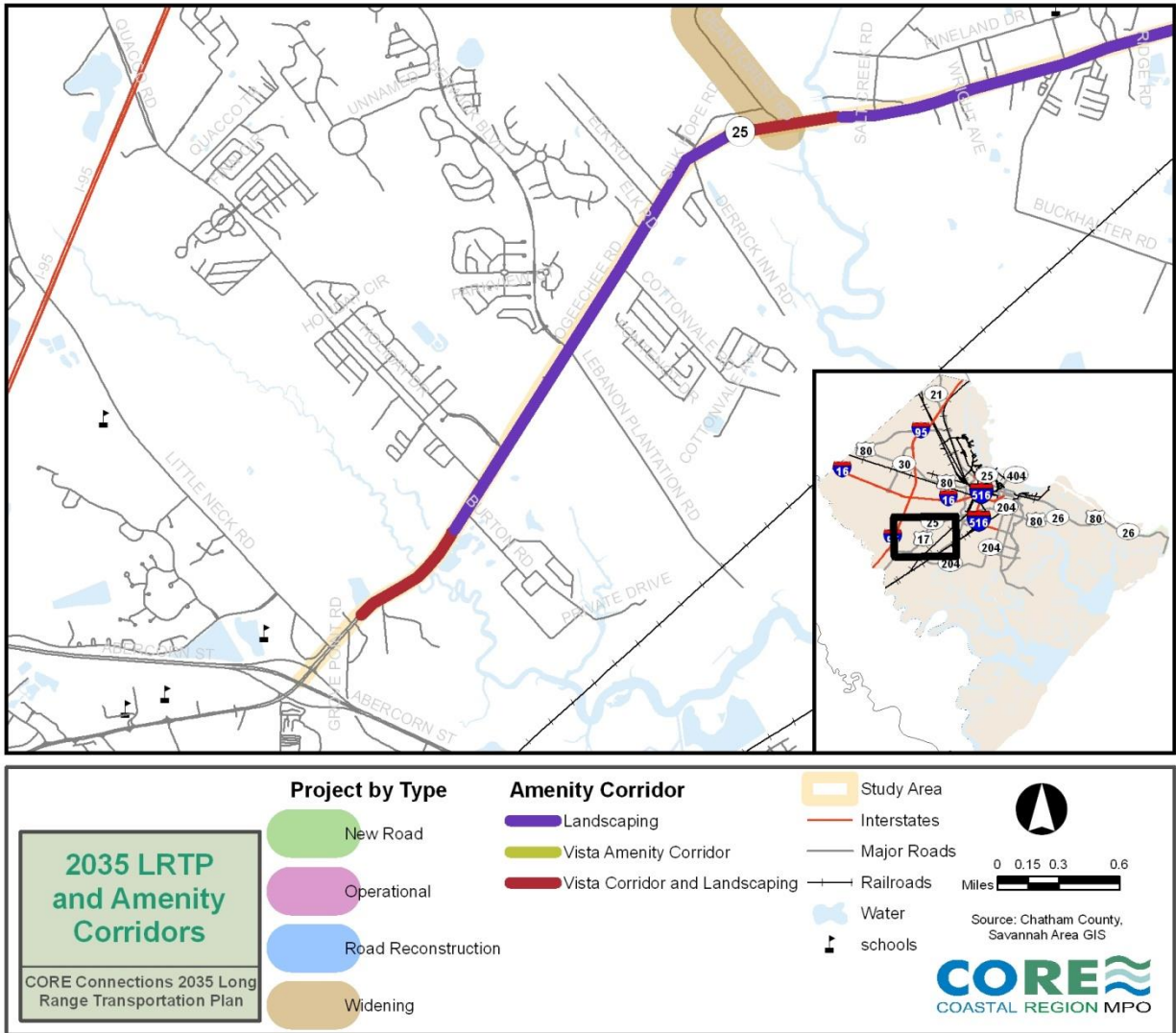


Figure 5 Amenity Corridors and 2035 LRTP Projects (western study area)

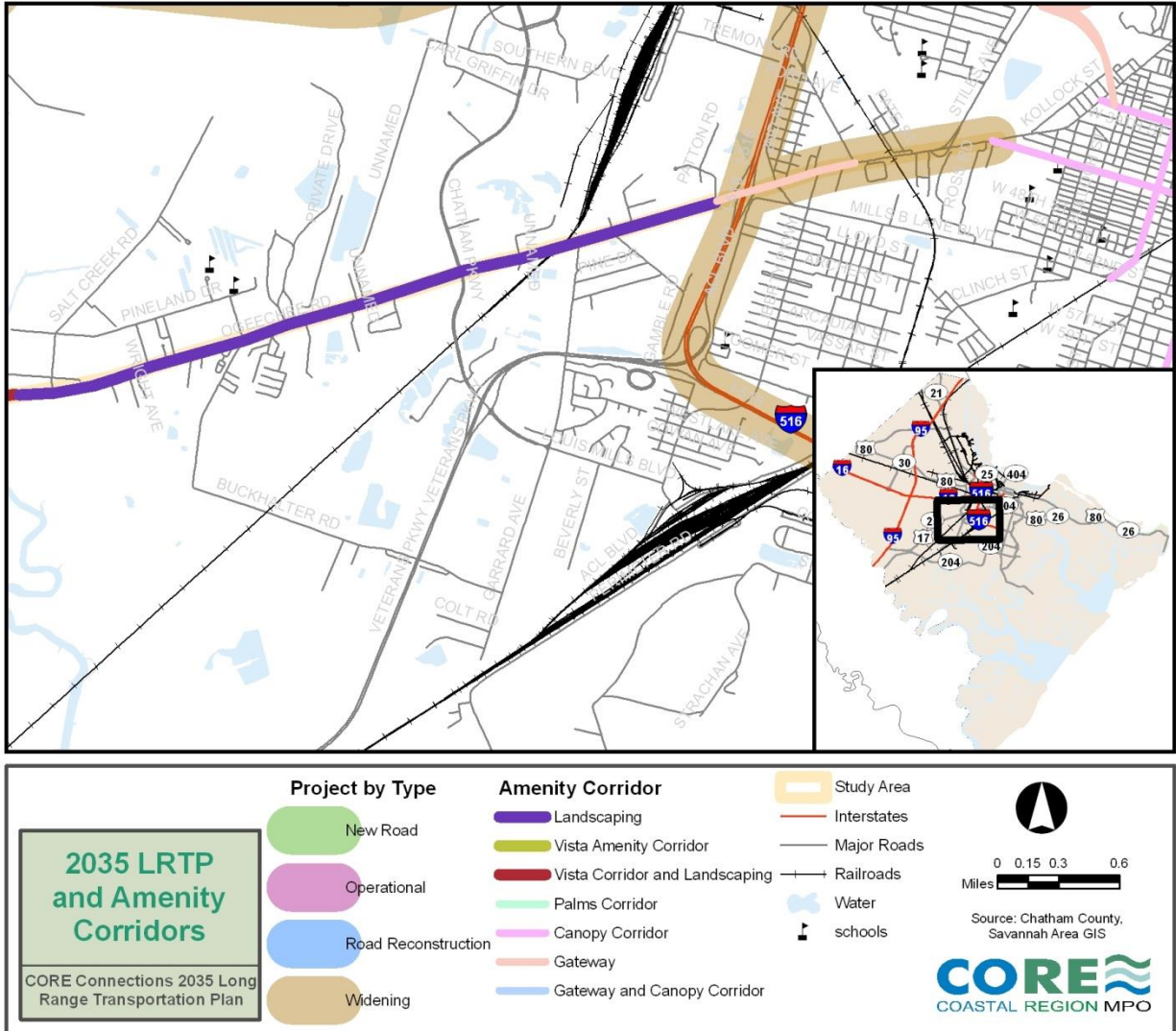


Figure 6 Amenity Corridors and 2035 LRTP Projects (eastern study area)

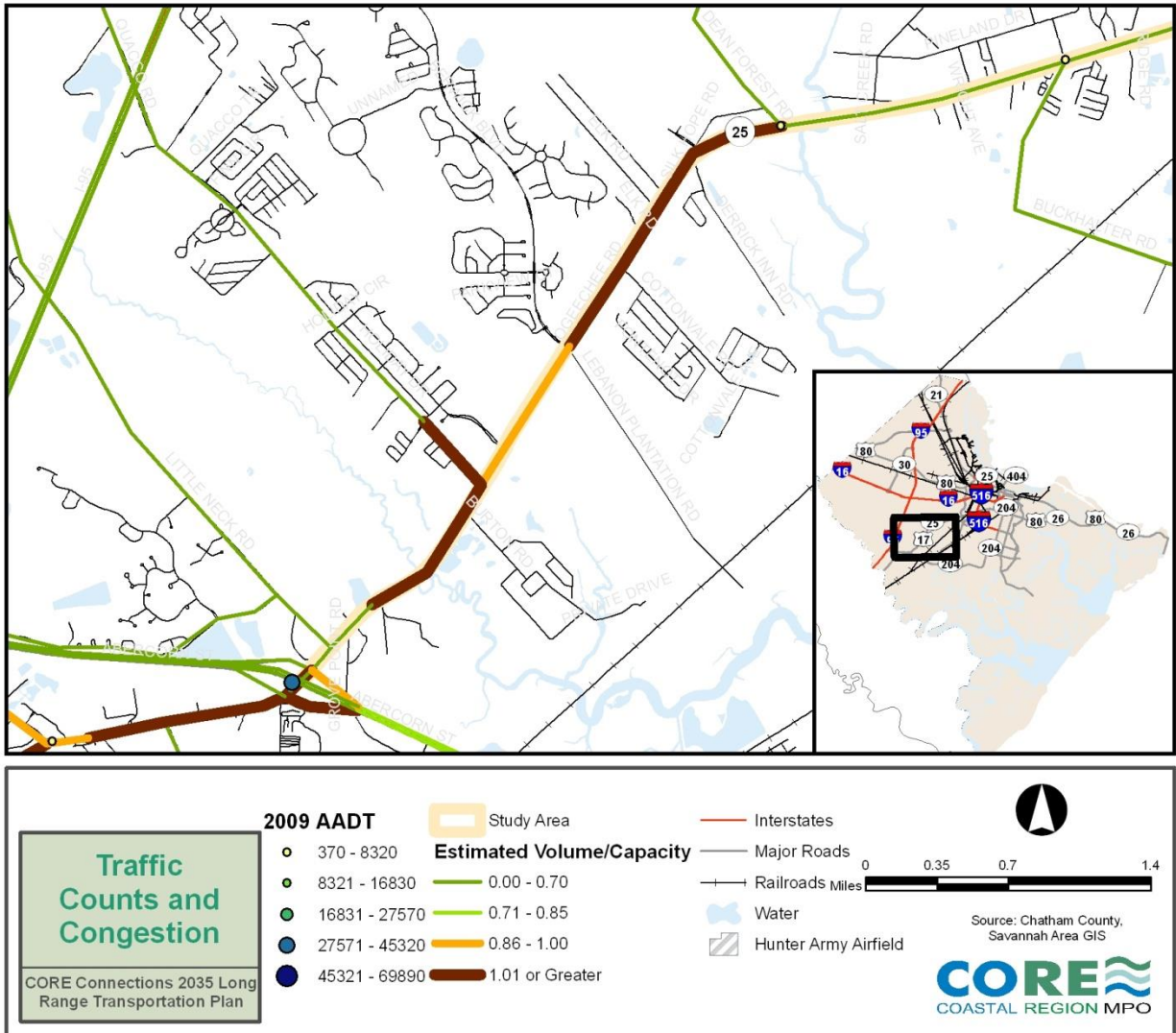


Figure 7 Traffic Counts and Congestion Estimates (western study area)

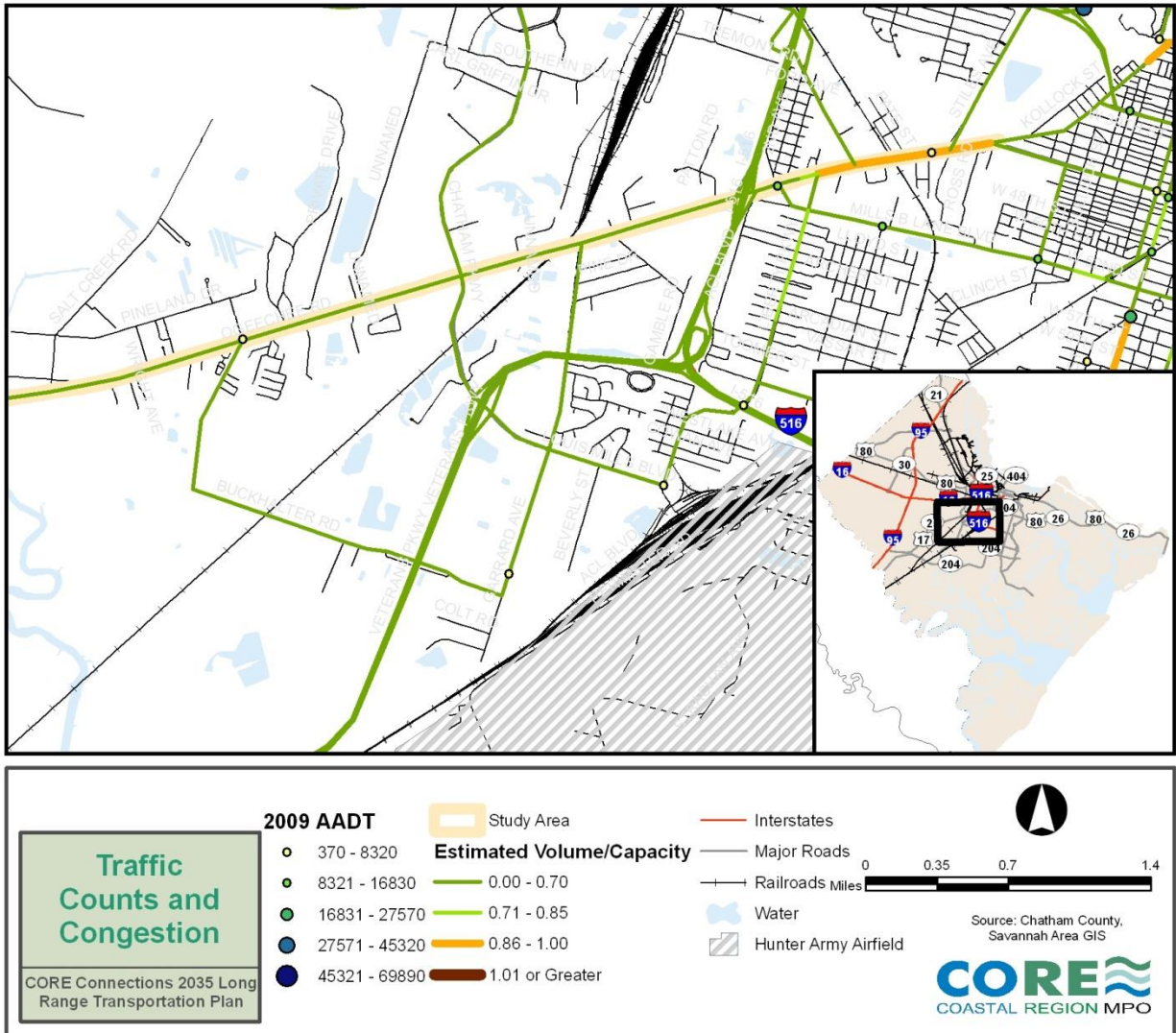


Figure 8 Traffic Counts and Congestion Estimates (eastern study area)

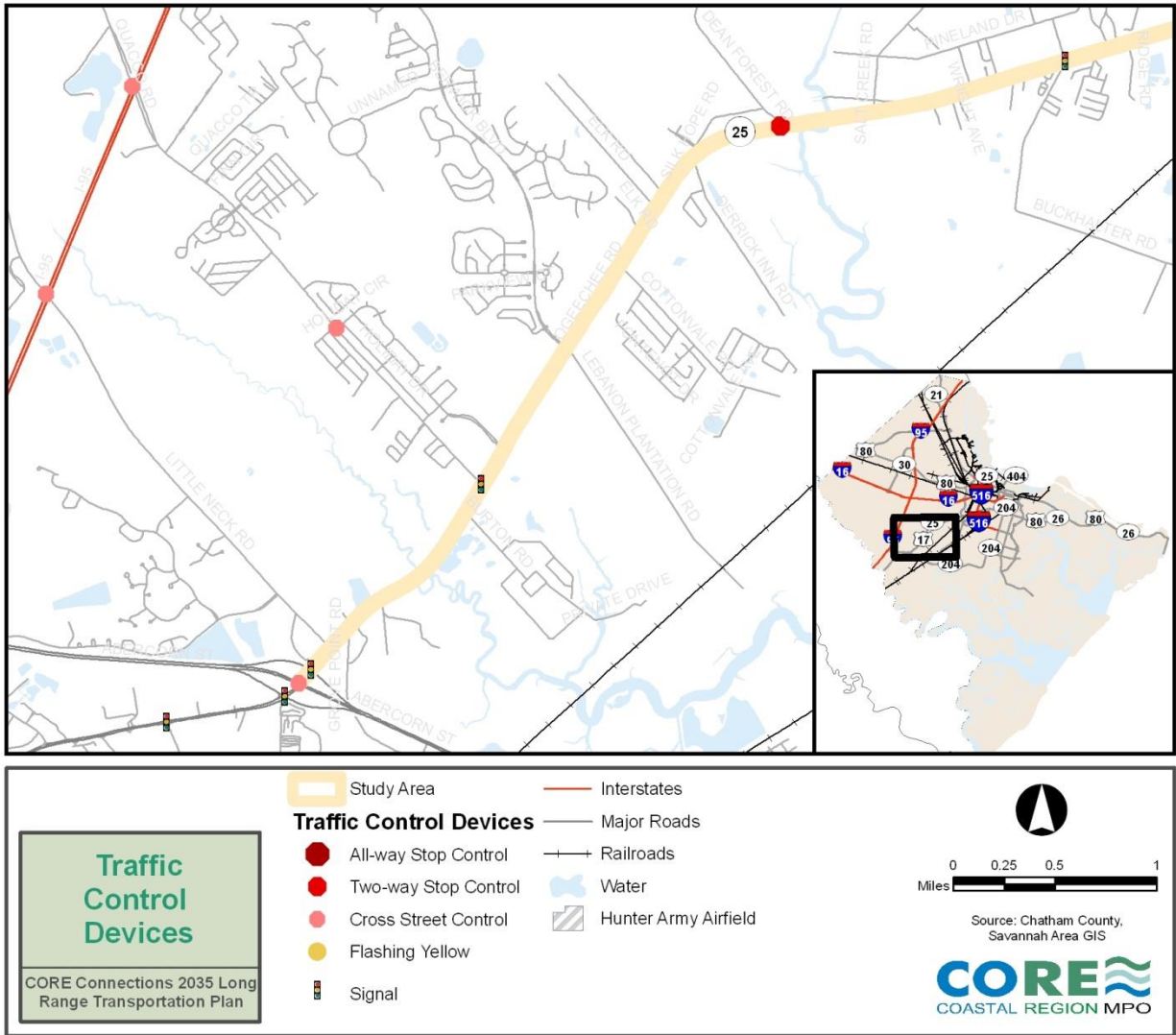


Figure 9 Traffic Control Devices (western study area)

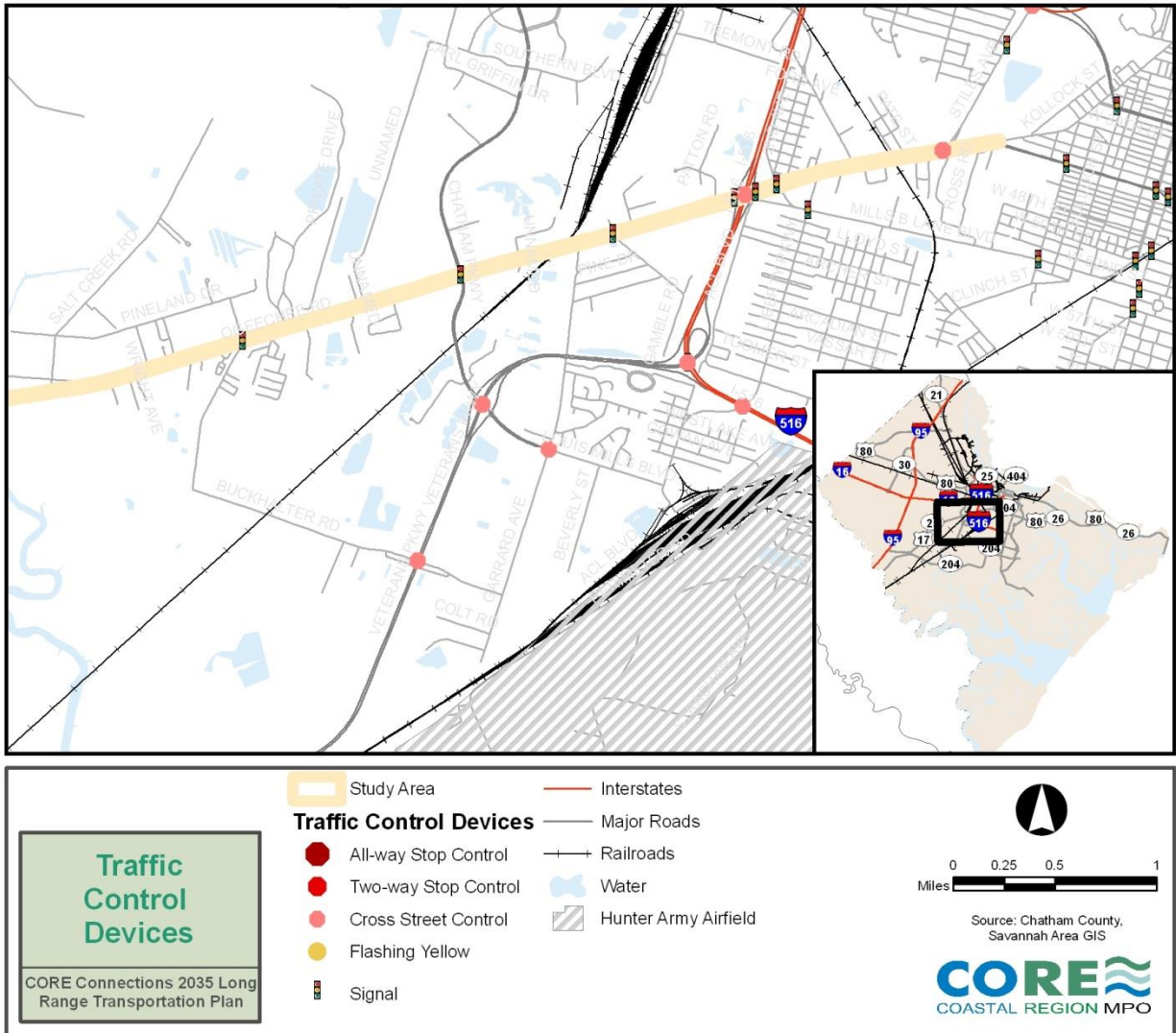


Figure 10 Traffic Control Devices (eastern study area)

