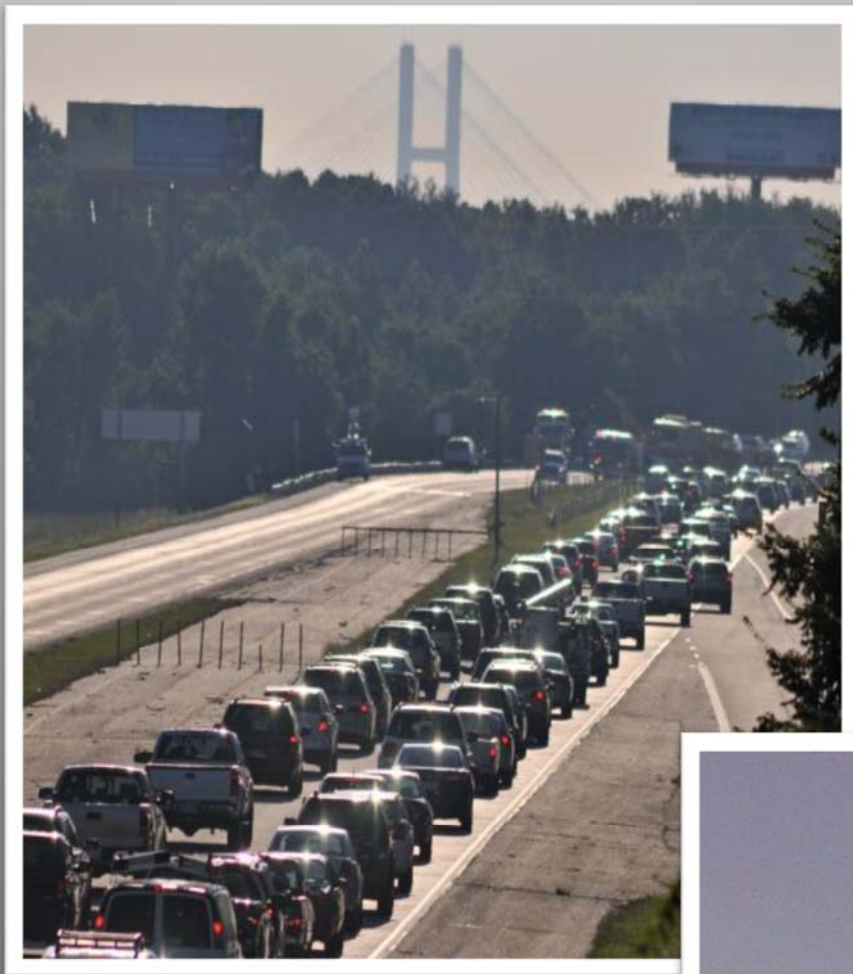


# *2015 Chatham County Interstate Study Update*

For the Coastal Region Metropolitan Planning Organization

September 2015



Prepared by the Chatham County - Savannah Metropolitan Planning Commission in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Georgia Department of Transportation

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION**

**Chatham County Interstate Study Update**

**September 2015**

**Coastal Region Metropolitan Planning Organization**

**Chatham County - Savannah Metropolitan Planning Commission**

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Prepared in cooperation with and funding from the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration and the Georgia Department of Transportation.

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## **Introduction**

This report serves as an update to the Chatham County Interstate Plan the Georgia Department of Transportation (GDOT) completed in 2008. The Coastal Region Metropolitan Planning Organization (CORE MPO) supports the recommendations derived from the 2008 study and provides a status update as part of this report. This update includes a look at the interstate projects in the Coastal Region Metropolitan Planning Organization's (CORE MPO) four year Transportation Improvement Program (TIP) and the Total Mobility 2040 Metropolitan Transportation Plan (MTP). The update also covers several studies that may have an impact on the interstate system within region. See Appendix A for a regional map of all the interstate projects.

## **GDOT 2008 Chatham County Interstate Plan Recommendations**

The GDOT 2008 Chatham County Interstate Plan evaluated the existing conditions and future needs of the interstate system in Chatham County. GDOT's interstate plan utilized a prioritization process to score and rank projects based on performance criteria. The recommendations in the plan included roadway widening, interchange reconstruction, and operational improvements to the interstate system. The primary performance measures, level of service (LOS) and queuing were used to evaluate the operational conditions of interchanges and interstate segments. The secondary set of performance measures analyzed safety, constructability issues, truck accessibility, and environmental impacts. The CORE MPO supports the methodology that the GDOT 2008 Chatham County Interstate Plan used to prioritize the county's interstate system projects. For a complete list of performance measures and scores see Appendix B. The following section details the results of the GDOT 2008 Chatham County Interstate Plan and any updates based on MPO studies that have occurred since its completion.

