



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the 2035 Long Range Transportation Plan of the Coastal Region Metropolitan Planning Organization

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the CORE Connections 2035 Long Range Transportation Plan (LRTP) for the CORE MPO transportation planning area; and

WHEREAS, the purpose of the proposed amendments is to rationalize and consolidate various projects from Project DeRenne and Connecting Savannah, and incorporate the planning studies funded by the American Recovery and Reinvestment Act of 2009 (ARRA); and

WHEREAS, the proposed amendments to DeRenne projects include: 1) replacing the line item for DeRenne congestion mitigation in the fiscally constrained plan with three projects that have more specific scopes – Project DeRenne Boulevard Option, East DeRenne Avenue Improvement and West DeRenne Avenue Improvement, and 2) removing two projects along the DeRenne corridor in the Vision Plan that are no longer needed; and

WHEREAS, the proposed amendments to Connecting Savannah projects include: 1) deletion of the Bay Street signal project in the fiscally constrained plan, and 2) streamlining two phases of the project for Truman Parkway Extension and Second Bridge across Savannah River; and

WHEREAS, the proposed amendments to ARRA funded studies and related projects include consolidating and streamlining various projects along corridors of SR 21, SR 204 and US 80 both in the fiscally constrained plan and in the Vision Plan; and

WHEREAS, the proposed amendments to the 2035 LRTP will not impact the financial balance of the plan; and

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the proposed LRTP amendments and has incorporated all comments received; and

WHEREAS, CORE MPO desires to complete the amendment process to enable consolidating and streamlining various transportation improvement projects in the 2035 LRTP.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the amendments to the 2035 Long Range Transportation Plan as shown in the summary of LRTP amendments report with any corrections or any other projects that need to be updated based upon the conversation of October 27, 2010 regularly scheduled meeting.

Approved this day, October 27, 2010

A handwritten signature in cursive script that reads "Pete Liakakis". The signature is written in black ink and is positioned above a horizontal line.

Pete Liakakis, Chairman

Coastal Region Metropolitan Planning Organization

Amendments to the 2035 Long Range Transportation Plan (LRTP) of the Coastal Region Metropolitan Planning Organization (CORE MPO)

October 2010

The Long Range Transportation Plan (LRTP) of the Coastal Region Metropolitan Planning Organization (CORE MPO), CORE Connections 2035 Framework Mobility Plan, was adopted by the MPO Board in September 2009. Since then, the plan has been amended or modified administratively based on various needs.

The MPO made some revisions in October 2010 to some projects that are already in the plan either to be more specific or to be more consistent. The amendments will not impact the financial balance of the 2035 LRTP.

In order to process these amendments, the MPO conducted a 15-day public review and comment period (October 12 – October 26) with final CORE MPO Board adoption on October 27, 2010.

The following lists the specific amendments to the 2035 LRTP.

DeRenne Projects

Background

The CORE MPO's financially-constrained Framework Mobility Plan includes a project on DeRenne - SR 21/DeRenne Avenue Improvements/Congestion Mitigation from Mildred Street to Truman Parkway. The phases of this project in the plan include:

- Preliminary engineering (PE) and right-of-way purchase (ROW) in the amount of \$18,250,000, to be completed within the 2010-2015 timeframe; and
- Construction in the amount of \$76,610,000, to be completed within the 2016-2025 timeframe.

The 2035 Framework Mobility Plan includes a Vision Plan that lists projects that do not have associated financial resources. These projects can be moved to the financially-constrained plan administratively if newly-available funds are identified. The Vision Plan lists two projects related to DeRenne Avenue improvements:

- DeRenne Avenue Operational Improvements from Mildred Street to Abercorn Street, \$11,143,000 needed for preliminary engineering, right-of-way acquisition, and construction; and
- Mildred Street/Hampstead Avenue Widening from I-516 to Abercorn Street, \$80,415,904 needed for preliminary engineering, right-of-way acquisition, and construction.

Reason for Proposed LRTP Amendments

The line item for the DeRenne Project in the financially-constrained Framework Mobility Plan is a placeholder for improvements to be made on this corridor. Specific projects for corridor improvements were to be identified from Project DeRenne that was being conducted when the 2035 LRTP was adopted. Since then, the Savannah City Council has adopted the recommendations from Project DeRenne. The recommended projects, which are more specific in outlining the proposed improvements, will replace the placeholder item in the financially-constrained plan. This change is considered consistent with the current 2035 Framework Mobility Plan.

In addition, the specific recommendations from Project DeRenne will be able to address traffic problems to be resolved by the two projects in the Vision Plan. Thus the two projects in the Vision Plan related to the transportation improvements along the DeRenne corridor are no longer needed and should be removed from the plan.

Amendment Type

Replacing the line item in the financially-constrained plan with specific project recommendations is considered an amendment since it involves major change of scope of an existing project – the scopes are more specific in this case.

Though the Vision Plan is not considered an official part of the LRTP, removing two projects in the Vision Plan is treated as an amendment because “addition or deletion of a project” is regarded as an amendment according to CORE MPO’s Participation Plan.

Project Description

There are three specific recommendations from Project DeRenne on improving traffic on DeRenne Avenue as listed below.

- **Project DeRenne Boulevard Option:** Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will more evenly distribute the 54,000 vpd (vehicles per day) on I-516 between east/west movements on DeRenne and north/south movements on White Bluff and Abercorn.
- **East DeRenne Avenue Improvements:** Replace the existing two way left turn lane along DeRenne Avenue between Abercorn Street and the Truman Parkway with a landscaped median to create a four lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes.
- **West DeRenne Avenue Improvements:** Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve

sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes.