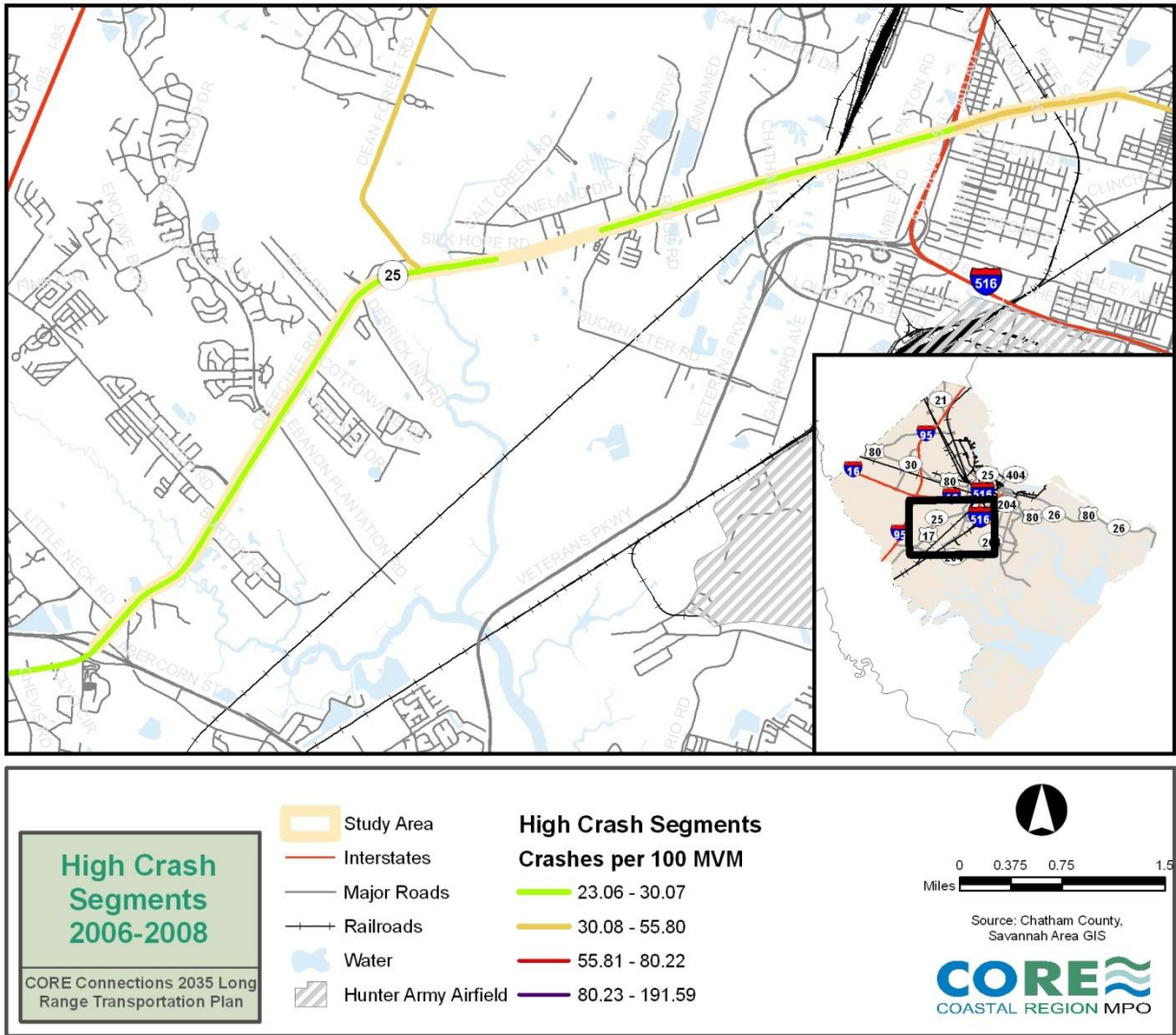


Figure 11 Crash Rates

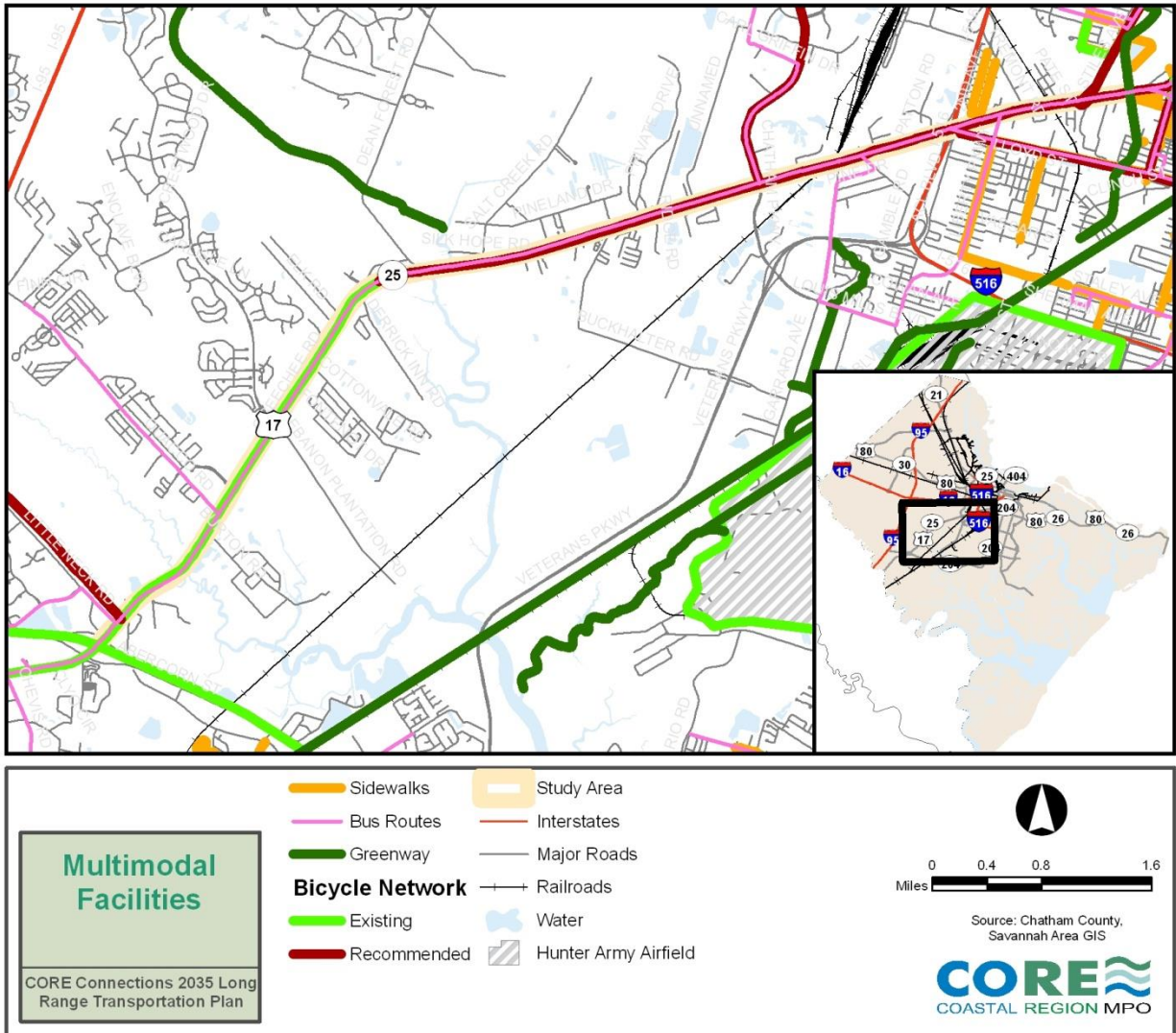


Figure 12 Multimodal Facilities

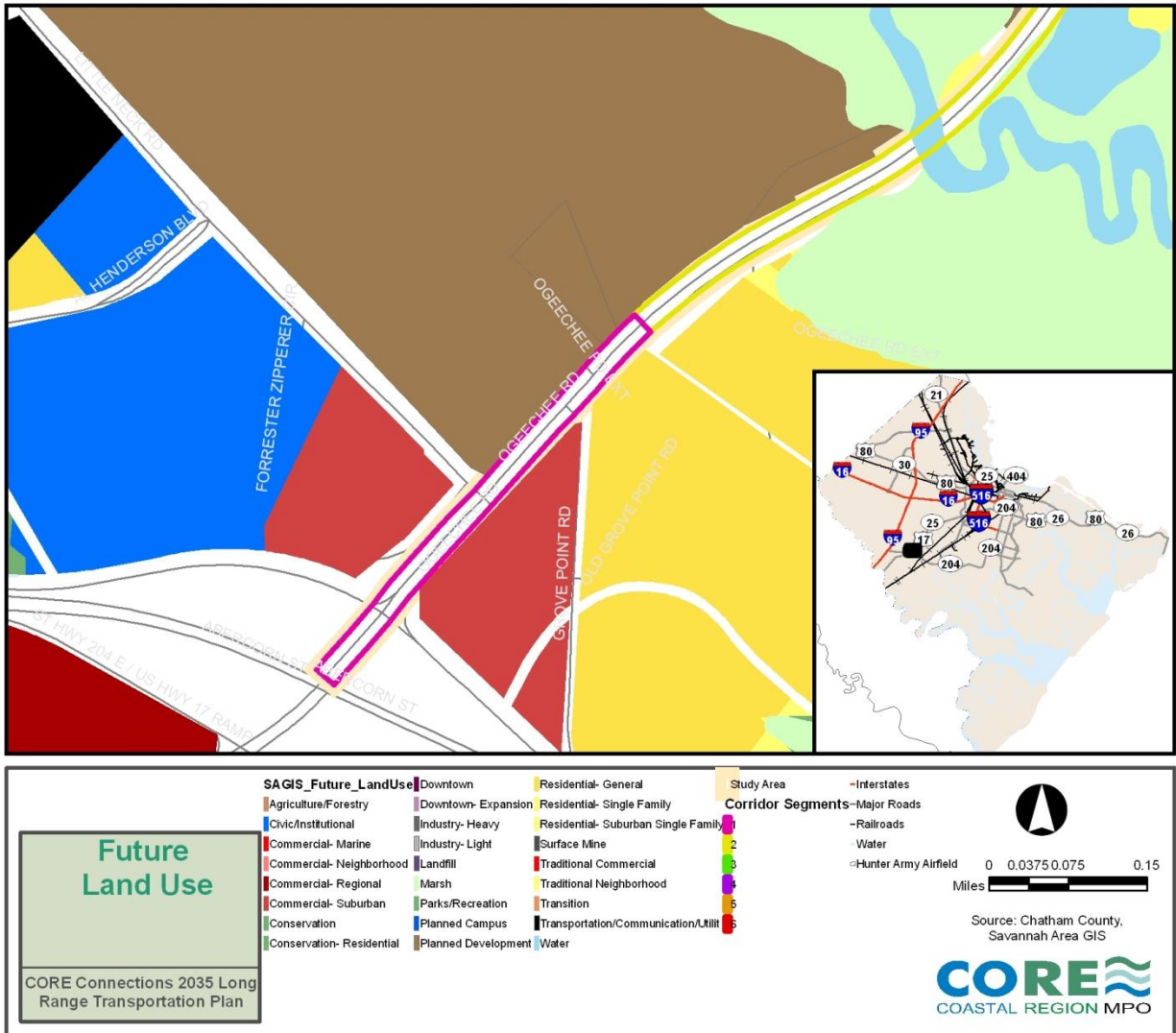


Figure 13 Segment 1 Future Land Use

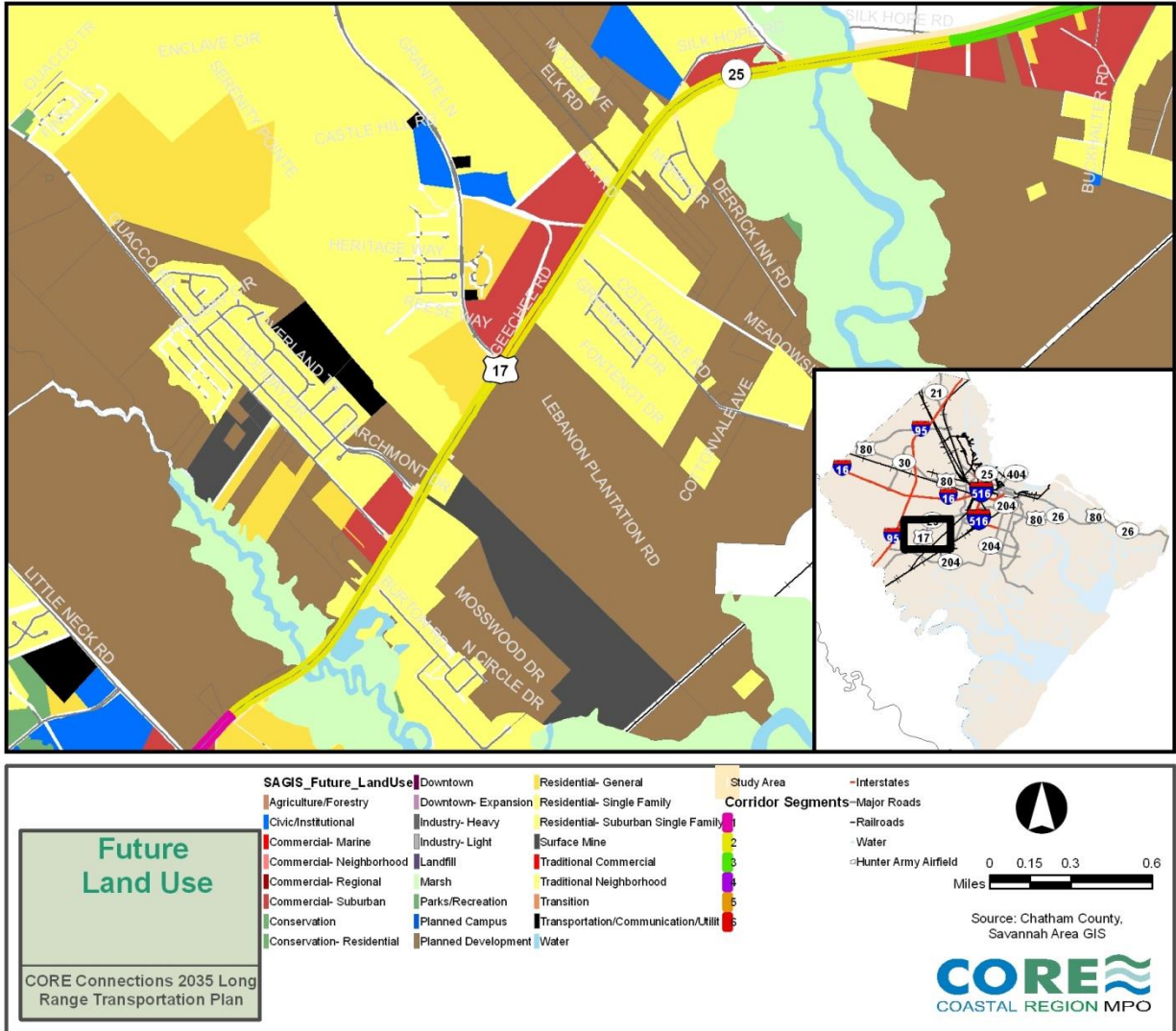


Figure 14 Segment 2 Future Land Use

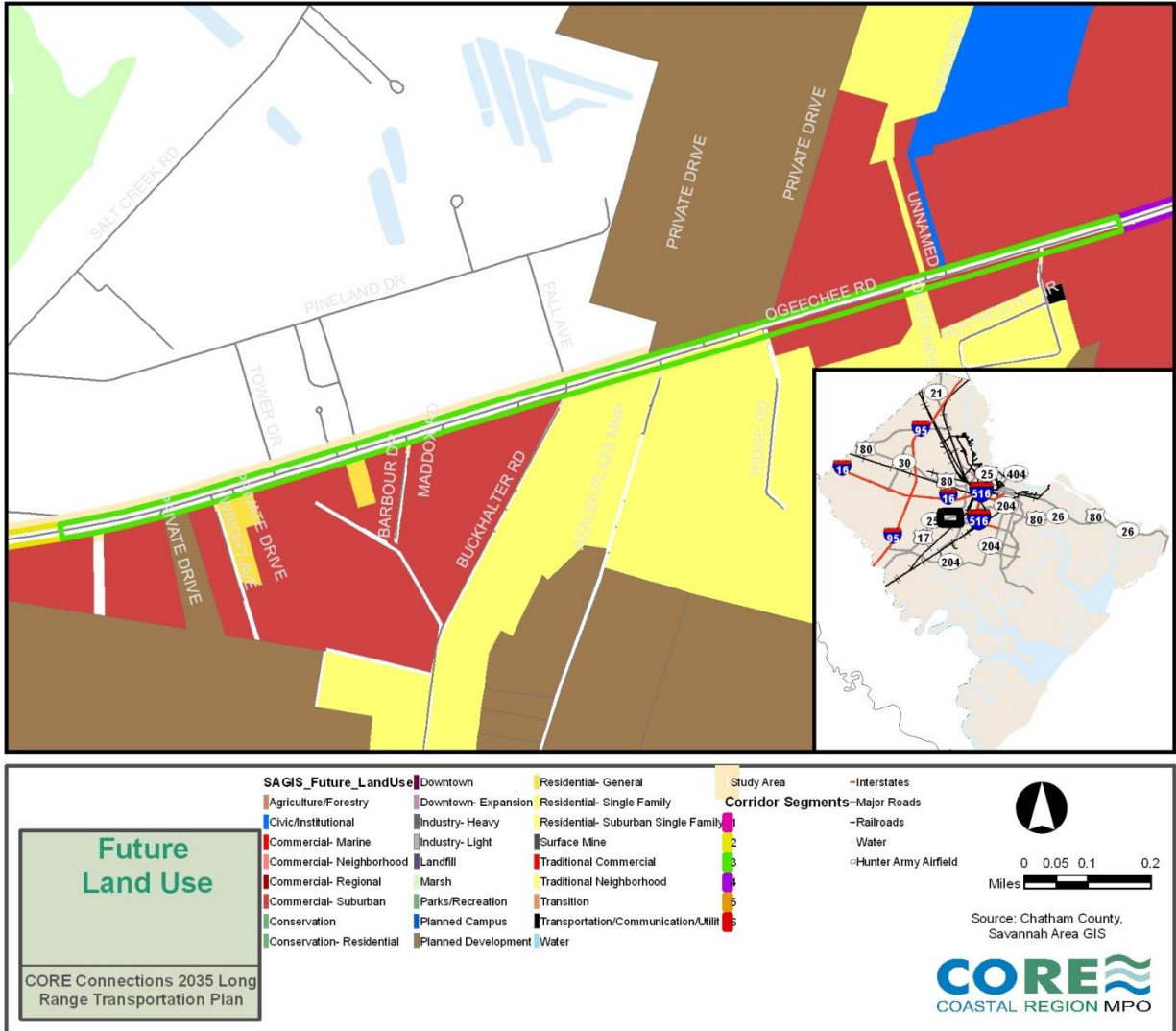


Figure 15 Segment 3 Future Land Use

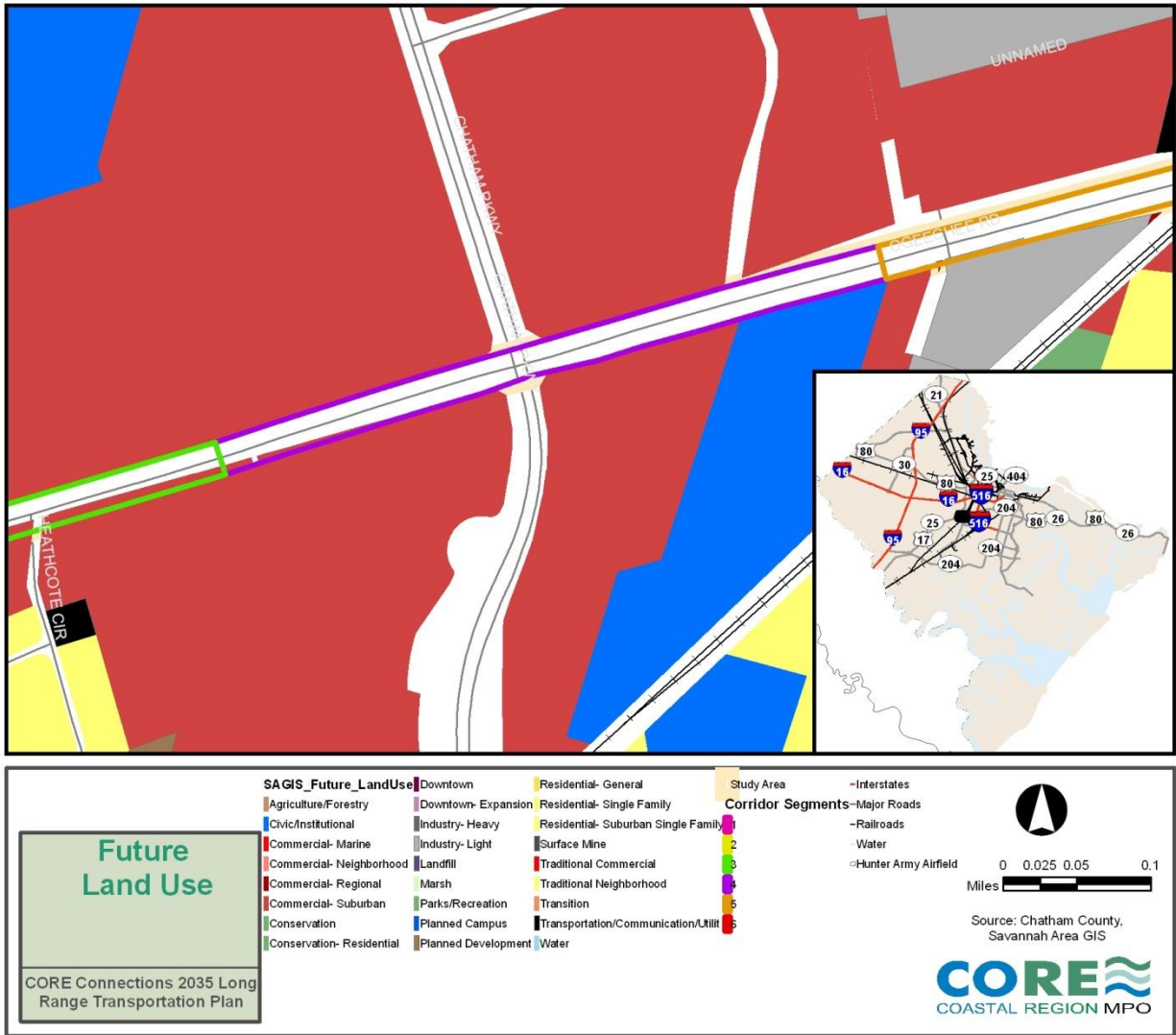


Figure 16 Segment 4 Future Land Use

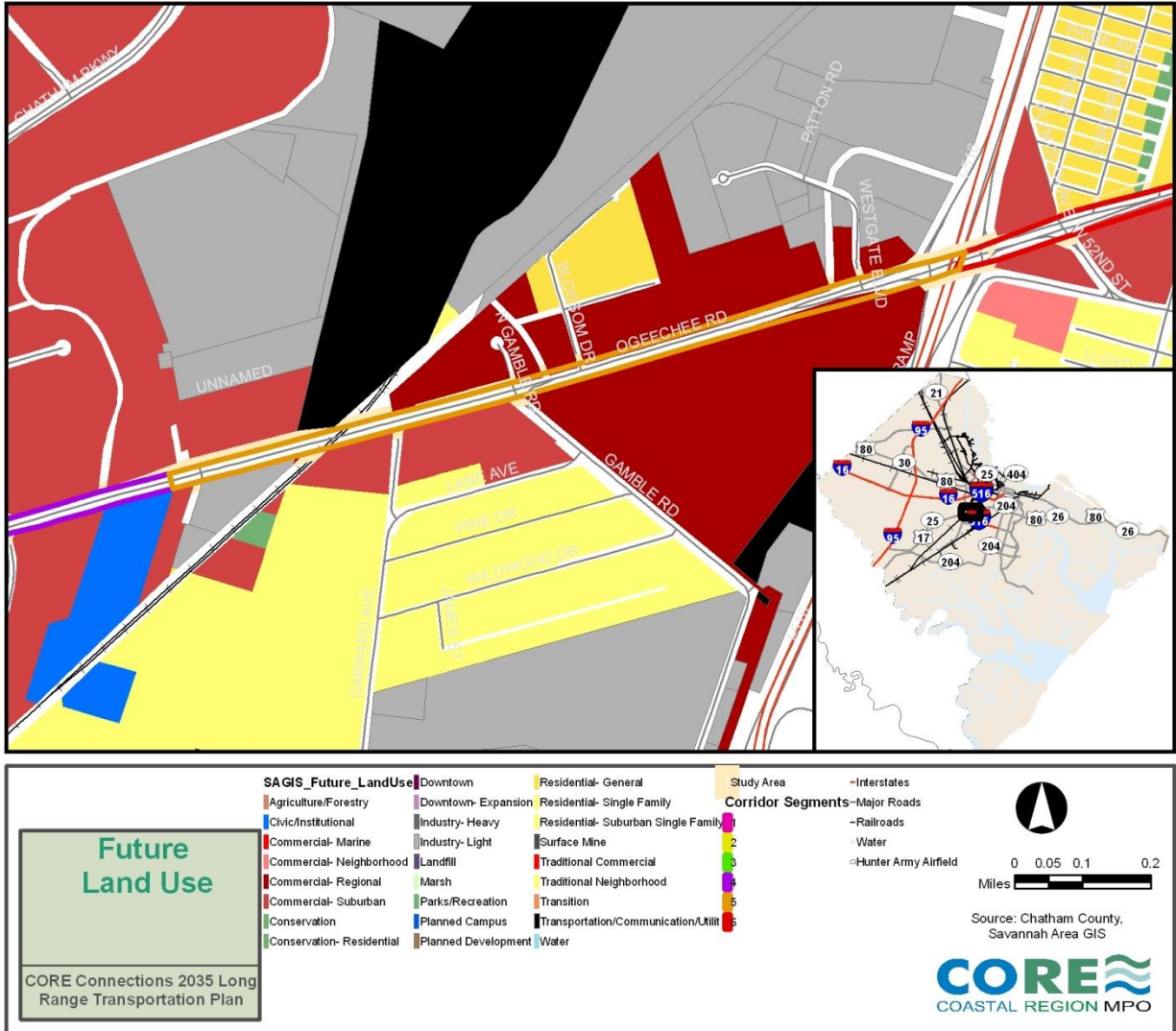


Figure 17 Segment 5 Future Land Use

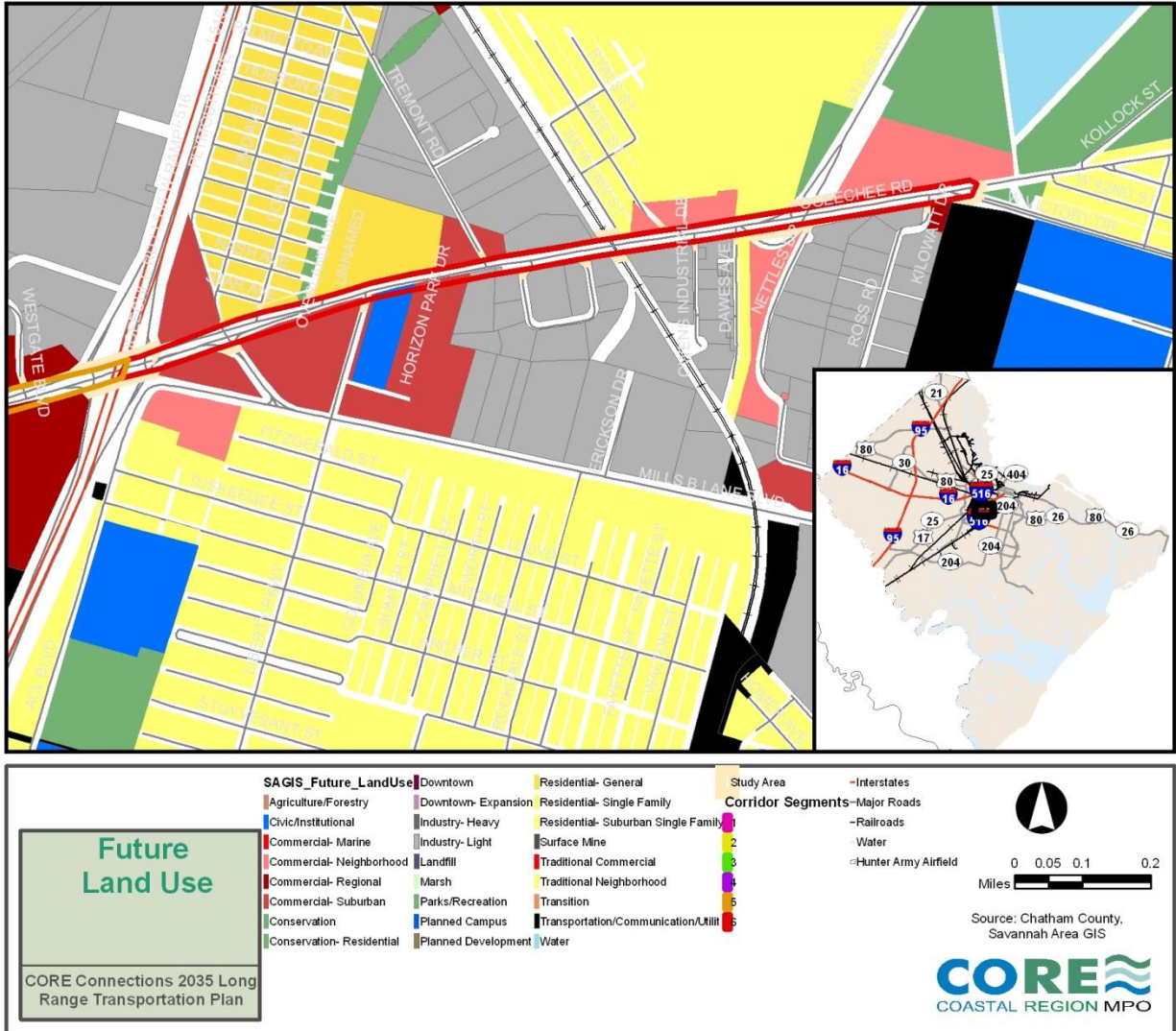


Figure 18 Segment 6 Future Land Use

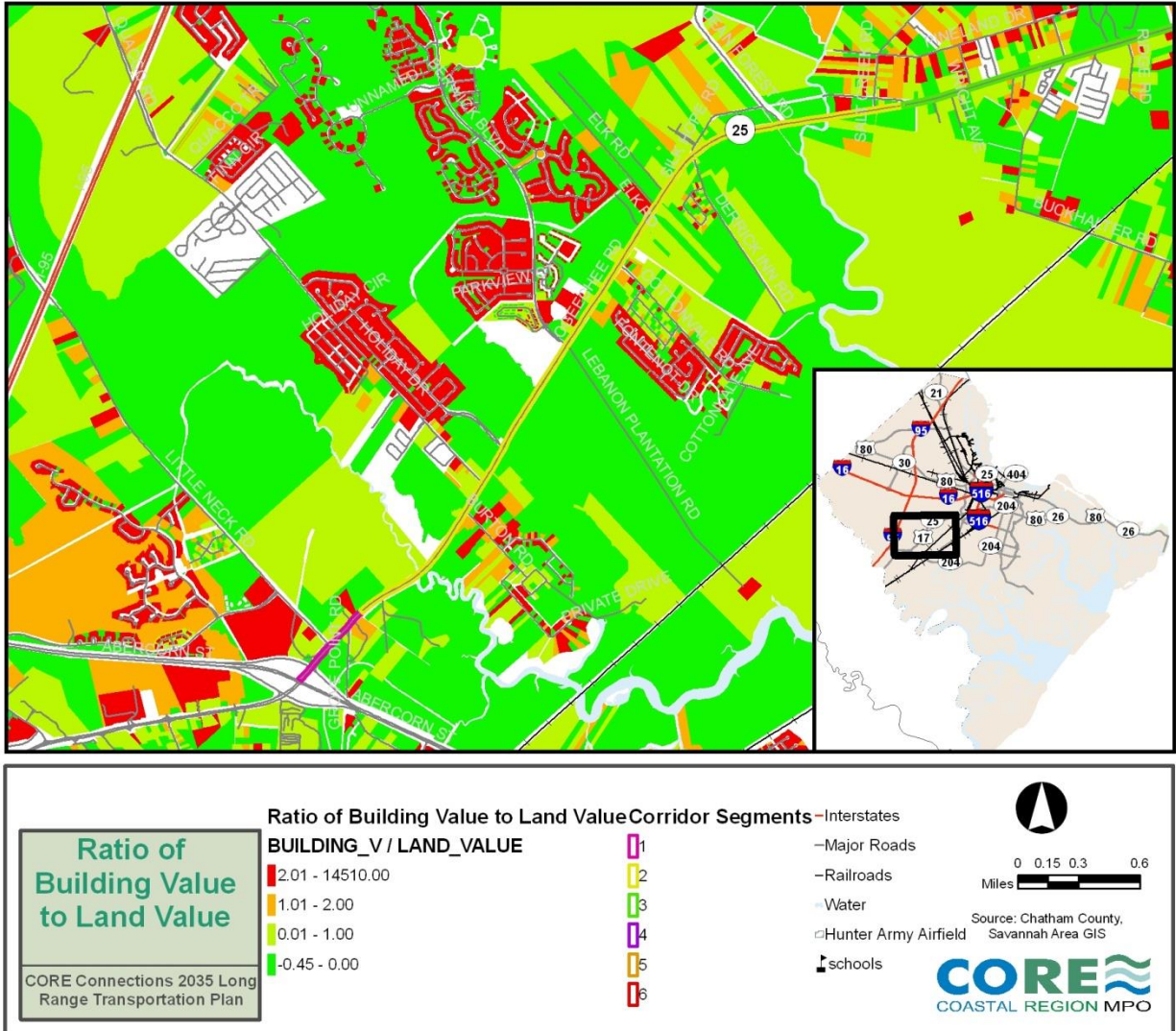


Figure 19

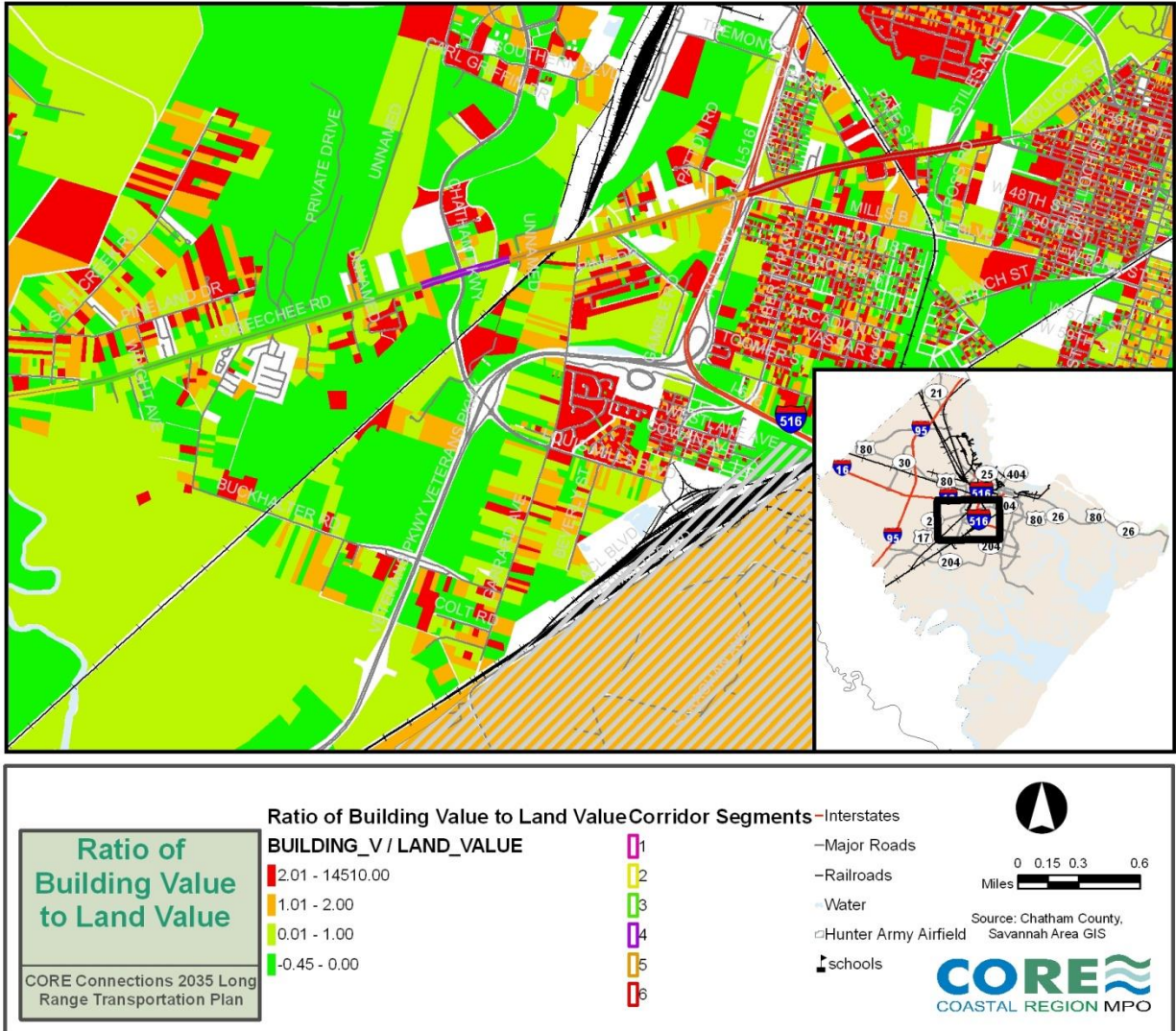


Figure 20

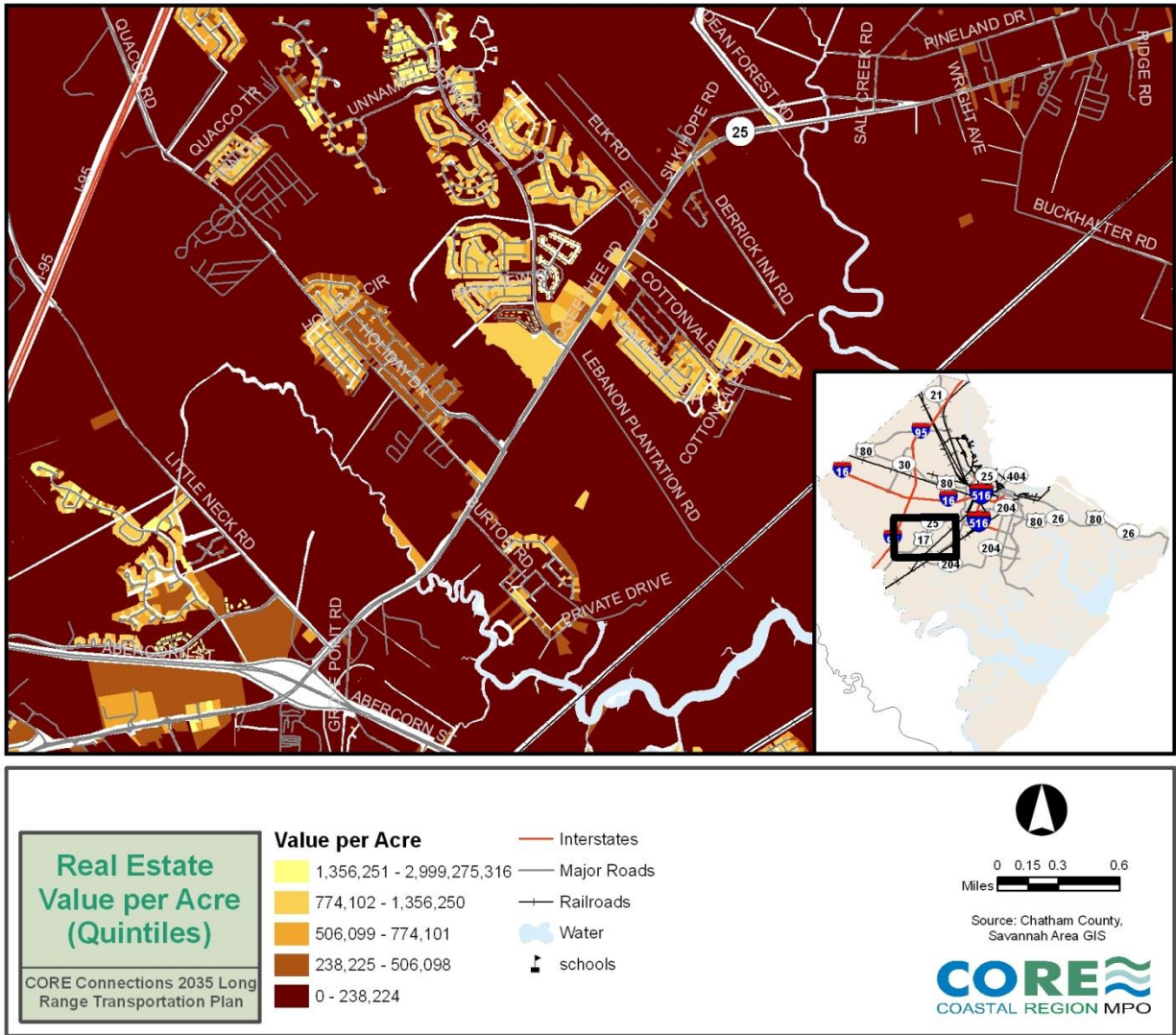


Figure 21

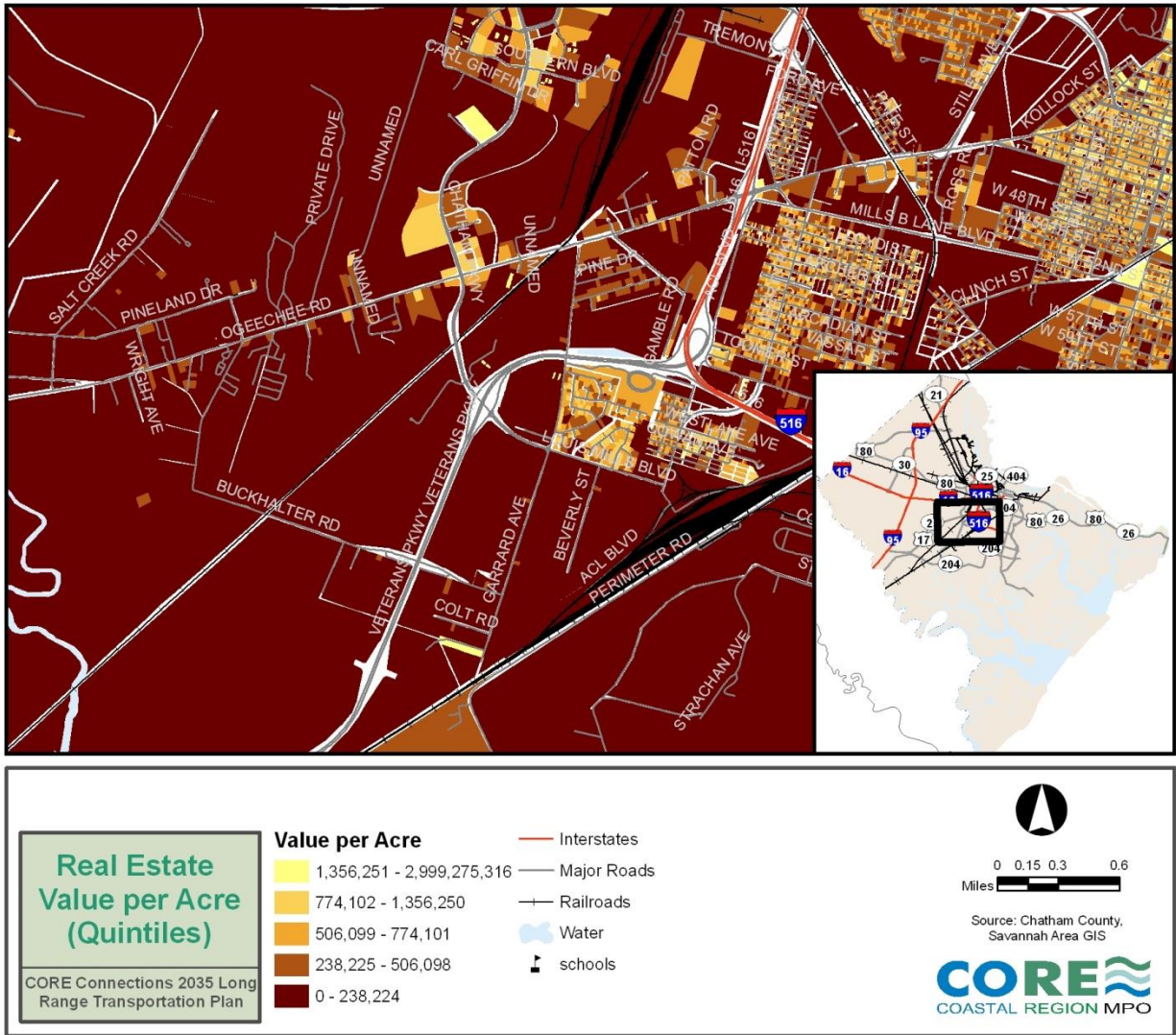


Figure 22

Photos



Figure 23 Pedestrian Path, Segment 2



Figure 24 US 17 over Salt Creek



Figure 25 Segment 2 Salt Creek Boat Ramp and Park, Segment 2



Figure 26 Playground at Salt Creek, Segment 2



Figure 27 Crosswalk and Curb-cuts, Segment 3



Figure 28 Path Worn on Roadside Near Mobile Home Park and School, Segment 3



Figure 29 Cyclist in Right Turn Lane and Bus Stop Location, Segment 3



Figure 30 Recently Developed Commercial Area at Chatham Parkway with Frontage Road and Interparcel Access, Segment 4



Figure 31 Pedestrian Path along Side of Road, Segment 5



Figure 32 Frontage Road and Bus Stop Location, Segment 5



Figure 33 Frontage Road and Bus Stop Location, Segment 5



Figure 34 Pedestrian Paths in Commercial Area, Segment 5



Figure 35 Segment 6 pavement conditions



Figure 36 Pedestrian on Shoulder, Segment 6



Figure 37 Open Access to Parking Area, Segment 6



Victory Drive – Skidaway Sector Plan

Completed: January, 2012

Updated: June, 2014

VICTORY DRIVE/SKIDAWAY SECTOR PLAN

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Introduction

The area surrounding Victory Drive/US 80 at Truman Parkway was identified for focused study as part of the CORE Total Mobility Plan because of key transportation facilities that connect in the area, its role as a gateway between the islands and downtown Savannah, transportation system impacts of recent commercial development, and active development proposals in various stages. This report is intended to identify issues and opportunities related to an effective transportation system in the area, building upon previous work completed by CORE MPO during its regular update of the Congestion Management Process.