The CORE MPO Boards and committees were briefed on the content of the report and asked to provide their input on current priorities. The priorities identified by the CORE MPO are noted in each of the following tables. While all projects remain a priority several rose to the top including:

- Widening I-16 from I-95 to Lynes Parkway
- I-16 at SR 307 operational improvements
- Pooler Parkway and I-95 interchange improvements
- Chatham County Parkway Interchange at I-16.

The Chatham Area Transit (CAT) also noted that they are very interested in seeing hard shoulder running or other access to using shoulders for the 100x Airport Express bus route along I-95.

## ***Interchange Recommendations***

The GDOT 2008 Chatham County Interstate Plan broke down the interstate priorities into two categories, interchange projects and widening projects. The I-95 & SR 21 interchange was deemed to be the highest priority interchange followed by the I-95 & I-16 interchange. Both of these interchanges along with the I-16 & I-516 interchange, which ranked as the seventh highest priority interchange on the Chatham County Interstate Plan of 2008, are found in the CORE MPO's Long Range Transportation Plan (LRTP).

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The following is a list of recommended interchange improvements from the GDOT 2008 Chatham County Interstate Plan. A 2015 status update is in italics where applicable.

- [I-95 & SR 21](#): GDOT is proceeding with designing a diverging diamond interchange for the I-95 & SR 21 interchange. *The project was let in June 2015 to proceed with design and construction.*
- [I-95 & I-16](#): Construct flyover ramps from I-16 westbound to I-95 southbound and from I-95 southbound to I-16 eastbound eliminating the existing loop ramps. *Preliminary engineering for this project is included in the 2015-2018 TIP.*
- [I-16 & Dean Forest Road/SR 307](#): Improvements to better accommodate truck movements. The proposed project would widen the SR 307 bridge over I-16 to accommodate two through lanes in each direction as well as dual left turn lanes onto the I-16 eastbound and westbound entrance ramps. The project would widen the SR 307 approaches to the interchange to include right turn lanes onto the I-16 ramps and all I-16 ramps would be reconstructed to include dual left turn lanes and a single right turn lane at their intersections with SR 307. Chatham County is in the early stages of securing a fudnign agreement with GDOT. This is anticipated to be a Lump Sum project for operational improvements. Chatham County will sponsor preliminary engineering while GDOT is paying for right of way and constructions.
- [I-95 & SR 204](#): Reconstruct the interchange to accommodate the anticipated future growth in southwest Chatham County west of I-95.
  - The MPO sponsored SR 204 Corridor Study evaluated the interchange and presented three alternatives that will be analyzed further in the SR 204 Corridor Study Phase II.
  - The GDOT sponsored Chatham County Interstate Plan recommended removing the signal at SR 204 & Gateway Boulevard and moving that intersection to the east of its present location and retains the present ramp intersection configurations.
- [I-16 & Chatham Parkway](#): Improvements to better accommodate truck movements on Chatham Parkway and the off ramps from I-16. The proposed project would widen the Chatham Parkway bridge over I-16 to accommodate two through lanes in each direction as well as dual left turn lanes onto the I-16 eastbound and westbound entrance ramps. The project would also reconstruct all I-16 ramps and include dual left turn lanes and a single right turn lane at the intersections with Chatham Parkway. The I-16 westbound loop ramp would be enlarged in order to allow sufficient vehicle storage at the intersection with Chatham Parkway. The southbound approach to I-16 on Chatham Parkway would be widened to three lanes to accommodate heavy southbound traffic wishing to access westbound I-16. Immediately south of I-16, Chatham Parkway would be widened to three lanes in order to accommodate traffic from I-16 eastbound.

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- **I-95 & US 80:** Operational improvements such as the addition of turn lanes and signal timing. Since the GDOT 2008 Chatham County Interstate Plan was completed, several operational improvements have been completed including the signalization of the southbound US 80 and I-95 ramps and the addition of dual left turn lanes from I-95 southbound off ramp to US 80 east.
- **I-16 & I-516:** Build a flyover for the mainline I-16 lanes to eliminate left entrance ramps onto I-16 from I-516.

Table 1 below identifies the recommend projects and their priority identified in the GDOT 2008 Chatham County Interstate Plan. The MPO has added additional information to show the project’s status in the CORE 2040 MTP, TIP and any cost estimates that have been provided.