Project Status

The three Project DeRenne recommendations are programmed for implementation in the local section of the FY 2011-2014 TIP of the CORE MPO. If federal and state dollars become available and are assigned to these projects, the three transportation improvement projects on DeRenne will be moved to the federally required section of the TIP. Their current implementation schedules are listed below.

Project DeRenne Boulevard Option

- PI #: 0008358
- Funding/Year:
 - PE, local SPLOST funds, \$1 million in FY 2011, \$2 million in FY 2012, and \$500,000 in FY 2013
 - ROW, local SPLOST funds, \$4 million in FY 2012 and \$3.5 million in FY 2013
 - CST, estimated at \$50 million with funding sources to be determined

East DeRenne Avenue Improvements

- PI #: 0008359
- Funding/Year:
 - PE, local SPLOST funds, \$100,000 in FY 2011, \$300,000 in FY 2012 and \$100,000 in FY 2013
 - ROW, estimated at \$200,000 with funding sources to be determined
 - CST, estimated at \$5.5 million with funding sources to be determined

West DeRenne Avenue Improvements

- PI #: To be Determined
- Funding/Year:
 - PE, local SPLOST funds, \$100,000 in FY 2011, \$100,000 in FY 2012 and \$100,000 in FY 2013
 - ROW, estimated at \$200,000 with funding sources to be determined
 - CST, estimated at \$2.3 million with funding sources to be determined

Connecting Savannah Projects

Some transportation improvement projects from the Connecting Savannah Process are included in the 2035 Framework Mobility Plan. Clarification of their current status results in some amendments to be made to the plan.

Financially Constrained Plan

One project from Connecting Savannah should be removed from the financially constrained plan:

- Bay Street Signal and Intersection Improvements, PE and CST phases planned for implementation within the 2010-2015 timeframe with \$1,425,000. This project was completed with other funding.

Amendment Type – this revision is being treated as an amendment because “addition or deletion of a project” is considered an amendment according to the CORE MPO’s Participation Plan.

Vision Plan

Two Connecting Savannah projects listed in the Vision Plan should be consolidated:

- South Carolina – Truman Parkway Connector (New Bridge Across Savannah River), PE for \$2 million
- Study – Truman Parkway Extension and Second Bridge across Savannah River, study for \$2 million

These two projects are referring to two different phases of the same project. The modifications should be:

- Truman Parkway Extension and Second Bridge across Savannah River – planning phase for \$2 million and preliminary engineering phase for \$2 million with a total of \$4 million

Amendment Type – this revision is being treated as an administrative modification because “splitting or combining projects” is considered an administrative modification according to the CORE MPO’s Participation Plan.

ARRA Studies and Related Projects

The CORE MPO is conducting three corridor studies funded by the American Recovery and Reinvestment Act (ARRA) of 2009. Specific recommendations coming out of these studies will be amended to the LRTP depending upon the funding availability.

Currently there are various projects in the financially-constrained plan and the Vision Plan related to these corridors. The MPO would like to consolidate and streamline all the projects along these corridors. The following lists the studies, the related projects, and the proposed changes.

Amendment Type: Combining various projects into one is an administrative modification.

SR 21 Corridor

Current Projects in 2035 LRTP:

- SR 21 Corridor Study, ARRA funded, \$750,000, study on-going
- SR 21/Augusta Road Widening from Northwest Tollway to SR 30, \$47,788,905 for construction, in Vision Plan
- SR 21/Northwest Parkway from SR 21 North of I-95 to Interchange at I-16/I-516, \$741,709,510 for PE, ROW and CST, in Vision Plan

Amendments:

SR 21 Corridor Improvement Project	
<i>Fiscally Constrained LRTP</i>	<i>Vision Plan</i>
Planning Phase, \$750,000	PE, ROW and CST Phases, amount to be determined based on the planning study.

SR 204 Corridor

Current Projects in 2035 LRTP:

- SR 204 Corridor Study, ARRA funded, \$715,000, study on-going
- SR 204/Truman Parkway Extension/New Highway Connecting Truman V to I-95, \$12,340,411 for PE in Constrained Plan

Amendments:

SR 204 Corridor Improvement Project	
<i>Fiscally Constrained LRTP</i>	<i>Vision Plan</i>
Planning Phase, \$715,000	ROW and CST Phases, amount to be determined based on the planning study
PE Phase, \$12,340,411	

US 80 Corridor

Current Projects in 2035 LRTP

- US 80 Bridges Replacement Study, ARRA funded, \$250,000, study on-going
- US 80 at Bull River Bridge Reconstruction, \$3,520,800 for PE, \$44,010,000 for construction, in Constrained Plan
- US 80 at Lazaretto Creek Bridge Reconstruction, \$4,824,800 for PE, \$60,310,000 for construction, in Constrained Plan
- US 80 Widening from Bull River to Lazaretto Creek, \$165,563,414 for construction, in Vision Plan

Amendments:

US 80 Bridges and Improvement Project	
<i>Fiscally Constrained LRTP</i>	<i>Vision Plan</i>
Planning Phase, \$250,000	US 80 Improvements including bicycle and pedestrian connections as well as other safety and multi-modal improvements, amount of PE, ROW and CST Phases to be determined by the planning study.
US 80 at Lazaretto Creek Bridge Reconstruction, \$4,824,800 for PE, \$60,310,000 for construction	US 80 Widening, CST phase, \$165,563,414
US 80 at Bull River Bridge Reconstruction, \$3,520,800 for PE, \$44,010,000 for construction	