The figure below shows the study area, which includes land in the City of Savannah and in Thunderbolt.

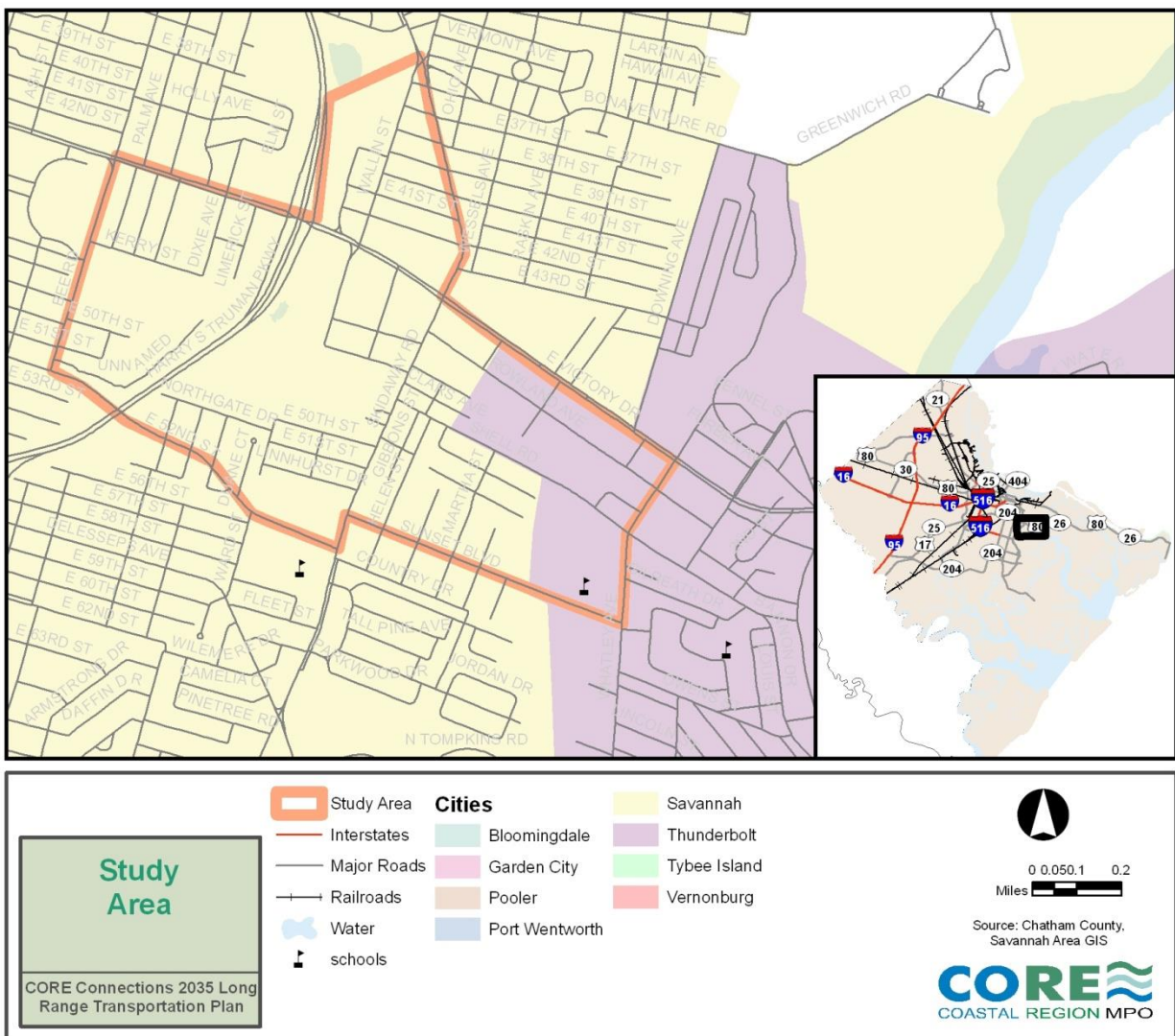


Figure 1 Study Area and Jurisdictions

Area Overview

There are three arterials in the area, Victory Drive/US 80, Truman Parkway, and Skidaway Road. Principal arterials are intended to carry trips through the region, emphasizing mobility over access to adjacent land. US 80 is a designated hurricane evacuation route.

Road Name	GDOT Functional Class	Width
Victory Drive/US 80	Urban Principal Arterial	Four-lane divided
Rowland Avenue	Urban Local Road	Two-lane
Shell Road	Urban Local Road	Two-lane
52 nd Street	Urban Collector	Two-lane
Sunset Blvd	Urban Local Road	Two-lane
Bee Road	Urban Collector	Two-lane
Wallin Street	Urban Collector	Two-lane
Truman Pkwy	Urban Principal Arterial	Four-lane limited access
Skidaway Road	Urban Principal Arterial	Two-lane; four-lane approaching Victory Drive intersection
Whatley Avenue	Urban Collector	Two-lane

Previous Study and Recent Improvements

Because of the congestion and intense development in the area, several recommendations to improve operations have been explored by local jurisdictions and GDOT. The 2009 Congestion Management Process (CMP) analyzed the area immediately surrounding the Home Depot/Target/Staples shopping center, including the Truman Parkway interchange. The CMP update recommended four improvements:

1. Implement a dual left turn lane configuration for the westbound traffic exiting the shopping center at the Victory Drive intersection with Wallin Street.
2. Reconfigure Rowland Avenue at Skidaway Road to align with the entrance into the shopping center.
3. Install a signal at the new Rowland Avenue/Shopping Center entrance intersection identified in Recommendation #2 above.
4. Work with the shopping center property owners to close off the northernmost entrance bay in the parking lot by the Wallin Street entrance. This is required to allow enough vehicle storage in the dual left turn-lane bays.

Subsequent to the CMP, the long range transportation plan adopted in 2009 includes an operational improvement project for the Victory Drive/Truman Parkway interchange area. The general project location is shown in Figure 8.

The City of Savannah is currently working with GDOT to lengthen the left-turn lane from US 80 eastbound onto Wallin Street northbound. Any improvement project will need to address the drainage inlet located near the current end of the turn lane. GDOT recently completed a project to add a second right-turn lane from northbound Truman Parkway onto Victory Drive. The City of Savannah also improved signal timing in 2010 with the goal of reducing congestion related to the Truman Parkway.

Chatham County has a long-standing SPLOST project to improve Skidaway Road, which includes realigning Rowland Avenue at the Target shopping center entrance, relocating a traffic signal there, and extending 52nd Street east to connect to Sunset Boulevard. The Skidaway Road project is at the concept level now and will need future public involvement efforts as part of the final design.

Development Character

Figure 9 shows the existing land use in the study area. Victory Drive is characterized by big box and strip commercial development, with a few multifamily residential developments. Victory Drive has been designated by the Coastal Region (CORE) MPO as a Historic Amenity Corridor, a Canopy Amenity Corridor, and a Gateway Corridor. No other highway in the sector is a designated amenity corridor.

Skidaway Road is also a commercial corridor, with characteristic strip development. Although Skidaway Road has a smaller scale than Victory Drive, both are generally lined with parking lots.

Rowland Avenue, one block south of Victory Drive acts as a service road for most parcels that front on Victory Drive and has industrial and commercial uses on the south side of the street. The parcels on the south side of the street typically contain one or two aisle parking lots that front on Rowland Avenue.

The remainder of the study area is primarily single family residential or vacant land. According to 2009 land use data, of the 968 parcels in the study area, 217 (or 22%) are vacant or undeveloped. This represents 109 (26%) of 415 acres, a significant share of the land.

There is currently a large commercial site west of Truman Parkway which formerly housed the Bacchus car dealership. Whole Foods has expressed interest in the site. Currently, the site is only accessed from Victory Drive/US 80. However, the City owns a large parcel with access to Limerick Street, which runs on the west side of the Bacchus site, and Kerry Street, which currently dead-ends at Dixie Street. Increased traffic from a major retailer such as Whole Foods could degrade the performance of Victory Drive and the Truman Parkway ramps further.

Multimodal Users

Figure 10 shows the multimodal transportation network in the study area. The majority of roads do not have sidewalks or bicycle facilities. The area has local bus service operated by Chatham Area Transit (CAT). There are bus routes on Victory Drive and Skidaway Road. Skidaway Road does not have sidewalks. In addition to the sidewalk on the north side, there are walking paths worn along the south side of Victory Drive/US 80. There are intermittent sidewalks on 52nd Street. There is a sidewalk and bike lanes on Bee Road adjacent to Daffin Park.

Figure 13 and Figure 14 show a pedestrian walking on the south side of Victory Drive, between a drainage swale and the roadway.

Traffic Conditions

The road network is regularly congested, especially during peak times in the afternoon on weekdays and on weekends when shopping trips peak. Figure 11 shows estimated road network congestion based on the regional travel demand model. Figure 14 shows the signal at Victory Drive and Wallin Street, with left-turning traffic blocking the through lane as the signal changes to yellow.

Specific congested areas include:

- Victory Drive in the Truman Parkway interchange area and Wallin Street intersection
 - Victory Drive left-turning vehicles onto northbound Wallin Street block the left through lane on Victory Drive
 - Signal at Victory Drive and Truman Parkway northbound off ramp; queues from Wallin Street signal extend to Truman Parkway at peak hours.
- Skidaway Road at 52nd Street
- Skidaway Road at Wallin Street

According to the City of Savannah Traffic Engineer, traffic signals on the Victory Drive/US 80 corridor from Bee Road to east of Skidaway Road are coordinated based on time of day. Signals on Skidaway Road north of Victory Drive are also coordinated by time of day. Figure 12 shows the location of signalized intersections.

Access Management

Of the three arterials in the study area, Skidaway Road and Victory Drive/US 80 provide access to development along the roadside. As a limited access road, Truman Parkway only provides access to the road network at the Victory Drive/US 80 interchange. Because it is a major east-west arterial both regionally and nationally, US 80 is intended to primarily serve through traffic. However, the high degree of access provided along US 80 limits the efficiency of through movements. The figures below show that both driveway spacing and median opening spacing are below standards recommended by the Georgia Department of Transportation (GDOT).

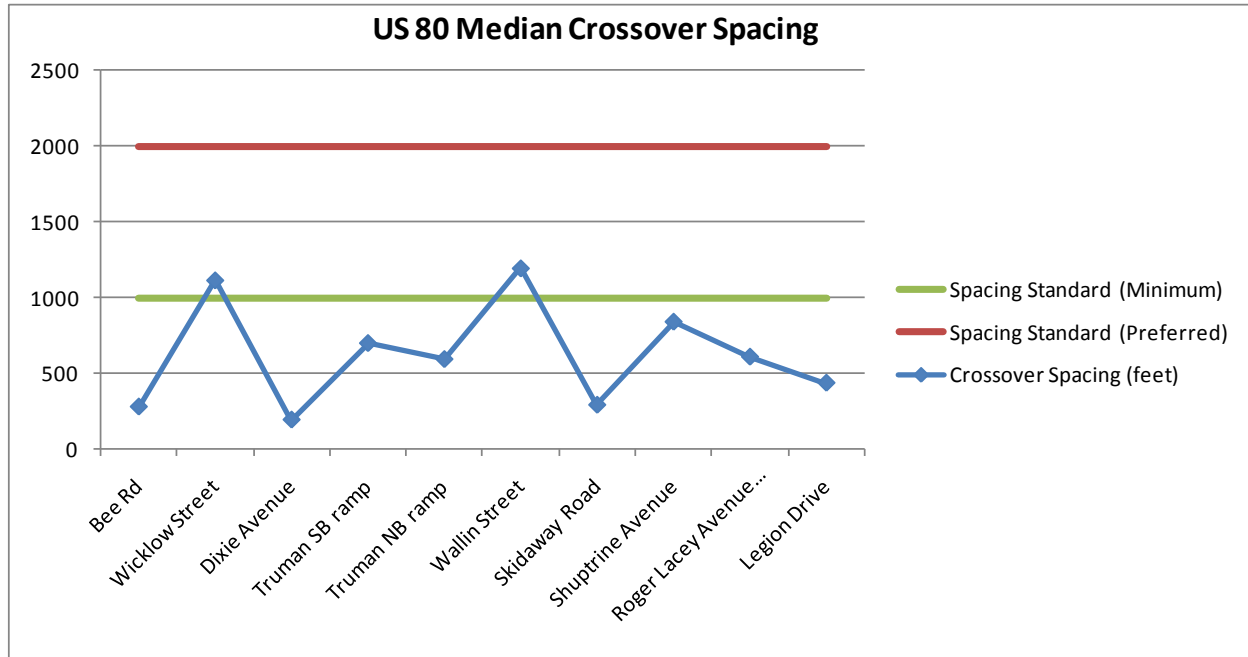


Figure 2 Median Opening Spacing

The Georgia Department of Transportation (GDOT) recommends a minimum driveway spacing of 294 feet on roadways with right-turn lanes and a speed limit of 40mph¹. The figures below show that segments on both eastbound and westbound US 80 do not meet the recommended spacing, but that eastbound has many more driveways than are recommended.

¹ Georgia Department of Transportation. October 2009. *Regulations for Driveway and Encroachment Control*.

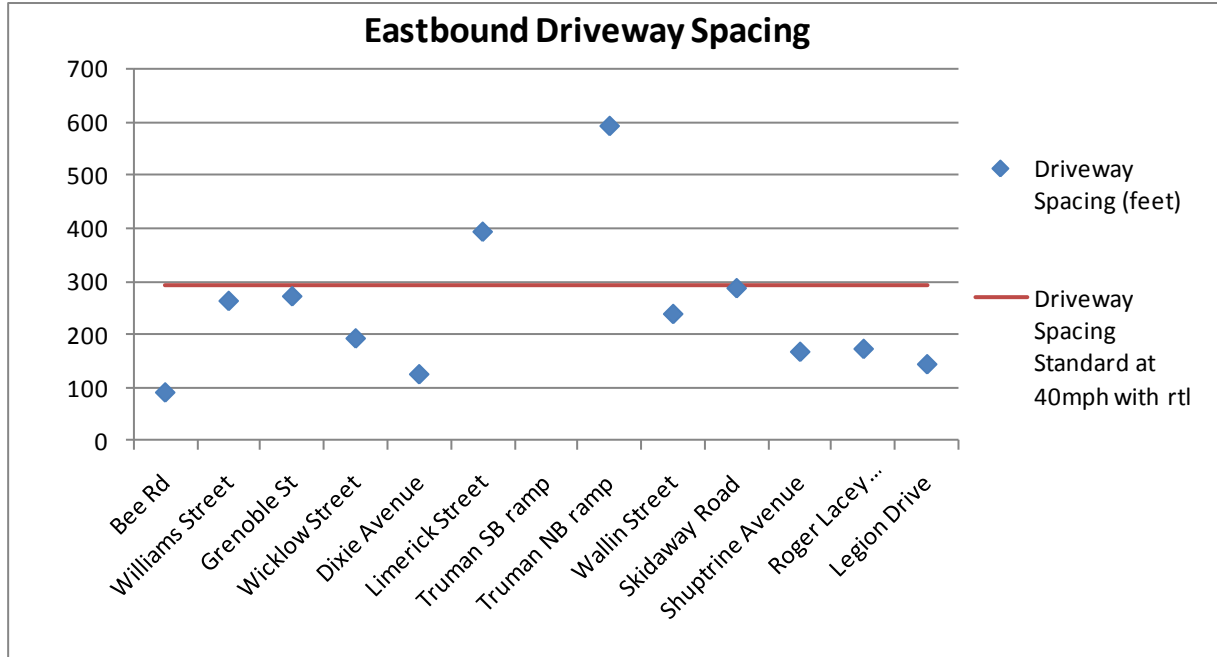


Figure 3 Eastbound Driveway Spacing between Intersections

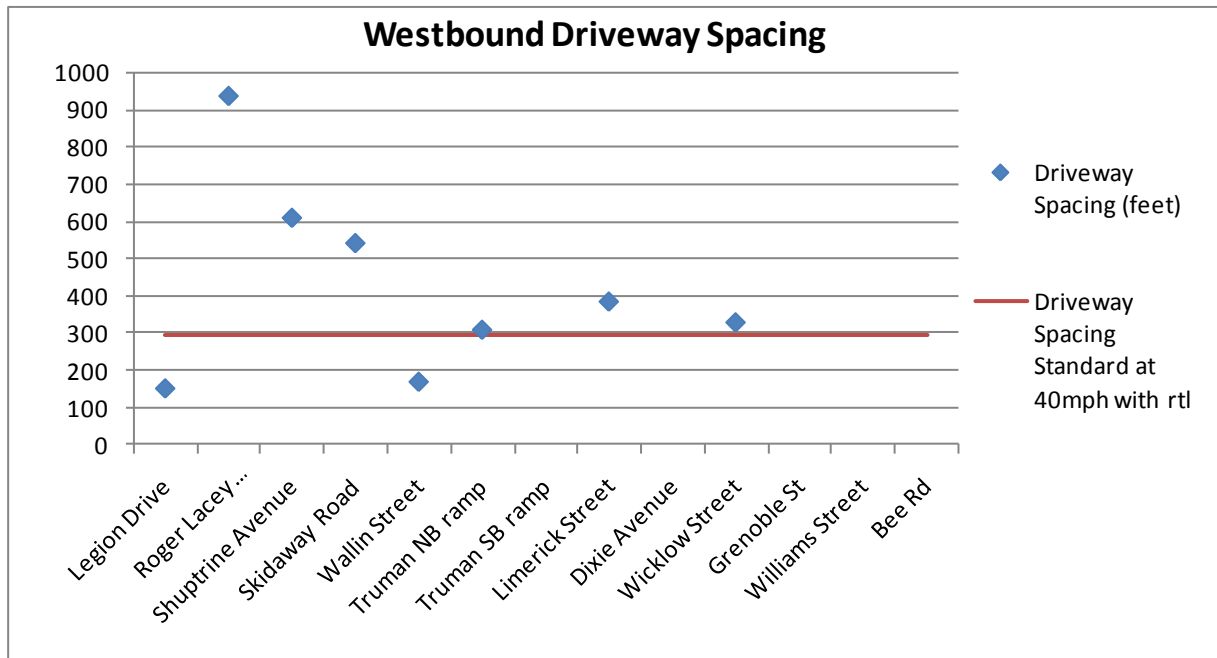


Figure 4 Westbound Driveway Spacing between Intersections

The driveway spacing on Skidaway Road is also below standard for the majority of the study area. Figure 5 and Figure 6 show the applicable driveway spacing, which includes driveways on both sides of the road where the road is undivided; points below the red line indicate areas with substandard driveway spacing. Figure 16 shows several closely spaced driveways on Skidaway Road, with the queue

at the traffic signal blocking adjacent driveways. Driveways in the signal's influence area limit the capacity of the roadway and the effectiveness of the signal.