**Table 1: Interchange Projects**

Interchange Projects								
GDOT Project ID	CORE MPO 2015 Priority	GDOT Priority (2008 plan)	Project Description	CORE 2040 Total Mobility MTP (LRTP)*	2015–2018 TIP	Status	Funds Currently Authorized & Programmed	Total Cost Estimates**
12722		1	I-95 & SR 21	Tier 1	✓	Project Let 6/5/15	PE: \$691,882.46 CST: \$7,061,212.18	\$72,500,000
12758		2	I-95 & I-16	Tier 1	✓	PE Programmed in TIP for FY 2015 & FY 2017	PE: \$3,641,400 PE: \$2,000,000 ROW: \$1,250,000 CST: \$66,000,000	\$72,891,400
5956	✓	3	I-16 & SR 307/Dean Forest Road			LUMP (Preliminary, no estimate provided)		\$25,250,000
		4	I-95 & SR 204					\$18,000,000
	✓	5	I-16 & Chatham Parkway Interchange					\$54,250,000
		6	I-95 & US 80			Completed Signalization of the southbound US 80 & I-95 ramps. Created a dual left turn lane from I-95 southbound off ramp to US 80 east		\$42,000,000
6256		7	I-16 & 516	Tier 3		PE funds authorized in FY 2010	PE: 1,100,000	\$47,250,000
<b>Total</b>								<b>\$332,141,400</b>

\* Funding bands Tier 1 = 2015-2020, Tier 2 = 2021-2030, Tier 3 = 2031-2040, Vision Plan = Unfunded

\*\* Cost estimates are derived from the 2008 GDOT Chatham County Interstate Study

### ***Widening Recommendations***

The highest interstate widening priority of the GDOT study is the widening of I-95 from US 17 in Bryan County to I-16 followed by the widening of I-95 from I-16 to SR 21. The only interstate widening project found in the CORE MPO’s LRTP is the widening of I-516 from Veterans Parkway to Mildred Street which ranked seventh out of seven projects in the GDOT 2008 Chatham County Interstate Plan interstate widening priority list.

The following is a list of recommended roadway widening improvements from the GDOT 2008 Chatham County Interstate Plan. A 2015 status update is in italics where applicable.

- **I-95 from US 17 in Bryan County to SR 21 in Chatham County:** Widen from six to eight lanes.

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- [I-16 from Old River Road in Effingham County to I-516](#): Widen from four to six lanes. The first phase would widen I-16 from I-95 to I-516 and the second phase would widen it from Old River Road in Effingham County to I-95 in Chatham County.
- [I-516 from Veteran’s Parkway to Mildred Street](#): Widen from four to five lanes (two lanes westbound, three lanes eastbound). *The City of Savannah completed Project DeRenne which analyzed the issues at the eastern terminus of I-516 and provided a recommendation which will be discussed in the Special Studies section of the report.*

Table 2 identifies the recommend projects and their priority detailed in the 2008 Chatham County Interstate Study. THE MPO has added additional information to show the project’s status in the CORE 2040 MTP, TIP and any cost estimates that have been provided.

**Table 2: Widening Projects**

Widening Projects								
GDOT Project ID	CORE MPO 2015 Priority	GDOT Priority (2008 plan)	Project Description	CORE 2040 Total Mobility MTP (LRTP)*	2015-2018 TIP	Status	Funds Currently Authorized & Programmed	Total Cost Estimates**
511165		1	I-95 (US 17 to I-16)					\$74,250,000
		2	I-95 (I-16 to SR 21)					\$58,500,000
12757	✓	3	I-16 (I-95 to I-516)					\$78,000,000
		4	I-16 (Old River Road in Effingham County to I-95)					\$72,500,000
		5	I-516 (Veteran's Parkway to Mildred Street)	Tier 3				\$24,000,000
<b>Total</b>								<b>\$307,250,000</b>

\* Funding bands Tier 1 = 2015-2020, Tier 2 = 2021-2030, Tier 3 = 2031-2040, Vision Plan = Unfunded  
 \*\* Cost estimates are derived from the 2008 GDOT Chatham County Interstate Study

### Special Studies

The CORE MPO sponsored several studies which addressed the needs of the interstate system within Chatham County. These studies were conducted after the completion of the GDOT 2008 Chatham County Interstate Plan. This update includes a look at the recommended interstate system projects from special studies such as the [Southwest Sector Study](#), the [SR 21 Corridor Study](#), [SR 204 Corridor Study](#), the [I-16 Ramp Removal Study](#) and the [Freight Transportation Plan](#).

### Project DeRenne

[Project DeRenne](#) was initiated by the City of Savannah in 2008 to address the congestion experienced at the southern termini of I-516 from west of Mildred Street along DeRenne Avenue to SR 204/Abercorn Street. Two phases of this study have been completed and Phase III, the environmental review process, is currently underway. Phase I of Project DeRenne involved public outreach and data collection. Phase II of the study included the creation of a list of alternatives and a recommended preferred concept which was presented to the Savannah city council. On June 3, 2010, the Savannah City Council approved the concept of the “Boulevard Option” as the preferred alternative.

The study revealed that a majority of the traffic coming from I-516 eastbound in the a.m. peak eventually ends up going southbound primarily on White Bluff Road or SR 204/Abercorn Street

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and in the p.m. peak the majority of the traffic is traveling northbound on SR 204/Abercorn Street or White Bluff Road to westbound I-516.