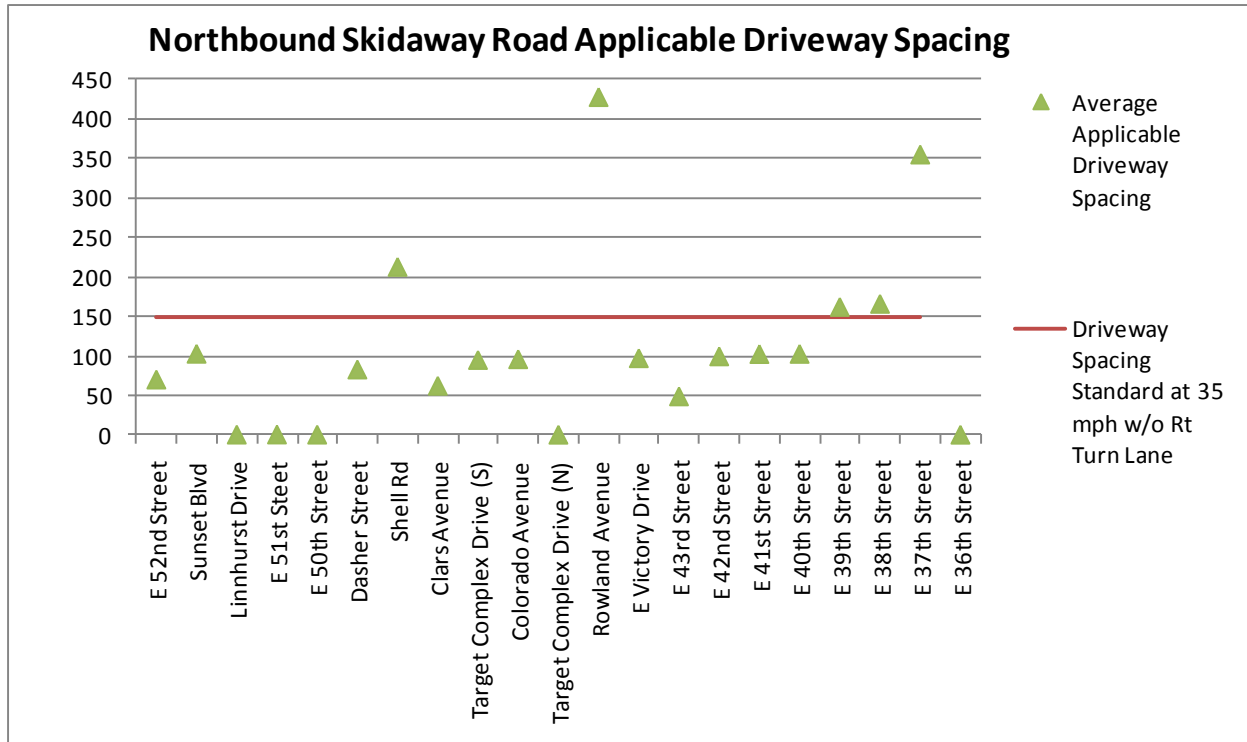


Figure 5 Northbound Skidaway Road Driveway Spacing between Intersections

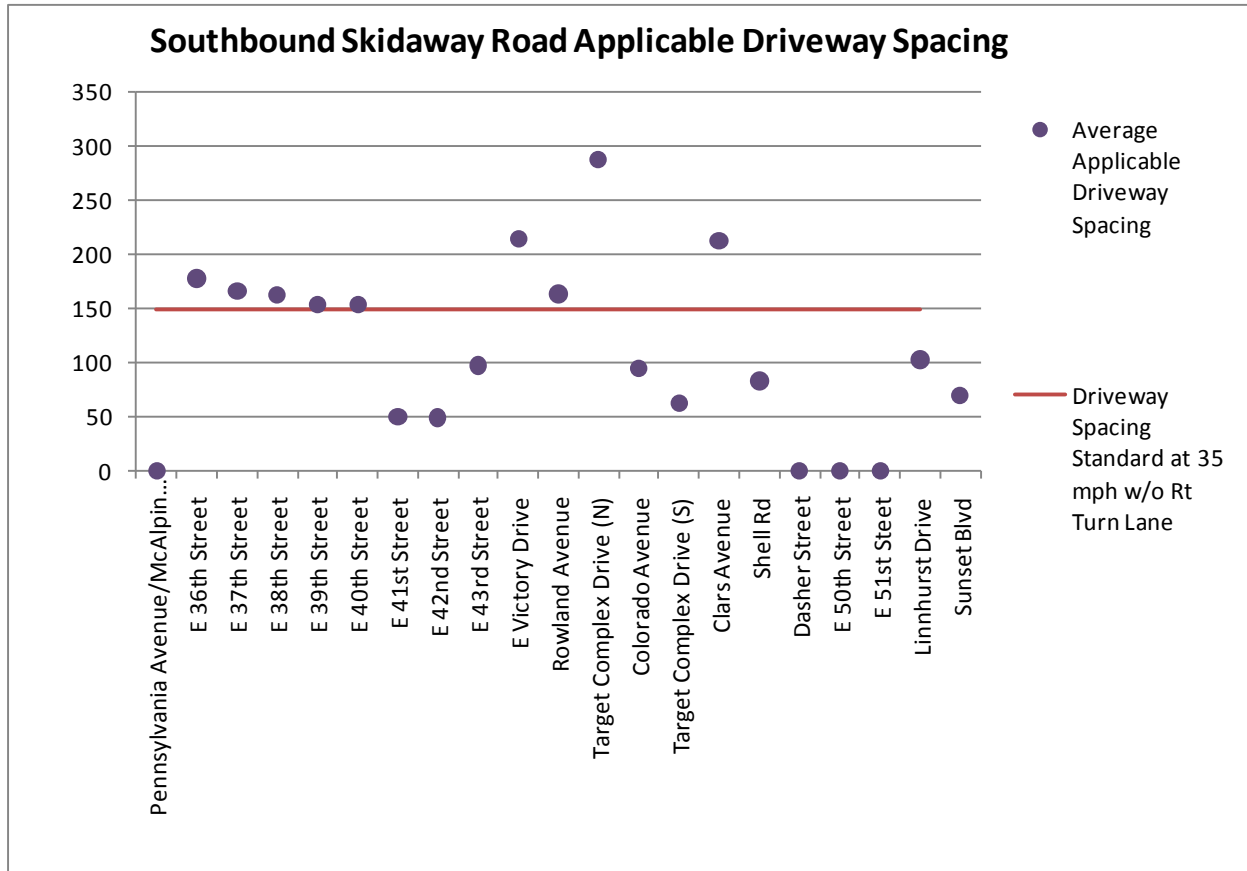


Figure 6 Southbound Skidaway Road Driveway Spacing between Intersections

Crash History

The study team reviewed the most recently available crash history from the CARE database managed by GDOT. Crashes from 2007-2009 are included in the analysis. The figure below shows overall crash count by location. The thickness of the roadway centerline represents the number of crashes summed by half-mile segments. The circles represent the total number of crashes in the database for the precise location shown.

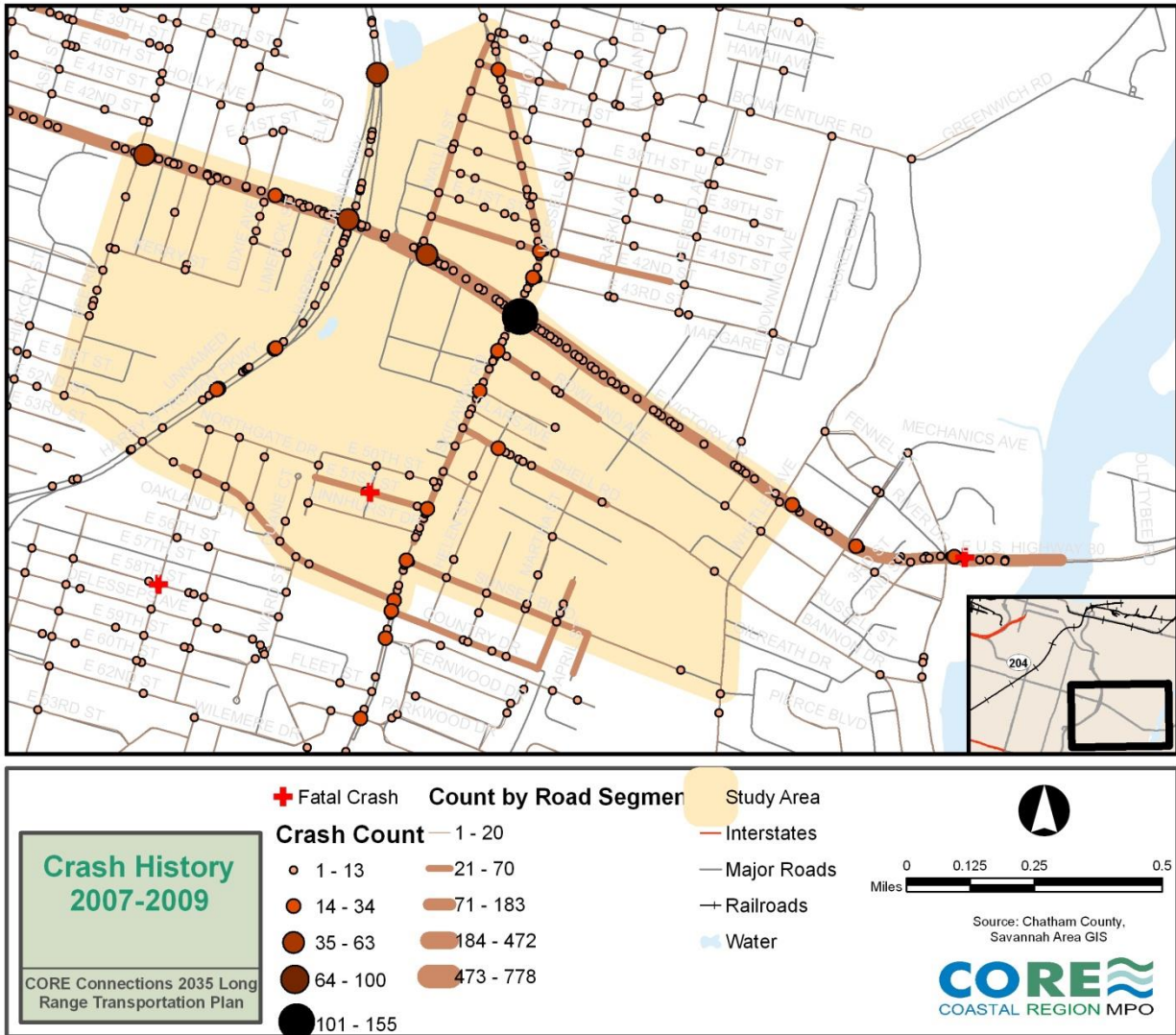


Figure 7 Crash Count 2007-2009

The table below shows a summary of crashes by type at each major signalized intersection in the study area. The predominance of rear end collisions suggests that general congestion and queue lengths may be an issue, while other potential causal factors include poor visibility of signals, inadequate signal timing, or large turn volumes.

Table 1 Intersection Crashes in the Study Area

Victory Drive and Bee Road Intersection and Influence Area		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	13	25%
Head On	1	2%
Rear End	23	44%
Sideswipe – Same Direction	5	10%
Sideswipe – Opposite Direction	1	2%
Not a Collision with a motor vehicle	9	17%

Table 1 Intersection Crashes in the Study Area

Victory Drive and Truman Parkway Ramps intersections and influence area		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	13	16%
Head On	1	1%
Rear End	52	65%
Sideswipe – Same Direction	12	15%
Sideswipe – Opposite Direction	0	0%
Not a Collision with a motor vehicle	2	3%
Wallin Street and Victory Drive intersection and influence area		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	14	15%
Head On	5	5%
Rear End	60	65%
Sideswipe – Same Direction	10	11%
Sideswipe – Opposite Direction	1	1%
Not a Collision with a motor vehicle	3	3%
Victory Drive and Skidaway Road intersection and influence area		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	55	23%
Head On	6	3%
Rear End	136	57%
Sideswipe – Same Direction	28	12%
Sideswipe – Opposite Direction	2	1%
Not a Collision with a motor vehicle	10	4%
Whatley Avenue and Victory Drive intersection and influence area		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	15	36%
Head On	0	0%
Rear End	18	43%
Sideswipe – Same Direction	3	7%
Sideswipe – Opposite Direction	4	10%
Not a Collision with a motor vehicle	2	5%
52nd Street and Skidaway Road intersection		
Manner of Collision	2007-2009 Count	Percent of Intersection Crashes
Angle	8	31%
Head On	3	12%
Rear End	10	38%
Sideswipe – Same Direction	3	12%
Sideswipe – Opposite Direction	0	0%
Not a Collision with a motor vehicle	2	8%

The study team also reviewed crash data for the northbound Truman Parkway exit ramp and influence area. From milepost 3.8 north/east to 5.1, there were 52 crashes in the three year period. Of those, only seven (7) were rear end collisions, and twelve (12) were same direction sideswipe collisions that may be related to queuing at the exit ramp.

Table 2 Crashes on Truman Parkway Northbound at Victory Drive

Manner of Collision	2007-2009 Count	Percent of Crashes
Angle	9	17%
Head On	0	0%
Rear End	7	13%
Sideswipe – Same Direction	12	23%
Sideswipe – Opposite Direction	0	0%
Not a Collision with a motor vehicle	24	46%

Summary of Issues

- Truman Parkway serves as a barrier to traffic, limiting east-west movements to 52nd Street or Victory Drive/US 80.
- High level of access to Victory Drive/US 80 and Skidaway Road limits the capacity for through traffic.
- There is a bottleneck at the Truman Parkway and Victory Drive interchange due to traffic volumes, including both local traffic to shopping centers and through traffic between islands and Savannah.
- Constrained land area limits improvements that can be made without significant impacts to natural resources or private property.
- Previous development was approved without a process to estimate or mitigate traffic impacts. Layout of parking and commercial driveways results in queues and increased delay on Victory Drive.

Summary of Opportunities

- Proposed redevelopment and redevelopment opportunities
- Proposed and planned bicycle/pedestrian facilities
- Historic character and oak trees make Victory Drive a signature route in Savannah
- City of Savannah Economic Development Department activities to provide detailed plans on strategic corridors
- The County has a planned project to improve Skidaway Road through the study area
- GDOT has plans to improve the left turn lane from eastbound Victory Drive to northbound Wallin Street; Funding is pending.
- Improved local road connectivity through road projects or redevelopment

Recommendations

There are a number of issues that have been identified through the assessment of the area. In order to address the identified issues, as well as take advantage of the opportunities for Victory Drive to maintain its status as a signature route, as well as its historic character, several major recommendations have been developed. These recommendations are designed to ease the traffic congestion, particularly in the

area of the shopping centers and provide a long term solution in enhancing east-west parallel capacity, as well as improve the multimodal access and network along Victory Drive, Skidaway Road, and Wallin Street. Other studies and/or recommendations by the City of Savannah, Chatham County and the Georgia Department of Transportation have also been included in the development of these recommendations. The recommendations include the following:

- Continue with plans to improve the turn lanes and signal timing from the Truman Parkway northbound exit ramp onto Victory Drive and the improvements to the left turn lane from eastbound Victory Drive to northbound Wallin Street.
- Coordinate with the redevelopment opportunities, particularly west of Truman Parkway along Victory Drive to ensure the incorporation of pedestrian facilities, landscaping, and access management.
- Extend Kerry Street from Dixie Avenue across Truman Parkway into the shopping center parking lot between the Home Depot and Target stores. The roadway facility would continue through the parking lot and tie into Rowland Avenue, coordinated with the local plan to realign Rowland Avenue with the Skidaway Road access to the shopping area. The character and cross section of Rowland Avenue is currently suited to providing parallel access for Victory Drive to Whatley Avenue. This extension provides the opportunity to provide additional or improved ingress/egress to the shopping area, as well as upgrade the parking area from a “sea of asphalt” to a more urban pattern which enhances the character of the area.
- Coordinate with County plans to upgrade the connection of 52nd Street and Skidaway Road. Currently, 52nd Street provides some lower volume, lower level parallel east-west capacity south of Victory Drive. Sunset Boulevard, which runs from Skidaway Road to Whatley Avenue, is more residential in character and in keeping with the character and traffic volumes of 52nd Street. This improved intersection and access to Sunset Boulevard could provide some additional lower level parallel east west capacity.
- Bicycle and pedestrian facilities should be incorporated whenever feasible to ensure the safety, and provide accessibility for multimodal users.
- Coordinate with the transit routes to provide safe and connected access to the stops along the routes within the study area.

Plan Update

Since the completion of the sector plan, several important efforts have occurred in the study area. The GDOT projects to improve the northbound Truman exit ramp at Victory Drive and the left turn lane eastbound from Victory Drive to Wallin Street have been completed. These projects have improved the operation of the intersections, although congestion is still an issue.

The southwest quadrant of the interchange at Truman Parkway and Victory Drive has undergone a significant redevelopment. The property on the south side of Victory Drive was redeveloped into a shopping area with a Whole Foods as the main anchor store. The properties on the north side of Victory Drive are subsequently being upgraded, with additional outparcels developed or developing. The

intersection of Victory Drive and Dixie Avenue has been upgraded, as well as access into these redeveloped properties. Pedestrian facilities have also been upgraded, as well as the replanting of palm trees in the median to ensure the continuation of the historic avenue of palms.

The additional recommendations described above continue to be viable long-range improvements.

Map Series

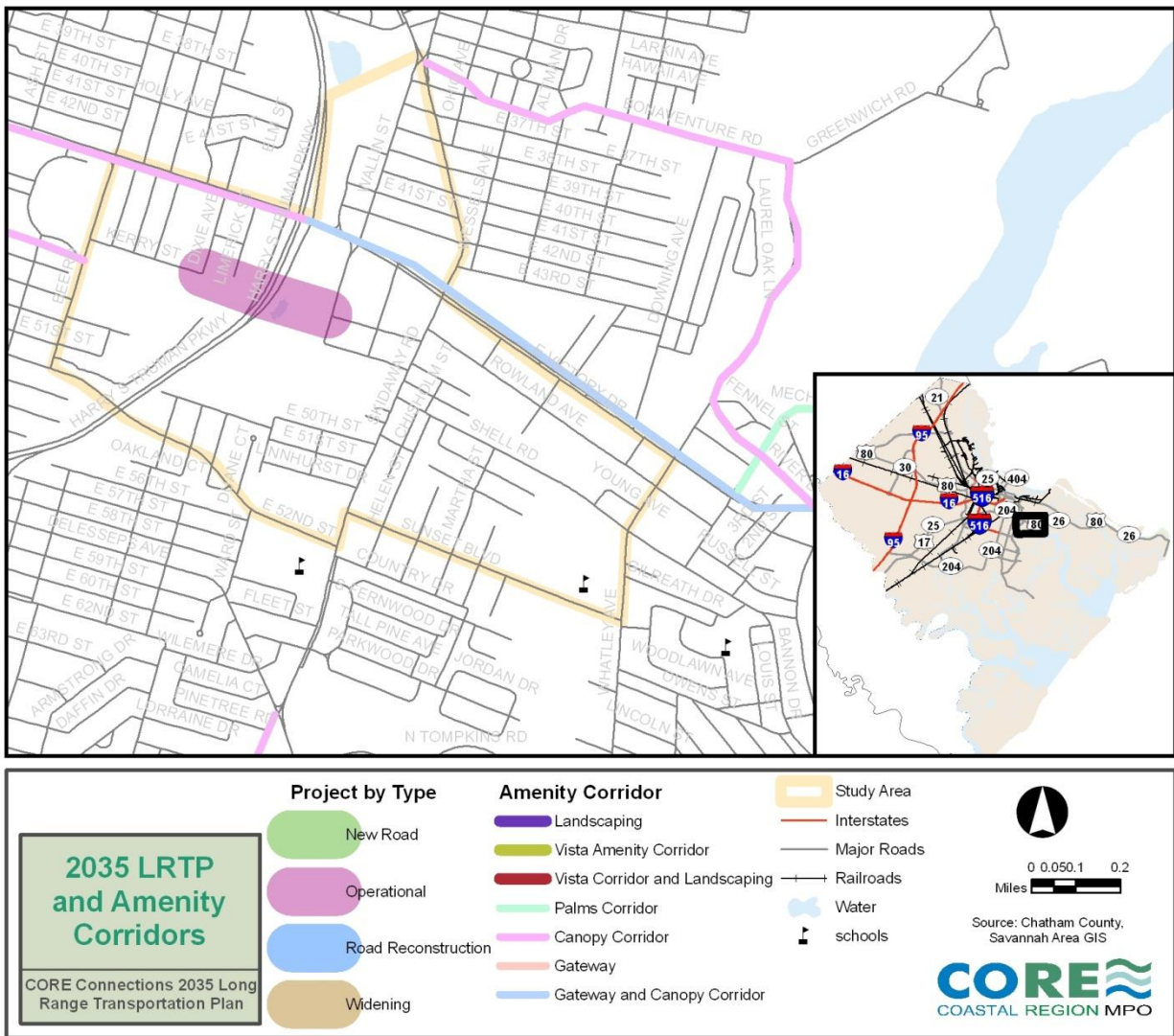


Figure 8 CORE MPO Long Range Transportation Plan

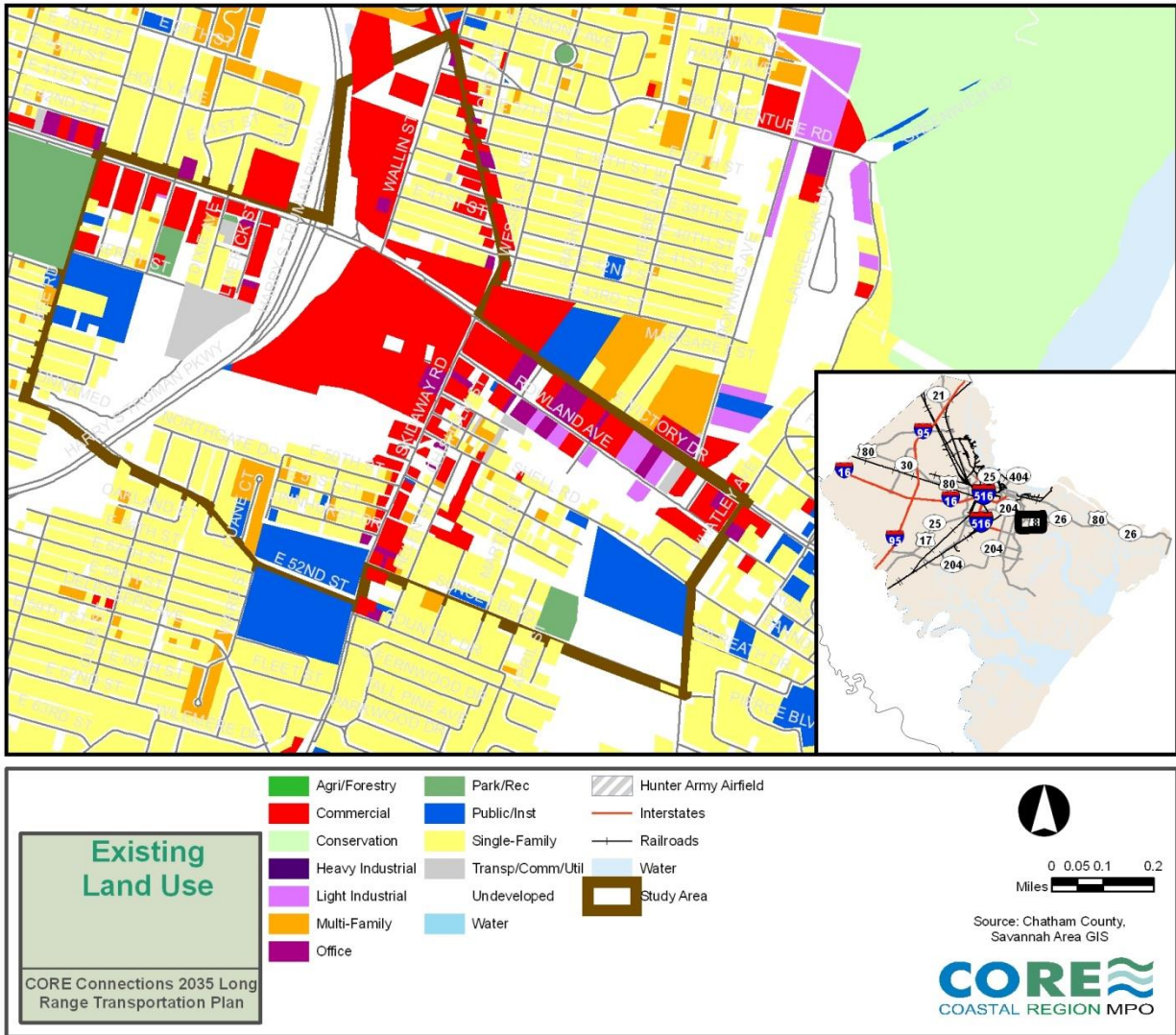


Figure 9 Existing Land Use

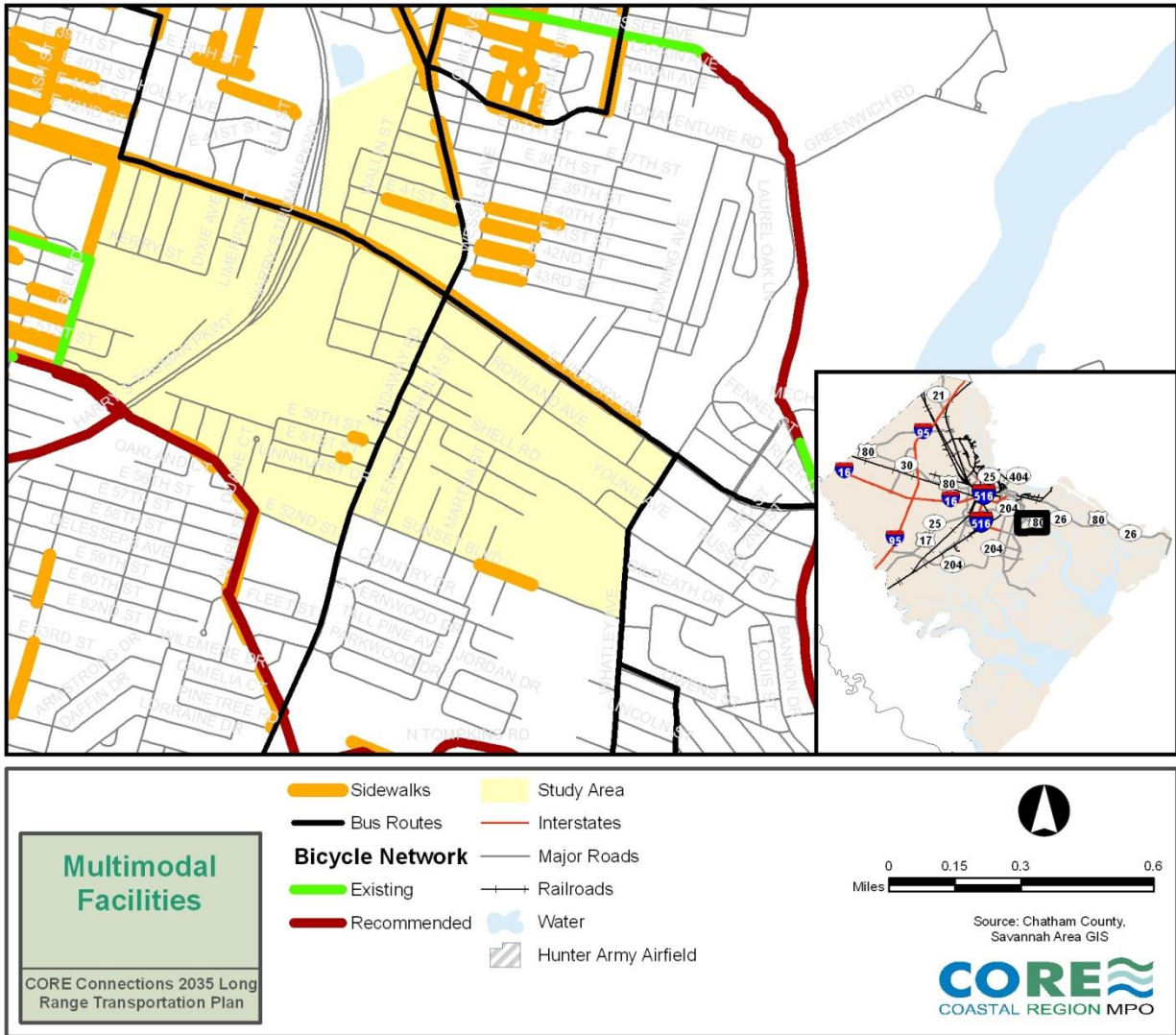


Figure 10 Multimodal Network

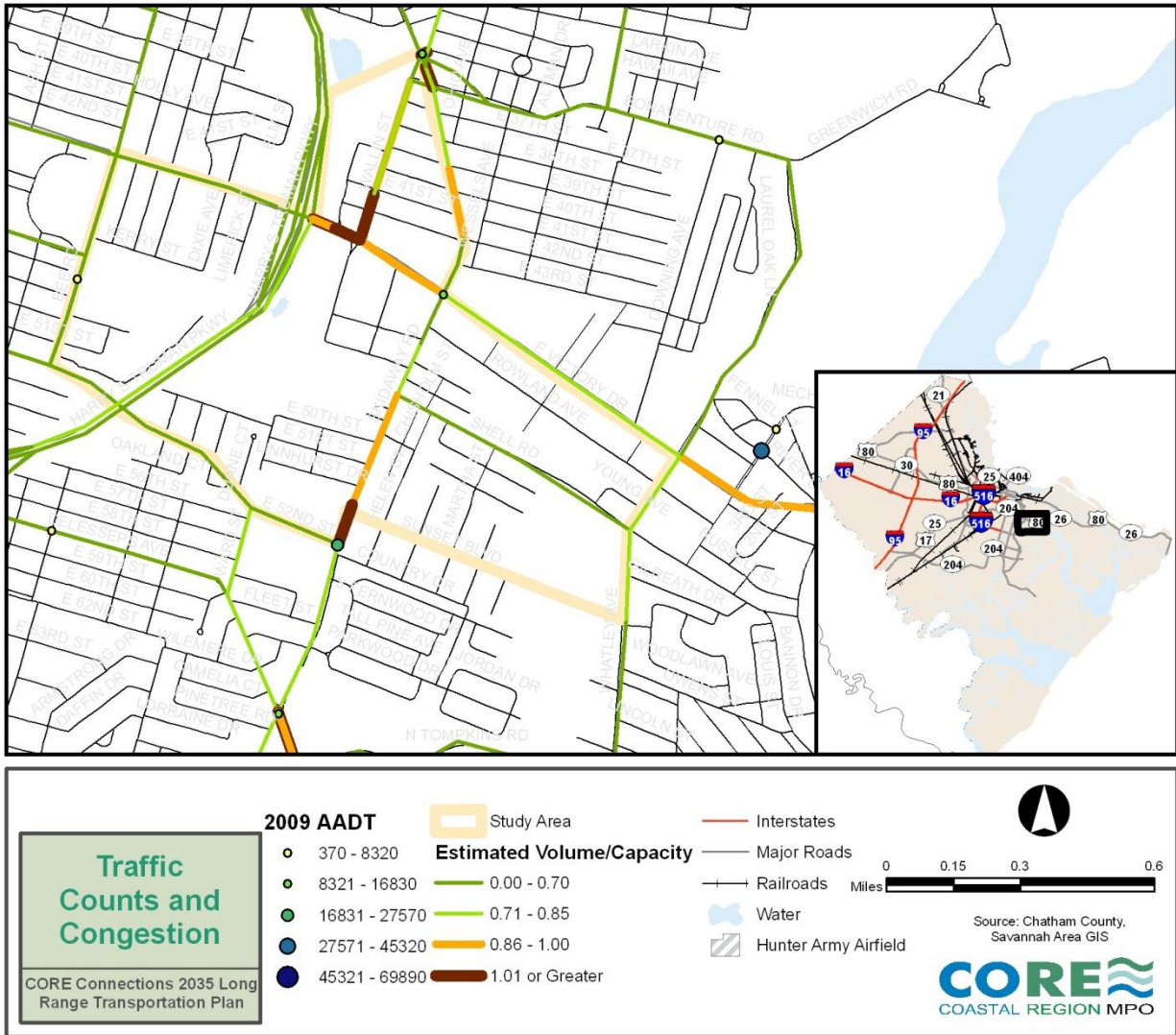


Figure 11 Existing Traffic

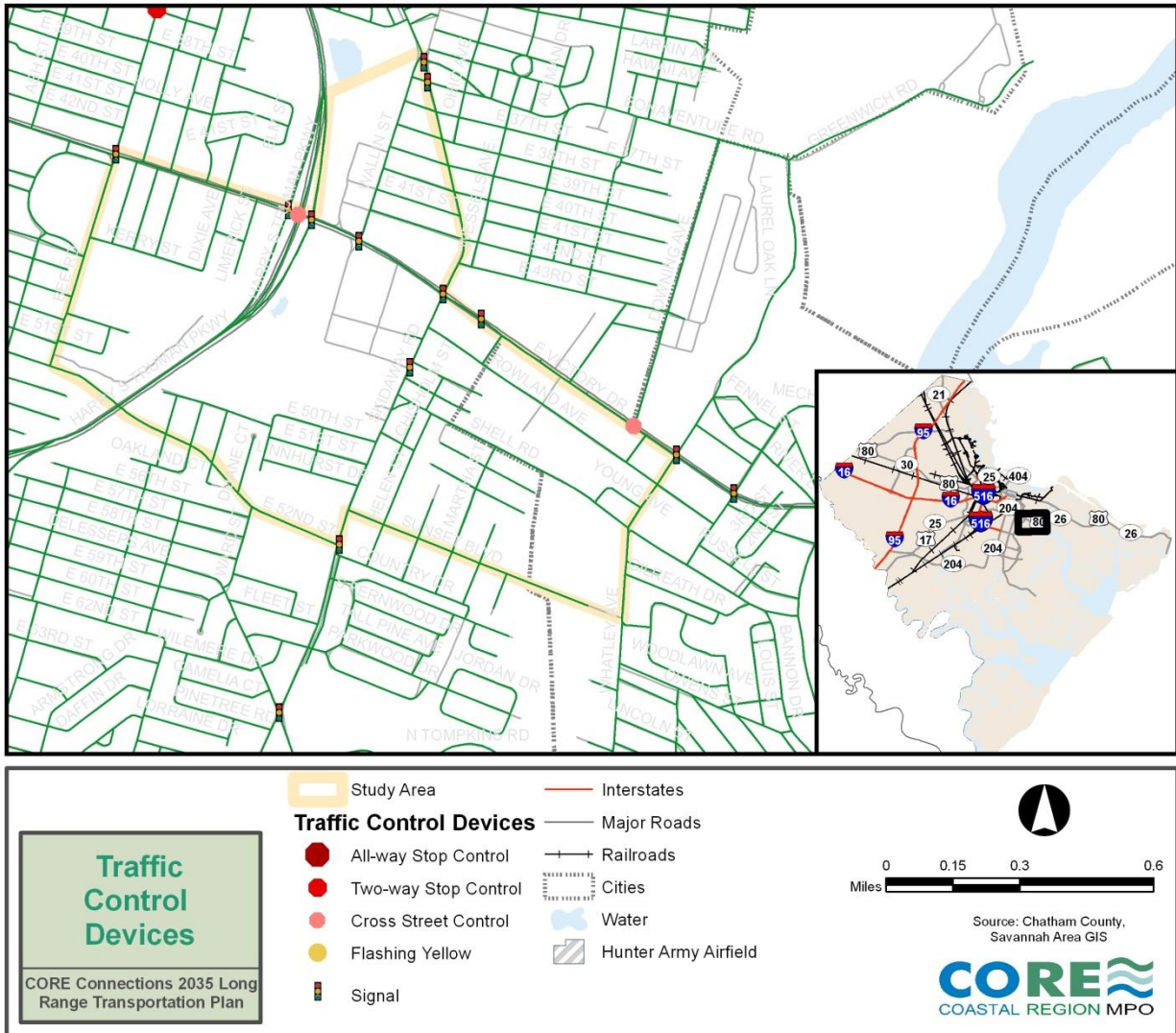


Figure 12 Traffic Control Devices



Figure 13 Pedestrian in Victory Drive walking path (just east of Wallin Street)

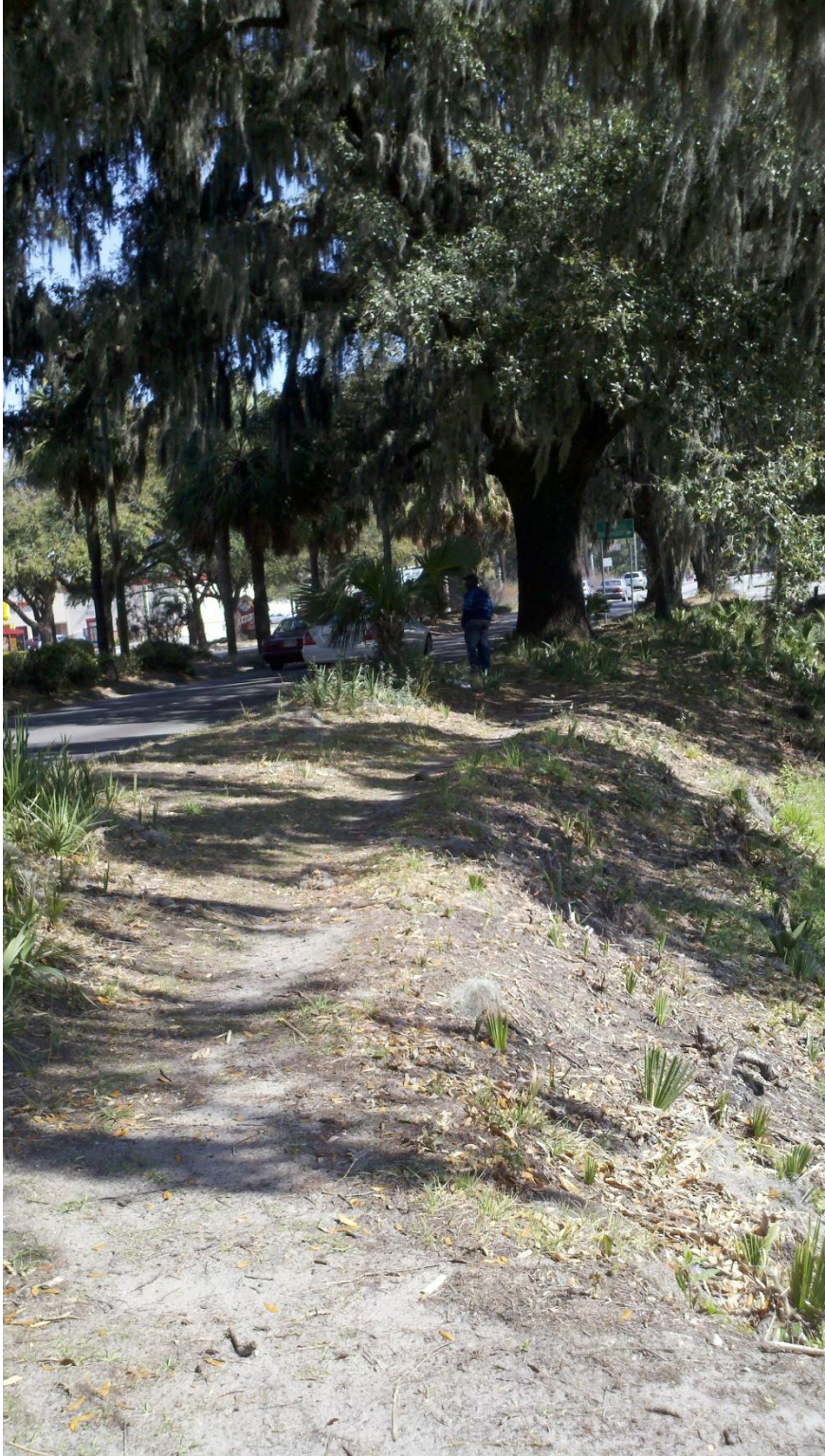


Figure 14 Victory Drive Worn Roadside Path



Figure 15 Left-turn Queue Blocking Eastbound Through Traffic on Eastbound Victory Drive



Figure 16 Signal at Target/Home Depot Driveway and Skidaway Road



Thoroughfare Plan

May, 2014



The Thoroughfare Plan

To achieve the goals of the *Total Mobility Plan*, as well as those of the updated Comprehensive Plan, the CORE MPO, together with local jurisdictions, developed a Thoroughfare Plan for the region.

This Thoroughfare Plan, coordinated with the non-motorized plan, is intended to:

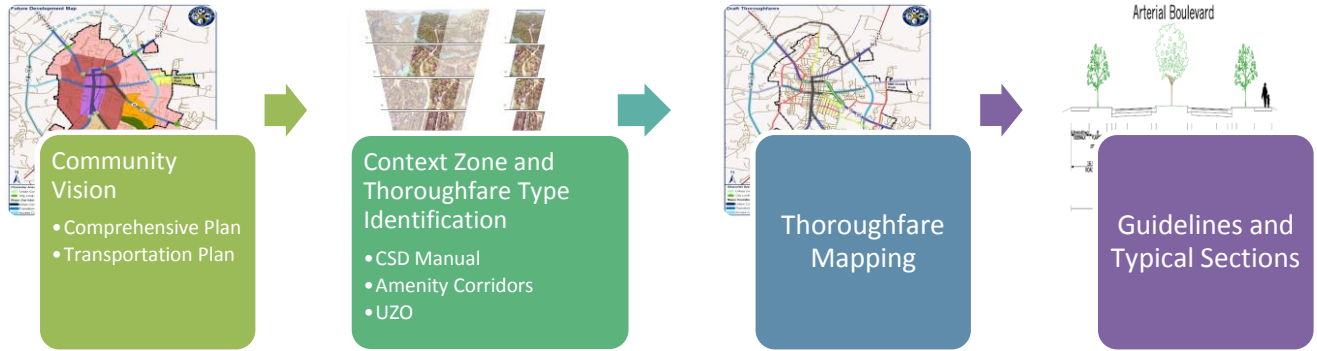
- Ensure/increase accessibility, mobility, and connectivity for people and freight.
- Promote safe and efficient travel for all users and create a framework for common sense trade-offs between automobile capacity and multimodal design elements.
- Support community development and land use goals and promote a sense of place and support activities with on-street parking, bike travel, land access, and pedestrian friendly intersections.
- Establish transparent expectations for transportation infrastructure and create consistency in code references to the road network, which provides predictable and consistent information to development community

Thoroughfare types are defined by their function in the road network as well as the character of the area they serve. The duality of transportation function and the relationship with the character, or context, of each facility informs each thoroughfare type's recommended design parameters.

Thoroughfare planning is promoted as part of a larger movement called context sensitive design or context sensitive solutions. The Institute of Transportation Engineers (ITE) defines context sensitive solutions (CSS) as follows:

CSS is a different way to approach the planning and design of transportation projects. It is a process of balancing the competing needs of many stakeholders starting in the earliest stages of project development. It is also flexibility in the application of design controls, guidelines and standards to design a facility that is safe for all users regardless of the mode of travel they choose.

In this planning effort, the CORE MPO worked closely with its local planning partners to identify the appropriate context sensitive parameters for each roadway classification and developed typical sections that incorporated these treatments. A technical working group was formed to develop these typical sections and the technical staff from the MPO and the city and county met regularly to review and refine the work efforts. These desired typical sections provide the framework for identifying deficiencies in the existing network and a guideline for future infrastructure. The flow chart below depicts the planning process for the development of the Thoroughfare Plan.



The working group built on the standard functional classification naming convention to identify the roadway classifications. Two contexts or character areas were identified for each classification. These types included Type A or Urban, which includes walkable, urban facilities, and Type B or Suburban, which includes the standard, auto-dominated, or special district facilities. The roadway classifications include Major Arterial, Minor Arterial, and Collector. The effort does not include local streets.

The chart below depicts the design parameters for each classification. Following the chart, the typical sections for each classification are shown and then the Thoroughfare Plan map. The design parameters and typical sections were cross-referenced with each facility in the planning area. Any missing design elements were identified and those projects were incorporated into the Vision Plan, or unfunded project list. The thoroughfare effort was completed in coordination with the Non-motorized Plan.

Thoroughfare Plan Facility Types

Type A: Urban

Thoroughfare Type	Major Arterial	Minor Arterial	Collector
HPMS/GDOT Functional Classification	Principal Arterial Minor Arterial Major Collector*	Principal Arterial Minor Arterial Minor Collector*	Minor Arterial Major Collector* Minor Collector* Local
Right of Way Width	84 ft. to 122 ft.	82 to 130 ft.	69 to 120 ft.
Design Speed	35 to 40 mph	30 to 35 mph	30 to 35 mph
Target Speed	30 to 35 mph	25 to 30 mph	25 to 30 mph
Number of Lanes	4 to 6	2 to 4	2 to 4
Lane Width	11 – 12 ft.	11 ft.	11 ft.
Median	14 ft. min., 20 ft. preferred plus 3 ft. total curb and gutter	14 ft. min., 16 ft. preferred plus 3 ft. total curb and gutter (if used, 11 ft. lane required for fire access)	Optional – 14 ft. plus 3 ft. total curb and gutter (if used, 11 ft. lane required for fire access)
Bicycle Facility	Bike Lane 5 ft. min., 6 ft. preferred	Bike Lane 5 ft. min., 6 ft. preferred	Bike Lane 6 ft.
Parking Lanes	None	8 ft. preferred	7 ft. min., 8 ft. preferred
Curb and Gutter	3 ft. (incl. both sides)	3 ft. (incl. both sides)	3 ft. (incl. both sides)
Pedestrian Buffer	10 ft. tree well or 8 to 10 ft. planting strip	10 ft. tree well or 6 to 10 ft. planting strip	10 ft. tree well or 6 to 10 ft. planting strip
Walkway	Sidewalk 4 ft. min., 8 ft. preferred	Sidewalk 4 ft. min., 6 ft. preferred; may be max. of 15 ft. in lieu of pedestrian buffer in predominately commercial uses	Sidewalk 4 ft. min., 6 ft. preferred; In predominately commercial ground floor uses, 8-10 ft. sidewalk preferred
Roadside Width**	18 ft. recommended 12 ft. min.	21 ft. recommended in predominantly commercial ground floor uses 12 ft. min.	16 ft. recommended in predominantly commercial ground floor uses 10 ft. min.