The “Boulevard Option” would include a new interchange on I-516 west of Mildred Street. The new “Boulevard” would be constructed southeast from I-516 with an interchange at Montgomery Street which would provide access to Hunter Army Airfield, then continue eastward to intersect White Bluff Road. The “Boulevard” would continue southward on White Bluff Road, allowing traffic to easily move from White Bluff Road to I-516 and vice versa without having to go through the signal at DeRenne Avenue & White Bluff Road/Bull Street.

### Effingham Parkway

[Effingham Parkway](#) is proposed to be a new roadway connecting Chatham County at SR 30 to Effingham and Chatham at Blue Jay Road. The original design called for the northern terminus at SR 119 between Guyton and Springfield but was modified due to funding constraints. Effingham Parkway is identified in Tier 1 and Tier 2 of the MTP. ROW is programmed in the 2015-1018 TIP for the fiscal year 2017.

### ***I-16 Ramp Removal Study***

The [I-16 Ramp Removal Study](#), is looking at possible plans to remove a small portion of I-16 from the interstate system between Gwinnett Street and Martin Luther King Jr. (MLK) Boulevard / Montgomery Street. This study analyzed what alternatives are feasible to remove the I-16 flyover bridge over MLK Boulevard and replace the street network that existed before I-16 was constructed in the 1960s. In 2010 the CORE MPO kicked off the I-16 Ramp Removal Study. On July 26, 2012, Savannah City Council unanimously adopted the preferred concept, Concept 3, which would remove the flyover ramp over MLK Boulevard and replace the area that I-16 currently occupies between Gwinnett Street and MLK Boulevard. The interchange modification report (IMR) for the I-16 Ramp Removal was kicked off the first quarter of 2014.

### ***Gulfstream Expansion / Tanger Outlet Mall in Pooler***

The expansion of Gulfstream and the newly opened Tanger Outlet Mall in Pooler are expected to bring additional traffic to an already congested I-95 & Pooler Parkway/Airways Avenue interchange. The Gulfstream expansion will be on the east side on I-95 while the Tanger Outlet Mall is located in the southwest quadrant of the [Pooler Parkway/Airways Avenue & I-95 interchange](#). Gulfstream is expected to complete their expansion in 2017 and the Tanger Outlet Mall opened in April 2015.

A traffic study completed in August 2011 for the Gulfstream expansion recommended several improvements to the I-95 & Pooler Parkway/Airways Avenue interchange. The first project is an interim, short-term project that was funded by the Savannah/Hilton Head International Airport, Gulfstream, and developers of the outlet mall.

The interim project included:

- Adding a second left turn-lane in the island of the I-95 northbound off-ramp.
- Extending the eastbound left-turn lane onto the I-95 northbound on-ramp. This improvement occurred within the existing median of Pooler Parkway/Airways Avenue.

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- Extending the westbound left-turn lane onto the I-95 southbound on-ramp (coming from the airport) to east of the I-95 northbound ramps. This improvement occurred within the existing median.

In 2015 GDOT moved forward using LUMP funds to begin the long-term operational improvements. This project includes:

- Extending the second left-turn lane on the I-95 northbound off-ramp for additional storage capacity.
- Constructing a dedicated right-turn lane from eastbound Pooler Parkway/Airways Avenue to the I-95 southbound on-ramp.
- Adding a second eastbound left-turn lane from Pooler Parkway/Airways Avenue to I-95 northbound on-ramp.
- Adding a second receiving lane to the I-95 northbound on-ramp.

### ***Bryan County and Effingham County Projects***

CORE MPO is the designated Metropolitan Planning Organization (MPO) for the Savannah Urbanized Area (UZA) and is responsible for the federally required 3-C (comprehensive, cooperative and continuing) transportation planning process for the Savannah region.

According to the 2010 Census, the Savannah UZA has extended to Bryan County and Effingham County. Federal law requires that the CORE MPO's MPA boundary expand to include parts of these counties that are located in the Savannah UZA as well as areas expected to be urbanized in the next twenty years. CORE MPO has coordinated with GDOT and the various jurisdictions within these two counties, and has reached an agreement to expand the MPA boundary.

On May 15, 2015 the CORE MPO Board officially adopted a resolution to expand the MPA. The MPA has been amended from the current boundary (the whole of Chatham County) to include the portions of Bryan County (mainly in Richmond Hill) and Effingham County located within the 2010 census defined Savannah UZA, as well as areas expected to be urbanized within the next twenty years.

The CORE MPO is in the process updating the Metropolitan Transportation Plan to include the expanded planning area. This section identifies some of the interchange project identified at this point. This list is not exhaustive. The projects can be found in the GDOT's Statewide Transportation Improvement Plan (STIP) but not the regional TIP.