Type B: Suburban

Thoroughfare Type	Major Arterial	Minor Arterial	Collector
HPMS/GDOT Functional Classification	Principal Arterial Minor Arterial Major Collector*	Principal Arterial Minor Arterial Minor Collector*	Minor Arterial Major Collector* Minor Collector* Local
Right of Way Width	84 ft. to 122 ft.	94 to 124 ft.	69 to 103 ft.
Design Speed	45 to 65 mph	40 to 55 mph	30 to 50 mph
Target Speed	35 to 55 mph	30 to 45 mph	25 to 40 mph
Number of Lanes	4 to 6	2 to 4	2
Lane Width	11 – 12 ft.	11 ft.	11 ft.
Median	14 ft. min., 20 ft. preferred	14 ft.	None
Bicycle Facility	Optional 10 ft. separated pathway (one side) or as specified in Non-motorized Plan	Bike Lane 5 ft. min., 6 ft. preferred	Bike Lane 6 ft.
Parking Lanes	None	None	7 ft. min., 8 ft. preferred
Curb and Gutter	3 ft. (incl. both sides)	3 ft. (incl. both sides)	3 ft. (incl. both sides)
Pedestrian Buffer	10 ft. tree well or planting strip	8 - 10 ft. tree well or planting strip	6 to 10 ft. tree well or planting strip
Walkway	Optional 10 ft. separated pathway (one side) or as specified in Non-motorized Plan	Sidewalk 4 ft. min., 6 ft. preferred; may be max. of 15 ft. in lieu of pedestrian buffer in predominately commercial uses	Sidewalk 4 ft. min., 6 ft. preferred

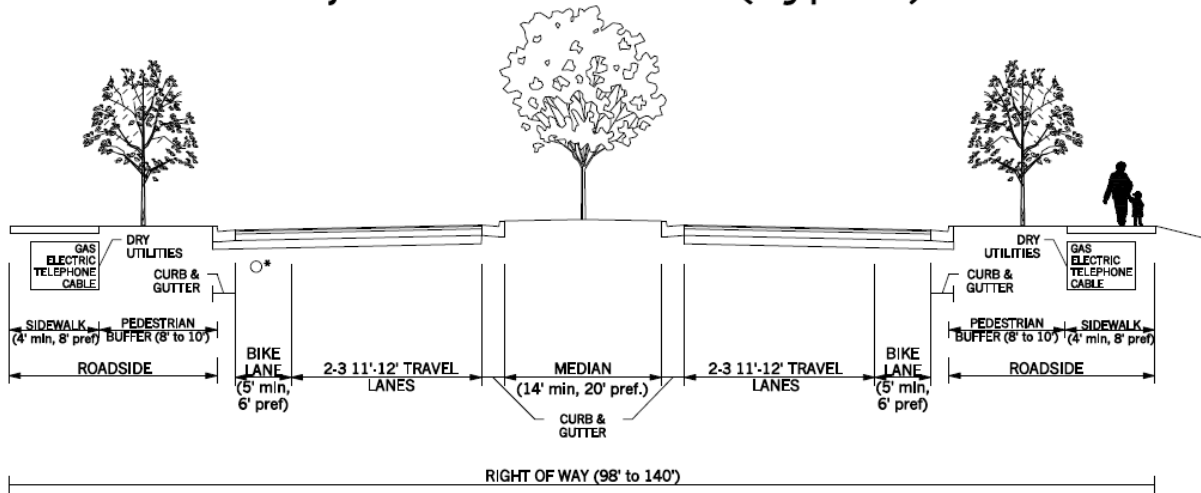
Dry Utilities: Under sidewalk/planting strip

Water/Sewer: Outside R/W or under roadway

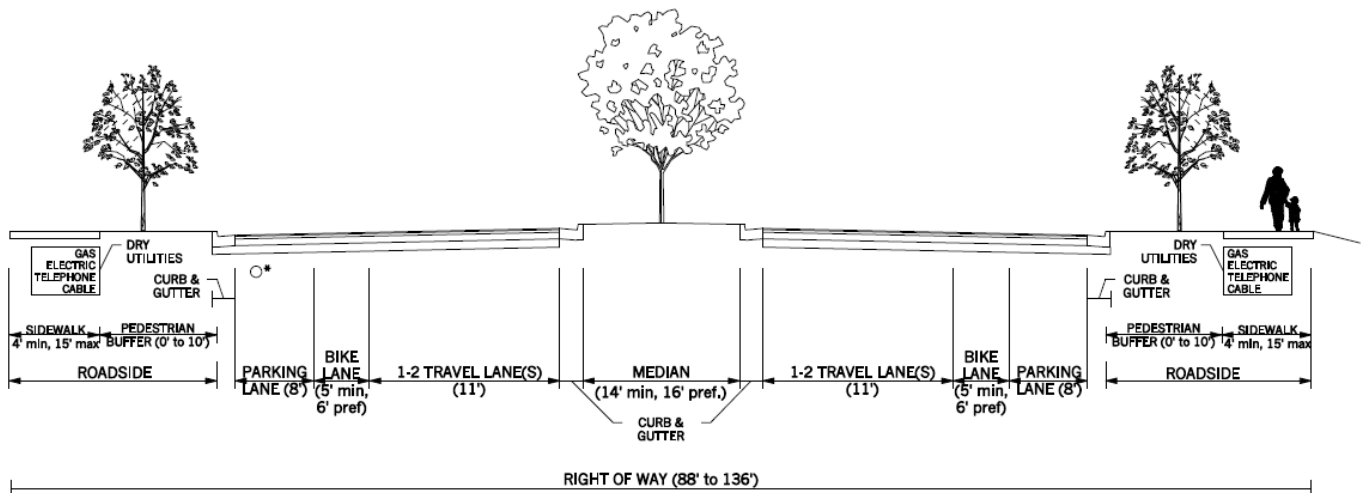
* Urbanized Collectors are not differentiated as Major or Minor

** Roadside width should include an additional 1 to 1.5 ft. frontage zone along walls, facades, and fences

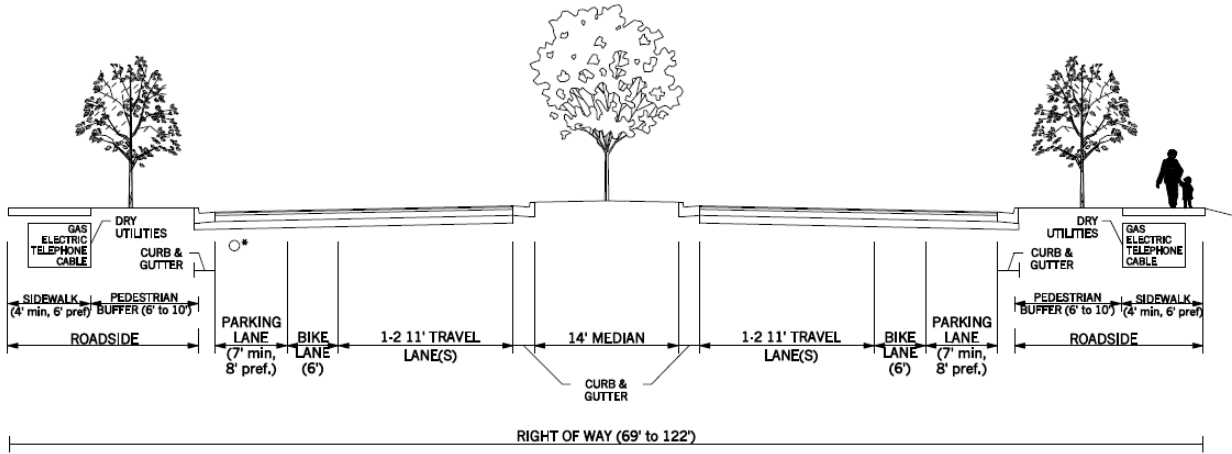
Major Urban Arterial (Type A)



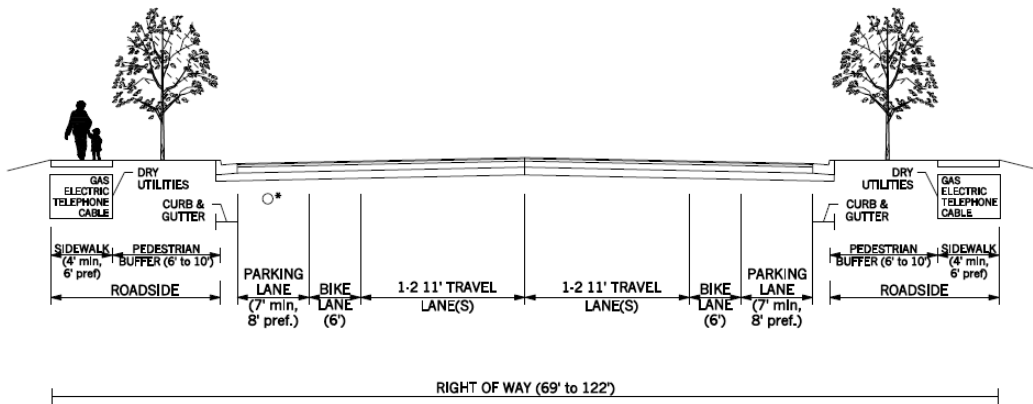
Minor Urban Arterial (Type A)



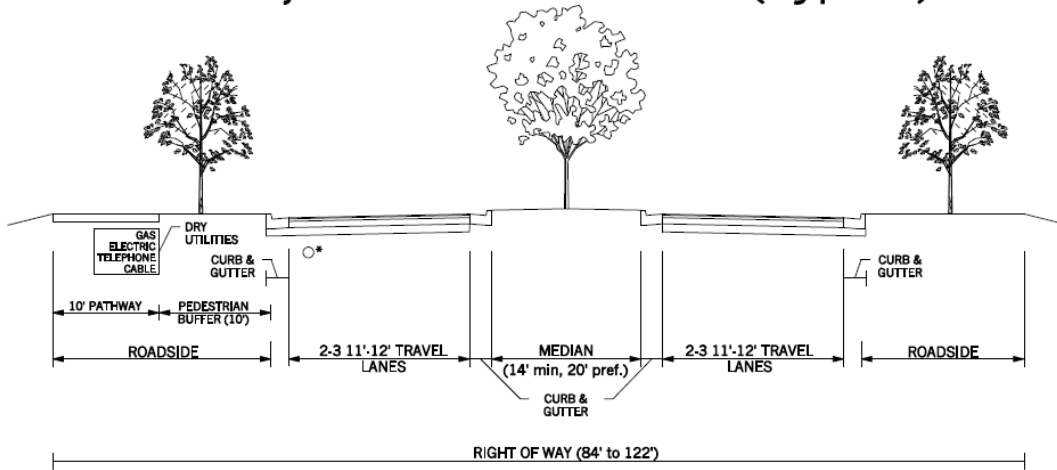
Urban Collector (Type A)



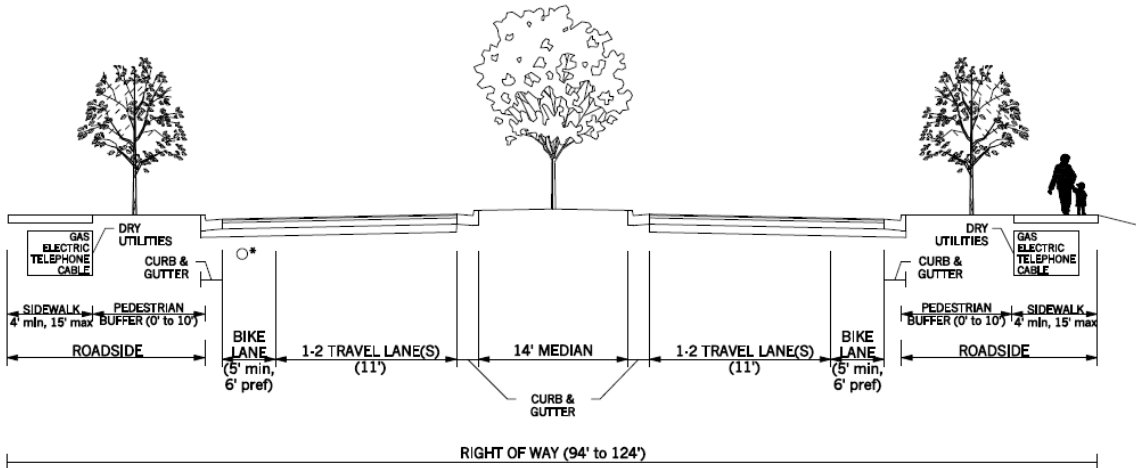
Urban Collector (Type A)



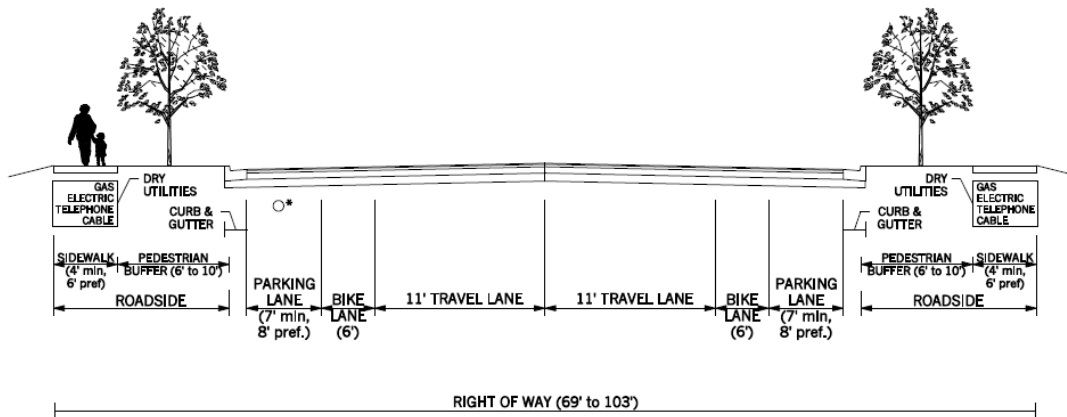
Major Suburban Arterial (Type B)



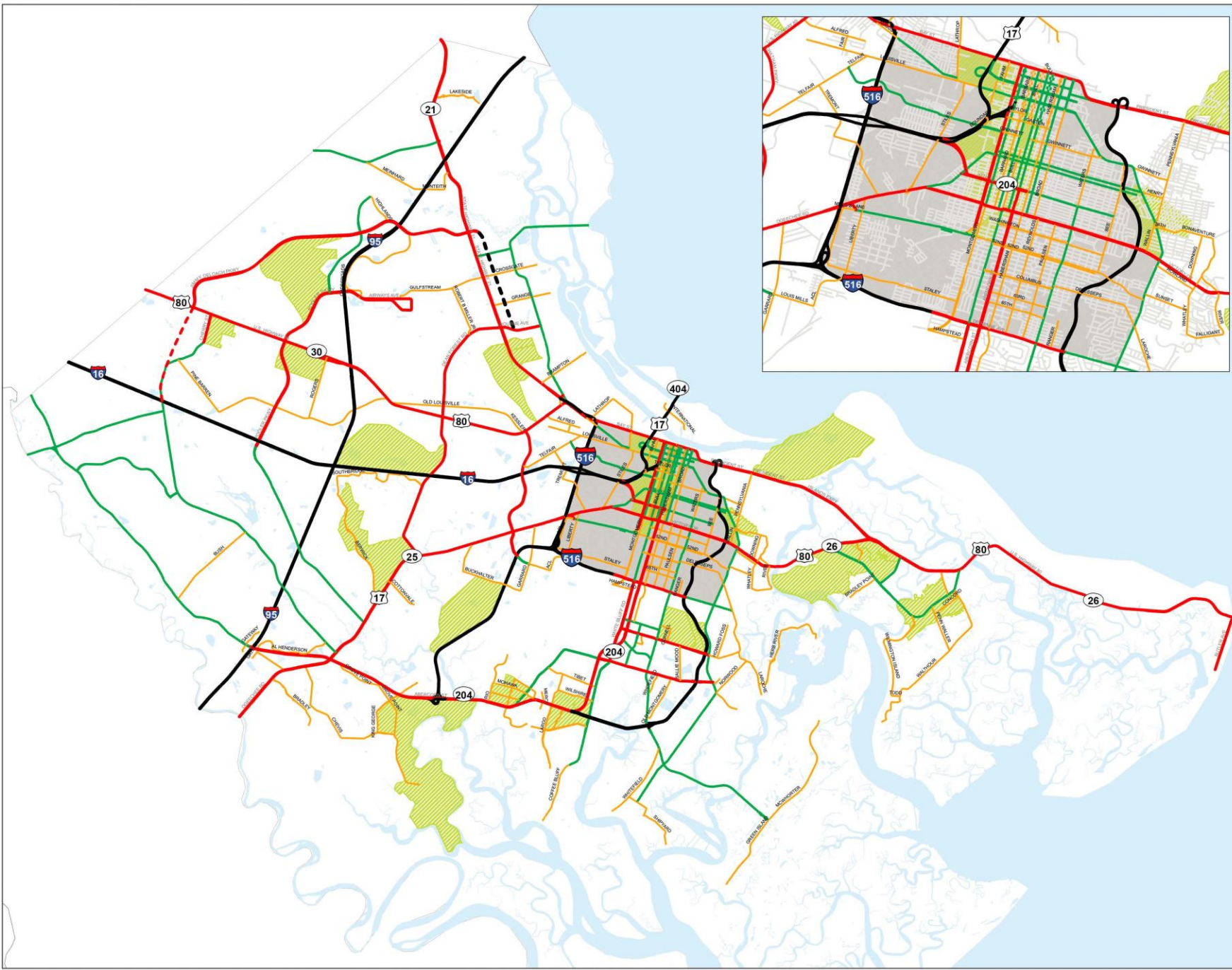
Minor Suburban Arterial (Type B)



Suburban Collector (Type B)



* Note: Dry utilities located under sidewalk and/or pedestrian buffer. Water/Sewer located outside right of way or under travelway.



Thoroughfare Type

CORE Thoroughfare Plan

Thoroughfare Class

- Interstate/Freeway
- Major Arterial
- Minor Arterial
- Collector
- Central Savannah
- Activity Centers
- Water



Source: Chatham County, Savannah Area GIS



Thoroughfare Needs - Major Arterials

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
ABERCORN ST	Major Arterial	Derenne	Middleground Rd	Suburban	2.42			X (L)	
		Apache Ave	I-95	Urban	7.02				
		White Bluff Rd	Largo Rd	Urban	2.81				
		Arts Dr	I-95	Urban	7.49			X (R)	
		Derenne	I-95	Urban	12.96				X (L&R)
AIRWAYS AVE	Major Arterial	I-95	Savannah/Hilton Head Airport	Suburban	1.53			X (L&R)	X (L&R)
BONNYBRIDGE RD	Minor Arterial	Augusta Rd	17/N Coastal Hwy	Suburban	0.94			X (L&R)	X (L&R)
BOURNE AVE	Major Arterial	Commerce Blvd	25/N Coastal Hwy	Suburban	1.43		X	X (L&R)	X (L&R)
BUTLER AVE	Major Arterial	16th St	US 80/1st st	Urban	1.45		X		X (L&R)
CHATHAM PKWY	Major Arterial	Garrard Ave	US 80	Suburban	3.99				
		US 17/Ogeechee Rd	Southern Blvd	Suburban	1.19		X	X (L&R)	X (L&R)
		Park of Commerce Way	US 80	Suburban	1.40				
DE RENNE AVE	Major Arterial	I-516	LaRoche Ave	Suburban	2.96				
		Abercorn St	LaRoche Ave	Suburban	2.56		X		X (L&R)
		Skidaway Rd	LaRoche Ave	Suburban	0.53			X (L&R)	
DEAN FOREST RD	Major Arterial	US 17/Ogeechee Rd	I-16	Suburban	6.04	2	X	X (L&R)	X (L&R)
W MONTGOMERY CROSS RD	Major Arterial	Middleground Rd	Abercorn St	Suburban	0.92				X (L&R)
		Abercorn St	White Bluff Rd	Suburban	3.00			X (L)	
E MONTGOMERY CROSS RD	Major Arterial	White Bluff Rd	Truman Pkwy	Suburban	2.37				
		White Bluff Rd	Atwood St	Suburban	0.20		X	X (L&R)	X (L&R)
		Waters Ave	Lake Mayer Rd	Suburban	1.07				
		Atwood St	Waters Ave	Suburban	0.83			X (L)	
EISENHOWER DR	Major Arterial	White Bluff Rd	Waters Ave	Suburban	0.99			X (L&R)	
		Waters Ave	Shorty Cooper Rd	Urban	0.99		X	X (L)	X (L&R)
		Shorty Cooper Rd	Skidaway Rd	Urban	0.46				
ISLANDS EXPY	Major Arterial	E President St	US 80	Urban	5.12			X (L&R)	X (L&R)
MAIN ST	Major Arterial	Foundation Dr	S of Minus Ave	Suburban	0.38		X	X (L&R)	
		S of Minus Ave	Brampton Ave	Suburban	0.34			X (R)	X (L&R)
OGEECHEE RD	Major Arterial	County Line	S of Dean Forest Rd	Suburban	6.70			X (L&R)	
		S of Dean Forest Rd	I-516	Suburban	4.01		X	X (L&R)	X (L&R)
POOLER PKWY	Major Arterial	Quacco Rd	Westbrook Ln	Suburban	0.52	2	X		
		Westbrook Ln	Blue Moon Xing	Urban	0.13			X (L&R)	X (L&R)
		Blue Moon Xing	I-95	Urban	0.32				
S CHERRY ST	Major Arterial	Bloomingle Rd	US 80	Urban	0.77	2	X	X (L&R)	X (L&R)
STATE HIGHWAY 21	Major Arterial	I-516	Minis Ave	Suburban	0.57			X (L&R)	
		Minis Ave	Smith Ave	Urban	1.49		X		X (L&R)
		Smith Ave	County line	Suburban	8.71			X (L&R)	

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
U.S. HIGHWAY 17 ALT	Major Arterial	SR 21	Main St	Suburban	0.10		X	X (L&R)	X (L&R)
	Minor Arterial	Main St	Minus Ave	Suburban	0.41			X (R)	X (L&R)
		Minus Ave	Brampton Rd	Suburban				X (L&R)	
		Brampton Rd	Gibbons Rd	Suburban		2		X (R)	
		Gibbons Rd	S of Blackburn St	Suburban		2	X	X (L&R)	
		S of Blackburn St	Dorset Rd	Suburban				X (L&R)	
		Dorset Rd	Appleby Rd	Suburban				X (L&R)	
Appleby Rd	State line	Suburban				X (L&R)			
U.S. HIGHWAY 80	Major Arterial	County line	Pooler Pkwy	Suburban	3.79			X (L&R)	X (L&R)
		Pooler Pkwy	Brighton Woods Dr	Urban	0.28				
		Brighton Woods Dr	W Collins St/Louisville Rd	Urban	0.36		X	X (R)	
		W Collins St/Louisville Rd	I-95	Suburban	1.23	2		X (L&R)	
		I-95	Bourne Ave	Suburban	0.19				
		Bourne Ave	N of Coleman Blvd	Suburban	0.50			X (L&R)	
		N of Coleman Blvd	Alfred St	Suburban	5.16		X		
		Alfred St	I-516	Suburban	0.57				
		Islands Expressway	Bryan Woods Rd	Suburban	0.84				
		Bryan Woods Rd	Suncrest Blvd	Suburban	0.65				
		Suncrest Blvd	Johnny Mercer Blvd	Suburban	1.00				
		Johnny Mercer Blvd	E of Bull River	Suburban	1.01	2	X	X (L&R)	
		E of Bull River	N of Ft Pulaski	Suburban	3.43				
		N of Ft Pulaski	Lazaretto Creek	Suburban	1.07	2			
Lazaretto Creek	Teresa Ln	Suburban	1.34						
Teresa Ln	Butler Ave	Suburban	1.28						
W BAY ST	Major Arterial	I-516	US 80	Suburban	0.34				X (L&R)
WHITE BLUFF RD	Major Arterial	Coffee Bluff Rd	Willow Rd	Suburban	1.41	2	X	X (L&R)	X (L&R)
		Willow Rd	Turtle Creek Rd	Urban	0.55			X (L)	
		Turtle Creek Rd	mall driveway	Suburban	1.76			X (L&R)	
		mall driveway	Abercorn St	Suburban	0.16			X (L)	
		Abercorn St	Stephenson Ave	Suburban	0.77			X (L&R)	
		Stephenson Ave	Johnston St	Suburban	0.61			X (L&R)	
Johnston St	Derenne Ave	Suburban	0.44			X (R)			

Thoroughfare Needs - Minor Arterials

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
BENTON BLVD	Minor Arterial	Pooler Pkwy	Highlands Blvd	Suburban	3.06				X (L&R)
		N of Mulberry Rd	Highlands Blvd	Suburban	2.69			X (R)	
BLOOMINGDALE RD	Minor Arterial	I-16	Railroad	Suburban	1.87		X	X (L&R)	X (L&R)
BONNYBRIDGE RD	Minor Arterial	Augusta Rd	17/N Coastal Hwy	Suburban	0.94			X (L&R)	X (L&R)
BRYAN WOODS RD	Minor Arterial	Johnny Mercer Blvd	US 80/Islands Expwy	Urban	0.93		X	X (L&R)	X (L&R)
DIAMOND CSWY	Minor Arterial	Whitefield Ave	Green Island Rd	Suburban	3.42			X (L&R)	X (L&R)
		Whitefield Ave	Skidaway Island Park Rd	Suburban	3.35		X		
FERGUSON AVE	Minor Arterial	Shipyard Rd	Skidaway Rd	Suburban	3.59		X	X (L&R)	X (L&R)
FORT ARGYLE RD	Minor Arterial	I-95	County line	Suburban	8.35				
		I-95	Leopard Ln	Suburban	3.57		X	X (L&R)	X (L&R)
		Canvasback Dr	County line	Suburban	1.86				
HODGSON MEMORIAL DR	Minor Arterial	Montgomery Cross Rd	Stephenson Ave	Suburban	1.19				
		Mall Way	Stephenson Ave	Suburban	0.81			X (L&R)	X (L&R)
		Montgomery Cross Rd	N of E Fairmont Ave	Suburban	0.15			X (L)	
JOHN CARTER RD	Minor Arterial	Fort Argyle Rd	Little Neck Rd	Suburban	3.16		X	X (L&R)	X (L&R)
JOHNNY MERCER BLVD	Minor Arterial	US 80	US 80	Urban	2.35			X (L&R)	X (L&R)
		Turner Creek	US 80	Urban	2.43		X		
LITTLE NECK RD	Minor Arterial	US 17/Ogeechee Rd	I-16	Suburban	8.64		X	X (L&R)	X (L&R)
MALL BLVD	Minor Arterial	Waters Ave	N of Hodgson Memorial	Suburban	0.59			X (L)	
		N of Hodgson Memorial	Mall Way	Suburban	0.24		X		X (L&R)
		Mall Way	Abercorn St	Suburban	0.09				X (L&R)
MIDDLE LANDING RD	Minor Arterial	Fort Argyle Rd	New Hampstead	Suburban	3.04		X	X (L&R)	X (L&R)
MIDDLEGROUND RD	Minor Arterial	Abercorn St	W Montgomery Cross Rd	Suburban	1.77				X (L&R)
NEW HAMPSTEAD PKWY	Minor Arterial	Middle Landing Rd	Little Neck Rd	Suburban	0.02			X (L&R)	X (L&R)
OLD RIVER RD	Minor Arterial	Fort Argyle Rd	County line	Suburban	1.71		X	X (L&R)	X (L&R)
QUACCO RD	Minor Arterial	US 17/Ogeechee Rd	Pooler Pkwy	Suburban	4.80		X	X (L&R)	X (L&R)
SKIDAWAY RD	Minor Arterial	Parkersburg Rd	Malibou Cir	Suburban	1.61			X (L&R)	
		Malibou Cir	Peeples Dr	Urban	0.45		X		X (L&R)
		Peeples Dr	Derenne Ave	Suburban	1.14				X (L&R)
STATE HIGHWAY 30	Minor Arterial	County Line	SR 21	Suburban	3.41		X	X (L&R)	X (L&R)
STEPHENSON AVE	Minor Arterial	White Bluff Rd	Abercorn St	Suburban	0.16			X (L&R)	X (L&R)
		Abercorn St	Hodgson Memorial	Suburban	0.32		X		
		Hodgson Memorial Dr	Waters Ave	Suburban	0.51				X (L&R)
U.S. HIGHWAY 17 ALT	Minor Arterial	Main St	Minus Ave	Suburban	0.41			X (R)	
		Minus Ave	Brampton Rd	Suburban	0.34			X (L&R)	
		Brampton Rd	Gibbons Rd	Suburban	0.38	2			X (L&R)
		Gibbons Rd	S of Blackburn St	Suburban	0.27	2		X	X (R)
		S of Blackburn St	Dorset Rd	Suburban	2.54				X (L&R)
		Dorset Rd	Appleby Rd	Suburban	0.31				X (L&R)
W GWINNETT ST	Minor Arterial	Telfair Rd	I-516	Suburban	0.54		X	X (L&R)	X (L&R)
WATERS AVE	Minor Arterial	Whitefield Ave	E Montgomery Cross Rd	Suburban	1.38			X (L&R)	
		E Montgomery Cross Rd	Stephenson Ave	Suburban	1.16			X (R)	X (L&R)
		Stephenson Ave	Derenne Ave	Urban	1.05				X (L&R)

Thoroughfare Needs - Collectors

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
ACL BLVD	Collector	Louis Mills Blvd	Liberty Pkwy	Suburban	0.30			X (L&R)	X (L&R)
AL HENDERSON BLVD	Collector	Gateway Blvd	Little Neck Rd	Suburban	1.50			X (R)	X (L&R)
ALFRED ST	Collector	US 80	Hopper St	Suburban	0.95			X (L&R)	X (L&R)
APACHE AVE	Collector	Roger Warlick Dr	Abercorn St	Suburban	0.26			X (L&R)	X (L&R)
		Mohawk St	Belfair Dr	Urban	0.17				
		Abercorn St	Mohawk St	Urban	0.53			X (R)	
BEAUMONT DR	Collector	Skidaway Rd	Robin Hood Dr	Suburban	0.38				X (L&R)
		Damascus Rd	Robin Hood Dr	Suburban	0.12			X (L&R)	
BERWICK BLVD	Collector	US 17/Ogeechee Rd	Trail Creek Lane	Urban	2.02			X (L)	X (L)
BRADLEY BLVD	Collector	Saybrook Point	17/Ogeechee Rd	Suburban	1.69				X (L&R)
		Grayson Ave	17/Ogeechee Rd	Suburban	1.23			X (L&R)	
BRADLEY POINT RD	Collector	Anchor Ct	Johnny Mercer Blvd	Suburban	0.85			X (L&R)	X (L&R)
BRAMPTON AVE	Collector	US 80	I-516/SR 21	Suburban	0.36			X (L&R)	X (L&R)
BRAMPTON RD	Collector	Augusta Rd/SR 21	Green St	Suburban	1.23			X (L&R)	X (L&R)
BUCKHALTER RD	Collector	Garrard Ave	US 17/Ogeechee Rd	Suburban	2.40			X (L&R)	X (L&R)
BUSH RD	Collector	Fort Argyle Rd	Little Neck Rd	Suburban	2.53			X (L&R)	X (L&R)
CANEBRAKE RD	Collector	US 17/Ogeechee Rd	Gateway Blvd	Suburban	0.92			X (R)	X (L&R)
		N of Shady Grove Ln	Gateway Blvd	Suburban	0.63			X (L&R)	
CENTER DR	Collector	McAlpin Dr	Sullivan Dr	Suburban	0.29			X (L&R)	X (L&R)
CHEVIS RD	Collector	Wild Heron Rd	US 17/Ogeechee Rd	Suburban	2.30			X (L&R)	X (L&R)
COFFEE BLUFF RD	Collector	E Back St	Mill Court	Suburban	1.76			X (L&R)	X (L&R)
COMMERCIAL DR	Collector	Hodgson Memorial Dr	Eisenhower Dr	Suburban	0.44			X (L&R)	X (L&R)
CONCORD RD	Collector	Penn Waller Rd	Walthour Rd	Urban	0.78				X (L&R)
		Angel Oaks Dr	S of Vickery Ln	Urban	0.39			X (R)	
CORNELL AVE	Collector	Eisenhower Dr	Waters Ave	Urban	0.68			X (L)	X (L&R)
		MacArthur Dr	Waters Ave	Urban	0.10			X (L&R)	
COTTONVALE RD	Collector	Salt Landing Way	US 17/Ogeechee Rd	Suburban	0.72			X (L&R)	X (L&R)
CROSSGATE RD	Collector	SR 21/Augusta Rd	end	Suburban	1.54			X (L&R)	X (L&R)
		SR 21/Augusta Rd	Railroad	Suburban	0.56				
		S Coastal Hwy	end	Suburban	0.66				
		Railroad	Evora St	Suburban	0.15			X (L)	
CROSSROADS PKWY	Collector	Airways Ave	Jimmy Deloach Pkwy	Suburban	3.35			X (L&R)	X (L&R)
DEERFIELD RD	Collector	Windsor Rd	Abercorn St	Urban	0.61				X (L&R)
		Windsor Rd	Collingwood Dr	Urban	0.47			X (L)	
DUTCHTOWN RD	Collector	Apache Ave	Abercorn St	Urban	0.94			X (L&R)	X (L&R)
FAIR ST	Collector	Louisville Rd	Alfred St	Suburban	0.20			X (R)	X (L&R)

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
E GATEWAY BLVD	Collector	Abercorn St	Al Hendeson Blvd	Suburban	0.45			X (L&R)	X (L&R)
GARRARD AVE	Collector	Buckhalter Rd	US 17/Ogeechee Rd	Suburban	1.77			X (L&R)	X (L&R)
GRANGE RD	Collector	SR 21/Augusta Rd	end	Suburban	1.67			X (L&R)	X (L&R)
GREEN ISLAND RD	Collector	Lufburrow Way	Diamond Causeway	Suburban	2.06			X (L&R)	X (L&R)
GRIMBALL POINT RD	Collector	Hopecrest Ave	Waite Dr	Suburban	0.43			X (L&R)	X (L&R)
GROVE POINT RD	Collector	Grove Point Island Rd	King George Blvd	Suburban	2.17			X (L)	X (L&R)
		Georgetown Grove Apt	Abercorn St	Suburban	0.16			X (L&R)	
GULFSTREAM RD	Collector	Ida J Gadsden Dr	Augusta Rd/SR 21	Suburban	2.64			X (L&R)	X (L&R)
HABERSHAM ST	Collector	Stephenson Ave	Derenne Ave	Suburban	1.06				X (L&R)
		Stephenson Ave	Jackson Woods Blvd	Suburban	0.23			X (R)	
HAMPSTEAD AVE	Collector	Mildred St	White Bluff Rd	Suburban	0.55			X (L&R)	X (L&R)
HENDLEY DR	Collector	Monteith Rd	Augusta Rd/SR 21	Suburban	0.51			X (L&R)	X (L&R)
HIGHLANDS BLVD	Collector	Jimmy DeLoach Pkwy	Benton Blvd	Suburban	0.81			X (L)	X (L&R)
HOPECREST AVE	Collector	LaRoche Ave	Grimball Point Rd	Suburban	0.18			X (L&R)	X (L&R)
HOWARD FOSS DR	Collector	Beaumont Dr	Bona Bella Ave	Suburban	0.91			X (L&R)	X (L&R)
KESSLER AVE	Collector	US 80	Old Louisville Rd	Suburban	0.68			X (L&R)	X (L&R)
KING GEORGE BLVD	Collector	Wild Heron Rd	Abercorn St	Urban	1.89			X (R)	X (L&R)
		Abercorn St	Westminster Way	Suburban	0.58			X (L&R)	
LAKESIDE BLVD	Collector	SR 21/Augusta Rd	Moonlight Trail	Suburban	1.02				X (L&R)
LARGO DR	Collector	Spanish Moss Rd	Windsor Rd	Suburban	1.09			X (L&R)	X (L&R)
		Windsor Rd	Abercorn St	Urban	0.68			X (R)	
		Abercorn St	Wilshire Blvd	Urban	0.45			X (L&R)	
		Wilshire Blvd	Tibet Ave	Suburban	0.44			X (L)	X (L&R)
LAROCHE AVE	Collector	W Bluff Dr	Derenne Ave	Suburban	2.64			X (L&R)	X (L&R)
LIBERTY PKWY	Collector	Acl Blvd	Staley Ave	Suburban	0.49				X (L&R)
		Mills B Lane Blvd	US 80/Ogeechee Rd	Suburban	0.19			X (L&R)	
		Staley Ave	Mills B Lane Blvd	Suburban	0.87			X (L)	
LOUIS MILLS BLVD	Collector	Garrard Ave	Acl Blvd	Suburban	0.59			X (L&R)	X (L&R)
LOUISVILLE RD	Collector	US 80	Stiles Ave	Suburban	1.77			X (L&R)	X (L&R)
		Stiles Ave	W Boundary St	Suburban	0.44			X (L)	
MCWHORTER DR	Collector	Diamond Cswy	Modena Island Dr	Suburban	4.14			X (L&R)	X (L&R)
MEINHARD RD	Collector	I-95	SR 30	Suburban	1.73			X (L&R)	X (L&R)
MERCY BLVD	Collector	Woodley Rd	McAuley Dr	Suburban	0.40			X (R)	X (L&R)
MOHAWK ST	Collector	Rio Rd	Chaintree Dr	Urban	0.36			X (L&R)	X (L&R)
		Chaintree Dr	Cail Dr	Urban	0.04			X (L)	
		Cail Dr	Apache Ave	Urban	0.10				
		Apache Ave	Abercorn St	Urban	0.40			X (L&R)	

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
MONTEITH RD	Collector	I-95	E of Hendley Rd	Suburban	0.71			X (L&R)	X (L&R)
MONTGOMERY ST	Collector	Mildred St	Derenne Ave	Suburban	0.39			X (L&R)	X (L&R)
NORWOOD AVE	Collector	Skidaway Rd	LaRoche Ave	Suburban	1.16			X (L&R)	X (L&R)
NOTTINGHAM DR	Collector	S Robinhood Dr	LaRoche Ave	Suburban	0.47			X (L&R)	X (L&R)
OLD LOUISVILLE RD	Collector	US 80	Kessler Ave	Suburban	3.03			X (L&R)	X (L&R)
OLD MONTGOMERY RD	Collector	Whitefield Ave	E Montgomery Cross Rd	Suburban	1.28			X (R)	X (L&R)
PAULSEN ST	Collector	Oxford Dr	Derenne Ave	Suburban	0.08				X (L&R)
PENN WALLER RD	Collector	Walthour Rd	S of Port Royal Dr	Suburban	0.94			X (R)	
		S of Port Royal Dr	Concord Rd	Urban	0.11			X (L)	X (L&R)
		Concord Rd	Johnny Mercer Blvd	Urban	0.22			X (L&R)	
PINE BARREN RD	Collector	Bloomingdale Rd	apartment complex	Suburban	0.31			X (L&R)	X (L&R)
		apartment complex	Brooklyn Way	Suburban	0.23			X (R)	
		Brooklyn Way	school entrance	Suburban	0.15			X (L&R)	
		school entrance	S Rogers St	Suburban	0.26			X (R)	
		S Rogers St	Longleaf Cir	Suburban	0.48			X (L)	
Longleaf Cir	US 80/Louisville Rd	Suburban	1.83			X (L&R)			
QUARTERMAN DR	Collector	Johnny Mercer Blvd	Islands Expressway	Urban	0.65			X (L&R)	X (L&R)
RIO RD	Collector	Abercorn St	end	Urban	0.53			X (L&R)	X (L&R)
ROBERT B MILLER JR RD	Collector	Dean Forest Rd	Gulfstream Rd	Suburban	1.37			X (L&R)	X (L&R)
ROGER WARLICK DR	Collector	Apache Ave	Windsor Rd	Suburban	0.93			X (L)	X (L&R)
S GATEWAY BLVD	Collector	Abercorn St	end	Suburban	0.30			X (L&R)	X (L&R)
S ROGERS ST	Collector	Pine Barren Rd	US 80/Louisville Rd	Suburban	1.61			X (L)	X (L&R)
SALLIE MOOD DR	Collector	E Montgomery Cross Rd	Sulgrave Rd	Suburban	0.23			X (L&R)	X (L&R)
		Sulgrave Rd	N of Foxhall Rd	Suburban	0.10			X (L)	
		N of Foxhall Rd	Eisenhower Dr	Suburban	0.60			X (L&R)	
SHAWNEE ST	Collector	Rio Rd	W of Apache Ave	Urban	0.47			X (R)	X (L&R)
		W of Apache Ave	E of Apache Ave	Urban	0.08				
		E of Apache Ave	Middleground Rd	Urban	0.24			X (R)	
SHIPYARD RD	Collector	Center Dr	Whitefield Ave	Suburban	1.57			X (L&R)	X (L&R)
SOUTHBRIDGE BLVD	Collector	Berwick Blvd	Trail Creek Lane	Urban	0.13			X (L&R)	X (L)
		Trail Creek Lane	Golf Club Dr	Urban	3.00				
		Golf Club Dr	Wedgfield Crossing	Suburban	0.12			X (R)	X (L&R)
		Wedgfield Crossing	Dean Forest	Suburban	0.16			X (L&R)	

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO			LANES	MEDIAN	SIDEWALK	BIKE LANE
TELFAIR RD	Collector	Chatham Pkwy	Louisville Rd	Suburban	1.76			X (L&R)	X (L&R)
TIBET AVE	Collector	Middleground Rd	Leeds Gate Rd	Suburban	0.93				X (L&R)
		Leeds Gate Rd	White Bluff Rd	Suburban	0.44			X (L&R)	
TODD ST	Collector	Wilmington Island Rd	Walthour Rd	Suburban	0.24			X (L&R)	X (L&R)
TREMONT RD	Collector	I-516	Telfair Rd	Suburban	1.22			X (L&R)	X (L&R)
W GATEWAY BLVD	Collector	Fort Argyle Rd	end	Suburban	0.52			X (L&R)	X (L&R)
WAITE DR	Collector	Grimball Point Rd	Herb River Dr	Suburban	0.20			X (L&R)	X (L&R)
WALTHOUR RD	Collector	Wilmington Island Rd	Settlement Way	Suburban	2.37			X (L&R)	
		Settlement Way	Penn Waller Rd	Suburban	0.56			X (R)	X (L&R)
		Penn Waller Rd	Peter's Quay	Suburban	1.65				
		Peter's Quay	Walthour Cove	Urban	0.22			X (L&R)	X (R)
		Walthour Cove	Johnny Mercer Blvd	Urban	0.09				X (L)
WASHINGTON ST	Collector	Central Ave	Garfield St	Suburban	0.21			X (L&R)	X (L&R)
WHITEFIELD AVE	Collector	Cartwright St	Bethesda Rd	Suburban	1.94			X (L&R)	
		Bethesda Rd	Quail Trail	Suburban	0.74				X (L&R)
		Quail Trail	E Montgomery Cross Rd	Suburban	0.07			X (L)	
WHITEMARSH ISLAND RD	Collector	Johnny Mercer Blvd	Dolphin Lane	Urban	0.43			X (L)	
		Dolphin Lane	US 80	Urban	0.16				X (L&R)
WILD HERON RD	Collector	Chevis Rd	Trellis Way	Suburban	0.21			X (L&R)	
		Trellis Way	King George Blvd	Suburban	0.79			X (R)	X (L&R)
		King George Blvd	Grove Point Rd	Urban	0.45			X (L&R)	
WILMINGTON ISLAND RD	Collector	Todd St	Wilmington Island Village Way	Suburban	2.53			X (L&R)	X (L&R)
WILMINGTON ISLAND VILLAGE	Collector	Wilmington Island Rd	Johnny Mercer Blvd	Urban	0.25			X (L&R)	X (L&R)
WILSHIRE BLVD	Collector	Largo Dr	White Bluff Rd	Urban	0.96			X (L&R)	X (L&R)
WINDSOR RD	Collector	Science Dr/Sunnybrook Rd	Largo Drive	Suburban	0.39			X (L&R)	
		Largo Drive	White Bluff Rd	Urban	1.14			X (R)	X (L&R)

Thoroughfare Needs - North of DeRenne/East of 516/West of Skidaway

NAME	THOROUGHFARE CLASSIFICATION	TERMINI		LENGTH	URBAN/ SUBURBAN	LENGTH (miles)	NEEDS			
		FROM	TO				LANES	MEDIAN	SIDEWALK	BIKE LANE
Bay Street	Major Arterial	I-516	East Broad Street	2.690	Urban	2.67		X		X (L&R)
President Street	Major Arterial	East Broad Street	General McIntosh Blvd	0.260	Urban	0.28		X	X (R)	X (L&R)
	Major Arterial	General McIntosh Blvd	Truman Parkway	0.470	Urban	0.46			X (L&R)	
Wheaton Street	Minor Arterial	East Broad Street (or Randolph)	Skidaway Road	1.230	Urban	1.37		X		X (L&R)
Ogeechee Road	Major Arterial	I-516	Liberty Pkwy	0.380	Urban	0.36				X (L&R)
	Major Arterial	Liberty Pkwy	Victory Drive	0.890	Urban	0.92	2	X	X (L&R)	
	Minor Arterial	Victory Drive	Anderson Street	1.020	Urban	1.02				
Louisville Road	Collector	I-516	US 17	1.430	Urban	1.42			X (L&R)	X (L&R)
	Minor Arterial	US 17	MLK Boulevard	0.490	Urban	0.50		X		
Gwinnett Street	Minor Arterial	I-516	Carroll St	0.590	Urban	0.58		X	X (L&R)	X (L&R)
	Minor Arterial	Carroll St	I-16	1.070	Urban	1.07			X (L)	
	Minor Arterial	I-16	MLK Boulevard	0.330	Urban	0.33				
	Collector	Habersham Street	East Broad Street	0.180	Urban	0.18				
	Collector	East Broad Street	Atlantic Ave	0.180	Urban	0.18			X (L)	
37th Street	Minor Arterial	Price Street	Bee Road	1.210	Urban	1.21				X (L&R)
52 nd Street	Minor Arterial	I-516	Hopkins Street	1.440	Urban	1.37		X	X (L)	X (L&R)
	Minor Arterial	Hopkins Street	Montgomery Street	0.520	Urban	0.53				
	Collector	Waters Avenue	Ash Street	0.340	Urban	0.35				
	Collector	Ash Street	Harry S Truman Pkwy	0.370	Urban	0.36			X (L&R)	
	Collector	Harry S Truman Pkwy	Oakland Dr	0.240	Urban	0.13				
Montgomery Street	Collector	Oakland Dr	Skidaway Road	0.470	Urban	0.47			X (L)	X (L&R)
	Collector	Victory Drive	W 63rd St	1.060	Urban	1.06				
Henry Street	Collector	W 63rd St	Derenne Ave	0.620	Urban	0.63			X (R)	X (L&R)
	Minor Arterial	MLK Boulevard	Truman Parkway	1.880	Urban	1.88				
Anderson Street	Minor Arterial	Truman Parkway	Skidaway Road	0.260	Urban	0.27			X (L&R)	X (L&R)
	Minor Arterial	MLK Boulevard	Ash St	1.670	Urban	1.67				
	Minor Arterial	Ash St	Skidaway Road	0.510	Urban	0.51			X (L&R)	