- ***I-95 & Belfast Siding Road (New Interchange) in Bryan County:***  
Bryan County requested an interchange justification report (IJR) be conducted where Belfast Siding Road intersects I-95 south of Richmond Hill to accommodate future growth in south Bryan County. GDOT has programmed right of way acquisition for FY 2016 and construction has been programmed for FY 2018.



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- **[I-16 & Old River Road Interchange Reconstruction in Effingham County:](#)**  
To accommodate two proposed industrial parks and a proposed movie studio in the vicinity of the I-16 & Old River Road interchange as well as other growth in south Effingham County, GDOT and Effingham County are planning to expand the interchange. The existing two lane bridge will be replaced with a four lane bridge with a 20 ft median. The on and off ramps will be widened to accommodate dedicated turn lanes. GDOT has programmed construction to begin in 2019.
- **[SR 144 at I-95 Interchange:](#)**  
This project is located in Bryan County. The project proposes minor intersection improvements which include ramp widening, turn lane extensions, minor restriping, traffic signal improvements and a traffic signal installation.
- **[SR 25/US 17 @ I-95 SB Ramps:](#)**  
The project is located in Bryan County. The proposed operational improvement project would widen the I-95 southbound exit ramp to SR 25 to install a dual left turn lane adding approximately 600 feet of additional storage. The project will also modify the signal phasing and timing to account for lane configuration changes.

### ***I-95 & Pine Barren Road New Interchange***

The proposed I-95 & Pine Barren Road interchange was intended to provide access the “Mega Site” in the northwest quadrant of the I-16 & I-95 interchange and provide another point of access to Pooler. The ‘Mega Site’ has not seen the intense development that was initially projected resulting in the project being put into a longer range planning horizon.

### ***Southwest Sector Study***

The [Southwest Sector Study](#) was completed in 2008. It examined the southwest Chatham County area that is currently rural in nature but is expected to grow over the next 25 years. The study area of the Southwest Sector Study is bounded by I-95 to the east, I-16 to the north, Bryan County to the south, and Effingham County to the west. Approved developments such as New Hampstead and Belford were expected to drive development in southwestern Chatham County. This area has not seen the intense development originally projected due to the economic downturn. The Southwest Sector Study recommended two new interchange projects:

- **[I-95 & Quacco Road and I-95 & Little Neck Road:](#)** This project includes a new partial interchange and a frontage road that would connect the two partial interchanges. The interchange at I-95 & Quacco Road is proposed to have a southbound off ramp and a northbound on ramp. The interchange at I-95 & Little Neck Road is anticipated to have a northbound off ramp and a southbound on ramp. A frontage road system including a northbound frontage road on the eastside of I-95 and a southbound frontage road to the west of I-95 are proposed to connect the interchanges.

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- I-16 east of the Effingham County line and west of the current interchange of I-16 & SR 17: This new interchange would serve the far western portion of Chatham County and the proposed New Hampstead development.

### ***SR 204 Corridor Study***

The [SR 204 Corridor Study](#) kicked off in 2010 examining the SR 204 corridor from Truman Parkway Phase V to I-95. With the completion of Truman Parkway Phase V and the anticipated development of Belford and New Hampstead west of I-95 along SR 204, traffic on SR 204 was expected to increase. The study team divided the corridor into three study segments:

- Eastern Segment - commercial eastern segment from the Forest River to Truman Parkway Phase V
- Central - controlled access section from US 17 to the Forest River
- Western Segment - from west of I-95 to US 17.

The western segment of the SR 204 Corridor Study includes the I-95 interchange. The I-95 & SR 204 interchange area is already a congested commercial corridor with hotels, restaurants, and gas stations serving I-95 motorists. The existing configuration of the interchange is a standard diamond interchange with a traffic signals where the on and off ramps from I-95 intersect SR 204. In addition to those two traffic signals, there is another traffic signal in close proximity at the SR 204 & Gateway Boulevard intersection, thus making three traffic signals in a very short distance of each other on SR 204 and creating delays and safety issues.

The central segment of the SR 204 Corridor Study focused around the Georgetown area and the Veteran's Parkway interchange. The study recommended to widening SR 204 to six lanes and constructing an interchange at Grove Point Road.

The commercial eastern segment looked at the SR 204 from Truman Parkway to the Forest River. The preferred concept is to construct elevated lanes from the Truman Parkway to the Forest River. The elevated lanes would serve as an extension of Truman Parkway thus creating a limited access facility from the east side of downtown Savannah to I-95.

### ***SR 21 Corridor Study***

The [SR 21 Corridor Study](#) examined SR 21 from I-516 in Garden City in Chatham County to the Effingham County Line. SR 21 serves as a vital commuter corridor linking residential areas in Effingham County with employment and activity centers in Savannah and Chatham County. SR 21 also provides a connection between the Port of Savannah and I-95 and serves as another entrance to Savannah/Hilton Head International Airport and Gulfstream, a major regional employer.

The SR 21 Corridor Study examined two places on the interstate system in Chatham County, the I-95 & SR 21 interchange and where SR 21 connects with I-516 in Garden City. The study initially looked at eleven alternatives then narrowed that list to three alternatives for further evaluation to determine the preferred alternative.

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- [I-95 & SR 21 interchange](#): The preferred alternative (Alternative 10) includes building elevated express lanes on SR 21 with access from the express lanes to I-95. Ramps connecting I-95 northbound and southbound would be built to the southbound elevated lanes and ramps connecting the northbound elevated lanes to I-95 northbound and southbound would be constructed as part of the preferred alternative. In addition, the at-grade level portion of SR 21 at the I-95 interchange would be widened from four to six lanes.

In January 2014, the Georgia Department of Transportation unveiled a plan to create a diverging diamond interchange (DDI) at the I-95 & SR 21 interchange. The DDI is designed to improve operations and throughput by reducing signal delay. The design will switch the travel lanes from right to left on SR 21 at the I-95 interchange to eliminate the left turn phase to and from SR 21 and the I-95 ramps. This design has been implemented at several Atlanta area interchanges. The project was given notice to proceed with design and construction in June 2015.

- The southern end of the SR 21 Corridor Study will tie into I-516 or I-16 near downtown Savannah. The preferred concept for the SR 21 Corridor Study has elevated lanes beginning where I-516 ends just north of Burnseed Boulevard thru Garden City to the southern termini of the Jimmy DeLoach Parkway Last Mile at SR 307/Bourne Avenue. The elevated lanes would then tie into Jimmy DeLoach Parkway at its southern termini and use that roadway until just south of the SR 21 & Jimmy DeLoach, where the preferred concept will split off from Jimmy DeLoach Parkway and continue as elevated lanes to north of the SR 21 & I-95 interchange. The preferred concept would provide a limited access facility from I-516 to north of I-95 along the SR 21 corridor and act as an extension of I-516.

### ***Rockingham Business and Industrial Park***

In 2008, the 1,050 acre Rockingham Business and Industrial Park was proposed along the west side of Veterans Parkway between the Chatham Parkway interchange and the SR 204 interchange. To access this proposed development, a new interchange has been proposed to be constructed on Veterans Parkway approximately 1.4 miles south of Chatham Parkway and 3.4 miles north of SR 204. The Rockingham Business and Industrial Park development has not moved forward. No cost estimates are available for the proposed Rockingham Interchange.

Table 3 identifies the recommended projects and their funding tier in the Total Mobility Plan 2040 MTP. No analysis was conducted to prioritize the projects in Table 3.

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**Table 3: Other Projects and Studies**

Other projects and Studies								
GDOT Project ID	CORE MPO 2015 Priority	GDOT Priority (2008 plan)	Project Description	CORE 2040 Total Mobility MTP (LRTP)*	2015-2018 TIP	Status	Funds Currently Authorized & Programmed	Total Cost Estimates**
8358			Project DeRenne	Tier 1	✓	PE programmed for FY 2016 ROW programmed for FY 2017	PE: \$456,000 ROW: \$200,000	\$61,248,565
6700			Effingham Parkway	Tier 1 (ROW)	✓	ROW programmed for FY 2017	ROW: 2,088,967	\$89,636,667
11744			I-16 Ramp Removal Study	Tier 1 & 2 (PE)	✓	Scoping 2017	SCP: \$1,100,000	\$1,100,000
10738	✓		I-95 and Pooler parkway/Airways Ave interchange	Tier 1		LUMP funds used for dual left turn lanes and operational improvements. Project let in June 2015	LUMP funds PE: \$125,000 CST: \$775,250	\$900,250
12659			I-95 and Belfast Siding Road					\$11,956,949
8613			I-16 and Old River Road					\$9,670,156
10739			SR 144 at I-95 Interchange				LUMP funds PE: \$1,945,448 CST: \$1,024,578	\$2,970,026
12830			SR 25/US 17 at I-95				LUMP funds PE: \$125,000 CST: \$325,815	\$450,815
			I-95 and Pine Barren Road	Vision Plan				\$93,100,584
			Southwest Sector Study: Interchange at I-16 west of Bloomingdale Road (Dust Pile)	Vision Plan				\$12,560,000
			Southwest Sector Study: Interchange and frontage road at I-95 with Quacco Road and Little Neck	Vision Plan				\$21,380,000
			SR 204 Study: Western	Vision Plan				\$104,850,000
			SR 204 Study: Central	Vision Plan				\$128,180,000
			SR 204 Study: Eastern	Vision Plan				\$229,170,000
			SR 21 Study (from north of SR 30 to I-516)	Vision Plan		Divergent Diamond funded (see Table 1) other elements of the SR 21 Study remain in MTP as unfunded		\$478,699,000
			Rockingham Interchange					
<b>Total</b>								<b>\$174,512,587</b>

\* Funding bands Tier 1 = 2015-2020, Tier 2 = 2021-2030, Tier 3 = 2031-2040, Vision Plan = Unfunded  
 \*\* Cost estimates are derived from individual studies and MTP

### The CORE 2040 Total Mobility Plan & TIP

The 2015-2018 Transportation Improvement program (TIP) is the short range four year picture of project programming while the MTP is the long range twenty-five year transportation plan. The [Total Mobility 2040](#) MTP was adopted in August of 2014 is the region’s long range financially constrained transportation plan. The interstate projects that are in the TIP and MTP are listed below along with the frame they are anticipated to be funded. The following projects are contained in the current constrained MTP and TIP.

- [I-95 & SR 21 interchange reconstruction](#): This project is in the 2015-2020 funding tier of the MTP and was let for design and construction in June of 2015. This project was identified in the 2008 Chatham County Interstate Plan and ranked highest of the seven interchanges prioritized.
- [I-95 & I-16 interchange reconstruction](#): Funds for preliminary engineering (PE) have been slated to be available in the 2015-2020 timeframe of the MTP. PE is also

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programmed in the TIP for FY 2015 and FY 2017. This project was identified in the 2008 Chatham County Interstate Plan and ranked second of the seven interchanges prioritized by GDOT.

- [I-16 & I-516 interchange reconstruction](#): PE is identified in the MTP for 2031-2040. Construction funds have not been identified. This project was identified in the 2008 Chatham County Interstate Plan and ranked seventh of the seven interchanges prioritized.
- [I-516 widening from Veterans Parkway to Mildred Street](#): Funds for PE and construction have been identified in the in the MTP for 2031-2040. This project was identified in the 2008 Chatham County Interstate Plan and ranked fifth of five widening projects.
- [Project DeRenne](#): This study has completed two phases and Phase III, the environmental review process, is currently underway. Project DeRenne is identified in the MTP in Tier 1 and has funds programmed in the 2015-2018 TIP for Right of Way and Preliminary Engineering.
- [Effingham Parkway](#): Effingham Parkway is identified in the constrained MTP. ROW is programming in the 2015-1018 Tip for the fiscal year 2017.
- [I-16 Flyover Removal Study](#): The interchange modification report (IMR) for the I-16 Flyover Removal kicked off in winter 2014 and is identified in Tier 1 and 2 of the MTP. The project is currently in the scoping phase which is programmed in the fiscal year 2017 of the 2015-2018 TIP.
- [I-95 and Pooler Parkway](#): Improvements at this interchange are identified in Tier 2 of the MTP. GDOT moved forward this project and completed dual left turn lanes and other operational improvements using LUMP funds in 2015.

### Closing

The GDOT 2008 Chatham County Interstate Plan along with the CORE MPO Long Range Transportation Plan set the framework for the update of the interstate priority projects. Four projects that were listed as priorities in the Chatham County Interstate Plan of 2008 are found in the CORE MPO's MTP.

A more detailed analysis should be performed on all of the projects identified in the Interstate Study Update to create a prioritized list of those projects. The prioritized projects for the GDOT 2008 Chatham County Interstate Plan should be combined with the projects listed in the "special Studies section of the report to create one priority list for Chatham County interstate projects.

# 2015 Chatham County Interstate Study Update

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## **Appendix A: Map of Interstate Projects**



## 2015 Chatham County Interstate Study Update

### Appendix B: GDOT 2008 Chatham County Interstate Study Prioritization & Performance Measures

#### Chatham County Interstate Study Interchange Project Priority List

Project Location	From	To	Type	Primary Performance Measures (Operational Evaluation)							Secondary Performance Measures (Safety, Constructability Issues, Truck Movement/Access, and Environmental Impact)											Total Score	Project Priority
				Year Interchange Experiences Unacceptable Conditions	2030 Interchange LOS Without Improvement	2030 Interchange LOS With Improvement	2030 Queuing Onto Freeway Without Improvement?	2030 Queuing Onto Freeway With Improvement?	Sub-Total Score	Priority (based on Primary Measure)	Interchange Crashes > Average of Chatham Interchanges	Freeway Crashes per Million VMT > State Ave, of 78 Rural and 195 Urban	Foreseeable Constructability Issues	Trucks as Percent of Total Volume > 24% on Interstates or >9% on Other	Truck Volume > 1/2 Lane Capacity	Provides Access to Major Truck Generator	Truck Route	Provides Access to Future Population & Employment Concentrations	Observed Geometry Not Up to Current Standards	Environmental Impact	Sub-Total Score		
I-95 @ SR 21	Vicinity of Interchange		Interchange Reconstruction	Queuing onto Freeway - 2008	LOS F at Ramp Intersections	LOS B at Ramp Intersections	Yes	No	24	2		N/A	Coordination Required with I-95 Widening to Avoid Throw Away							Minor	32.0	1	
				8	8	4	2	2			2	1	0	1	1	1	1	1	0	0			8
I-16 at I-95	Vicinity of Interchange		Interchange Reconstruction	Observed Congestion on Loop Ramps - 2008	LOS F on Weave Between Ramps	LOS A on Weave Between Ramps	Weave Would Cause Queuing on Loop Ramps	No	25	1		N/A	Coordination Required with I-95 Widening to Avoid Throw Away							Minor	31.0	2	
				8	8	5	2	2			0	1	0	1	1	0	1	1	1	0			6
I-16 at SR 307/Dean Forest Rd	Vicinity of Interchange		Interchange Reconstruction	Queuing onto Freeway - 2008	LOS E at Ramp Intersections	LOS C at Ramp Intersections	Yes	No	19	3		N/A								Minor	24.0	3	
				8	4	3	2	2			2	1	0	0	1	0	1	0	0	5			
I-95 at SR 204	Vicinity of Interchange		Interchange Reconstruction	LOS F at Ramp Intersections in 2015	LOS F at Ramp Intersections	LOS D at Ramp Intersections	Yes	No	16	5		N/A	None							Minor	23.0	4	
				2	8	2	2	2			2	1	1	1	0	0	1	0	0	7			
I-16 at Chatham Parkway	Vicinity of Interchange		Interchange Reconstruction	Queuing onto Freeway - 2010	LOS F at Ramp Intersections	LOS C at Ramp Intersections	Yes	No	19	3		N/A	None							Minor	22.0	5	
				4	8	3	2	2			0	1	1	0	0	0	1	0	0	3			
I-95 @ US 80	Vicinity of Interchange		Interchange Reconstruction	Queuing onto Freeway in 2015	LOS E at Ramp Intersections	LOS C at Ramp Intersections	Yes	No	13	6		N/A	None							None	22.0	5	
				2	4	3	2	2			2	1	1	0	1	1	0	1	1	9			
I-16 at I-516	Vicinity of Interchange		Interchange Reconstruction	Not Optimal Interchange Configuration	N/A	N/A	N/A	N/A	10.5	7		N/A	Coordination Required with I-16 Widening to Avoid Throw Away							None	18.5	7	
				2	4	2.5	1	1			2	1	0	1	0	1	0	1	1	1			8



## 2015 Chatham County Interstate Study Update

### Chatham County Interstate Study Widening Project Priority List

				Primary Performance Measures (Operational Evaluation)					Secondary Performance Measures (Safety, Constructability Issues, Truck Movement/Access, and Environmental Impact)									Total Score	Interstate Widening Project Priority
Project Location	From	To	Type	Year Interchange Experiences Unacceptable Conditions	2030 interchange LOS Without Improvement	2030 Interchange LOS With Improvement	Sub-Total Score	Priority (based on Primary Measure)	Freeway Crashes per Million VMT > State Ave, of 78 Rural and 195 Urban	Foreseeable Constructability Issues	Trucks as Percent of Total Volume > 24% on Interstates or >9% on Other	Truck Volume > 1/2 Lane Capacity	Provides Access to Major Truck Generator	Truck Route	Provides Access to Future Population & Employment Concentrations	Environmental Impact	Sub-Total Score		
I-95	US 17 in Bryan Co.	I-16	Widening	Existing LOS D	1.15 (LOS F)	0.88 (LOS D)	18	1		Coordination Required with I-95/I-16 Interchange Reconstruction to Avoid Throw Away						None	6	24.0	1
				8	8	2			2	0	1	1	0	0	1	1			
I-95	I-16	SR 21	Widening	2016	1.1 (LOS F)	0.68 (LOS C)	15	2		Coordination Required with I-95/I-16 Interchange Reconstruction to Avoid Throw Away						Minor	7	22.0	2
				4	8	3			2	0	1	1	1	1	1	0			
I-16	I-95	I-516	Widening	Existing LOS D	0.98 (LOS E)	0.73 (LOS D)	14	3		Requires Coordination with I-516 Interchange Reconstruction to Avoid Throw Away						Minor	5	19.0	3
				8	4	2			2	0	1	1	1	0	0	0			
I-16	Old River Road in Effingham Co.	I-95	Widening	2019	0.85 (LOS E)	0.60 (LOS C)	9	4		None						Minor	4	13.0	4
				2	4	3			2	2	0	0	0	0	0	0			
I-516	Veterans Pkwy	Mildred St	Widening	2022	0.93 (LOS E)	0.73 (LOS D)	8	3		None						Minor	3	11.0	5
				2	4	2			2	Scoring	0	0	0	0	1	0			